



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

Date: Monday, March 20, 2023
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall
Members: Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Clara Vani, Legislative Coordinator, Telephone 905.874.3858, TTY 905.874.2130
cityclerksoffice@brampton.ca

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

1. Call to Order

2. Approval of Agenda

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

4. Consent Motion

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

5. Statutory Public Meeting Reports

- 5.1 Staff Report re: Presentation - Application to Amend the Zoning By-law - Soneil Markham Inc. c/o Gagnon Walker Domes Ltd., 2 County Court Boulevard, Ward 3, File: OZS-2023-0003

To Permit: A mixed-use development of four towers ranging between 23- 45 storeys in height oriented along Hurontario Street and two 5-storey residential mid-rise buildings oriented along Turtlecreek Boulevard

Location: Hurontario Street and Turtlecreek Boulevard

Staff Presentation: Nicole Natalie Hanson, Development Planner

Recommendation

6. Public Delegations (5 minutes maximum)

- 6.1 Delegation re: Application to Amend the Official Plan and Zoning By-law, Primont Properties Inc., Primont (M3 Condos) Inc., 10629 Mississauga Road, Ward 6, File: OZS-2021-0002

1. Chad John-Baptiste, Planner, WSP

(See Item 7.2)

- 6.2 Delegation re: Application to amend the Official Plan, Zoning By-Law and for a proposed Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven

1. Sebastian Alzamora and Colin Chung, Glen Schnarr & Associates Inc.

(See Item 7.1)

- 6.3 Delegation re: Application to Amend the Zoning By-Law and for a proposed Draft Plan of Subdivision, Gagnon Walker Domes Ltd.- Gurpreet Gill, 9058 Creditview Road, Ward 5, File: OZS-2020-0018

1. Marc De Nardis, GWD Ltd.

(See Item 7.4)

- 6.4 Delegation re: Application to Amend the Official Plan and Zoning By-law, Wellings Planning Consultants Inc – Schlegel Villages In, 425 Great Lakes Drive, Ward 9, File: OZS-2020-0009

1. Brad Schlegel, Schlegel Villages Inc.
2. Robert Anderson , Anderson Wellsman Architects Inc
3. Glenn Wellings, Wellings Planning Consultants Inc.

(See Item 7.3)

7. Staff Presentations and Planning Reports

- 7.1 Staff Report re: Application to amend the Official Plan, Zoning By-Law and for a proposed Draft Plan of Subdivision, Glen Schnarr & Associates Inc. – Branthaven Creditview Inc., 8940 Creditview Road, Ward 4, File: OZS-2022-0014

To Permit: The development of 60 single-detached dwellings.

Location: South of Queen Street West and west of Creditview Road

Recommendation

(See Item 6.2)

- 7.2 Staff Report re: Application to Amend the Official Plan and Zoning By-law, Primont Properties Inc., Primont (M3 Condos) Inc., 10629 Mississauga Road, Ward 6, File: OZS-2021-0002

To Permit: A phased mixed use development comprised of three residential buildings ranging from 12, 27 to 30 storeys in height with commercial uses at the ground floor

Location: 10629 Mississauga Road

Recommendation

(See Item 6.1)

- 7.3 Staff Report re: Application to Amend the Official Plan and Zoning By-law, Wellings Planning Consultants Inc – Schlegel Villages In, 425 Great Lakes Drive, Ward 9, File: OZS-2020-0009

To Permit: Development of a phased retirement community consisting of two 12-storey towers housing a total of 518 retirement home suites and seniors apartments; and a one-storey Main Street building connecting the towers and containing ancillary personal service, dining, medical and recreational uses

Location: South side of Sandalwood Parkway East

Recommendation

(See Item 6.4)

- 7.4 Staff Report re: Application to Amend the Zoning By-Law and for a proposed Draft Plan of Subdivision, Gagnon Walker Domes Ltd.- Gurpreet Gill, 9058 Creditview Road, Ward 5, File: OZS-2020-0018

To Permit: The development of 5 single detached residential dwellings and an extension of Hosta Street

Location: North of Queen Street W. and West of Creditview Road

Recommendation

(See Item 6.3)

- 7.5 Staff Report re: Application to Amend the Zoning By-law, Nahid Corp. – 2556830 Ontario Inc., 226 Queen Street E. , Ward 1, File: OZS-2022-0028

To Permit: A mixed-use development comprised of two towers (35 and 47 storeys) with a 6 to 8-storey podium

Location: West of Kennedy Road, at the northeast corner of Queen Street East and June Avenue

Recommendation

8. Committee Minutes

- 8.1 Minutes - Brampton Heritage Board - February 21, 2023

To be received.

9. **Other Business/New Business**

10. **Referred/Deferred Matters**

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

11. **Correspondence**

12. **Councillor Question Period**

13. **Public Question Period**

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

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

14. **Closed Session**

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

15. **Adjournment**

Next Regular Meeting: Monday, April 24, 2023 at 7:00 p.m.

Date: 2023-02-24

File: OZS-2023-0003

Subject: **Application to Amend the Zoning By-law**
To permit a mixed-use development of four towers ranging between 23- 45 storeys in height oriented along Hurontario Street and two 5-storey residential mid-rise buildings oriented along Turtlecreek Boulevard
Soneil Markham Inc. c/o Gagnon Walker Domes LTD.
2 County Court Boulevard
Ward: 3

Contact: Nicole Natalie Hanson, Development Planner III, Development Services, 905-874-2439 x 42439, Nicole.Hanson@rampton.ca and David VanderBerg, Manager, Development Services, 905-874-2325, David.VanderBerg@Brampton.ca

Report Number: Planning, Bld & Growth Mgt-2023-216

Recommendations:

1. **THAT** the presentation titled: **Application to Amend the Zoning By-law, Soneil Markham Inc. c/o Gagnon Walker Domes LTD**, 2 County Court Boulevard, Ward 3 to the Planning and Development Committee meeting of March 20, 2023, be received.

APPLICATION TO AMEND THE ZONING BY-LAW

**To permit a mixed-use development of four towers ranging between 23-45 storeys
in height oriented along Hurontario Street and two 5-storey residential buildings
oriented along Turtlecreek Boulevard**

2 County Court Boulevard

City of Brampton File # : OZS-2023-0003

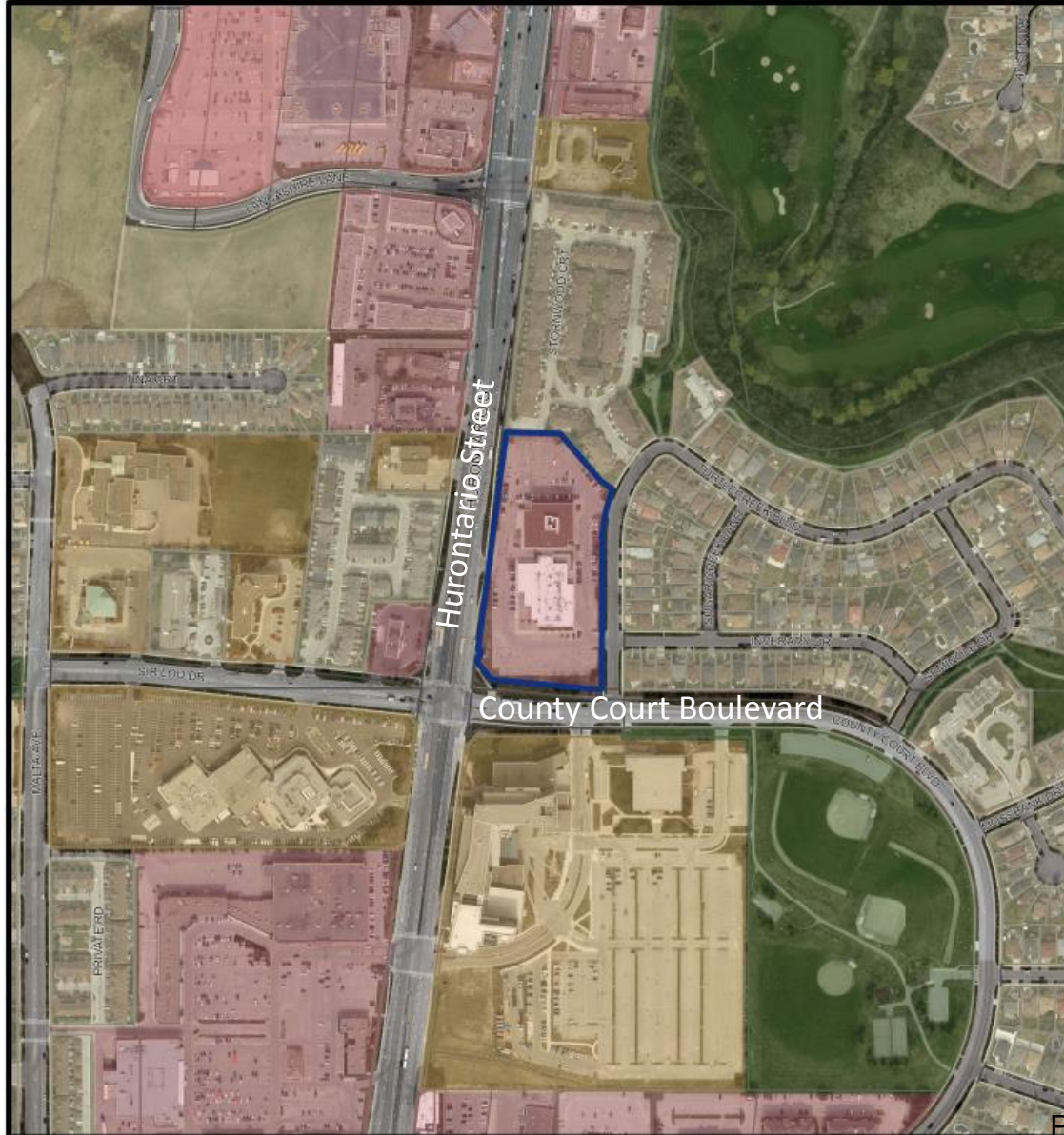
**Application By:
Gagnon Walker Domes Ltd./ Soneil Markham Inc.**

**WARD : 3
REGIONAL COUNCILLOR: Martin Medeiros
CITY COUNCILLOR: Dennis Keenan**

LOCATION OF SUBJECT PROPERTY



AREA CONTEXT



North: Townhouses and commercial uses

South: Institutional (provincial courthouse and Peel Regional Police headquarters) and commercial uses

East: Single detached residential dwellings

West: Residential, commercial and institutional uses

Legend

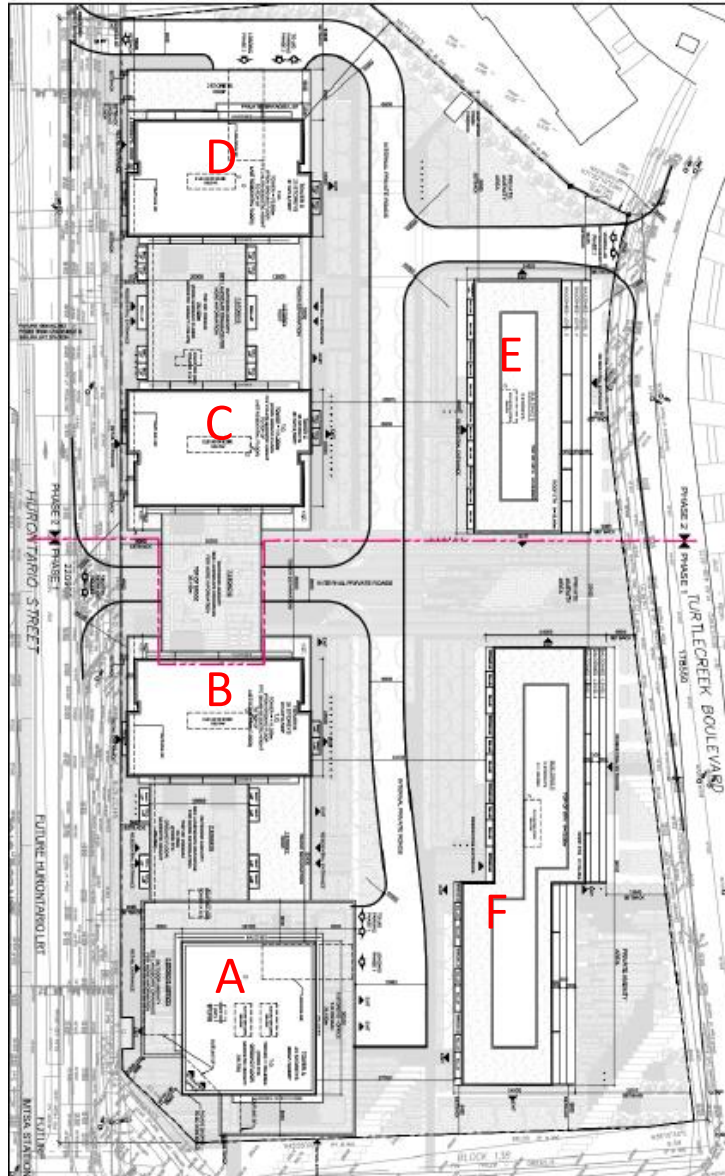
 SUBJECT LAND	 AGRICULTURAL	 INSTITUTIONAL	 ROAD
	 COMMERCIAL	 OPEN SPACE	 UTILITY
	 INDUSTRIAL	 RESIDENTIAL	

AREA CONTEXT



review

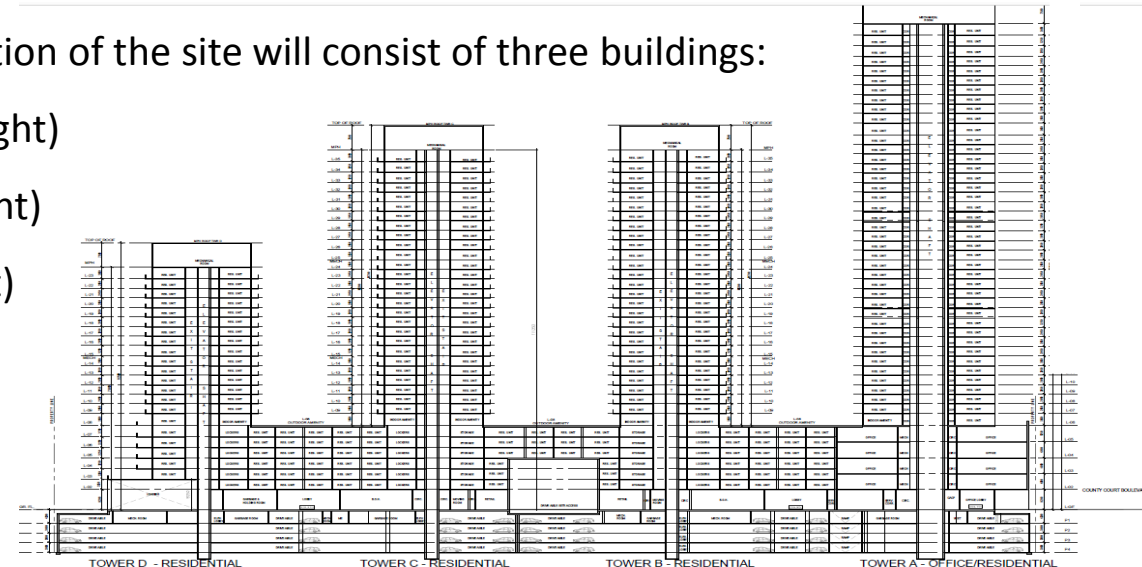
DEVELOPMENT PROPOSAL



An Application to Amend the Zoning By-law:

To permit a mixed-use development of four towers ranging between 23-45 storeys in height oriented along Hurontario Street and two 5-storey residential buildings oriented along Turtlecreek Boulevard.

- **Phase One:** The southern portion of the site will consist of three buildings:
 - A (45 storeys, 150.40 m in height)
 - B (35 storeys, 111.35 m in height)
 - F (5 storeys, 16.40 m in height)
- **Phase Two:** The northern portion of the site will consist of three buildings:
 - C (35 storeys, 111.35 m in height)
 - D (23 storeys, 75.05 m in height)
 - E (5 storeys, 16.40 m in height)



DEVELOPMENT PROPOSAL

The following are further details for the proposal:

Lot Area: 2.17 Hectares (5.35 acres)

Total Floor Area: 126,387 m² (1,360,418 ft²)

- Residential – 117,842 m² (1,268,441 ft²)
- Non-Residential – 8,545 m² (91,978 ft²)
 - Retail – 1,914.90 m² (20,611.81 ft²)
 - Office – 6,630.00 m² (71,364.73 ft²)

Residential Units: 1610 units total:

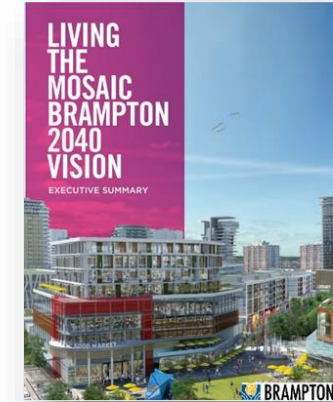
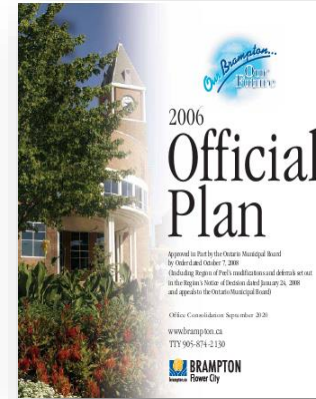
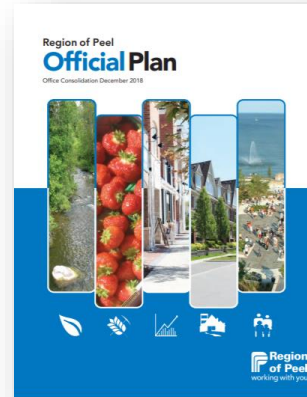
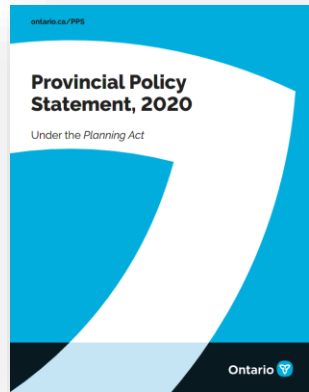
- 1 Bedroom - 865 units (54%)
- 2 Bedroom – 647 units (40%)
- 3 Bedroom – 92 units (6%)

- Total Site Floor Space Index (FSI): 5.88

FLOOR SPACE INDEX means the figure obtained by dividing the gross floor area of all floors in a building by the area of the lot to be built upon.



PLANNING FRAMEWORK SUMMARY



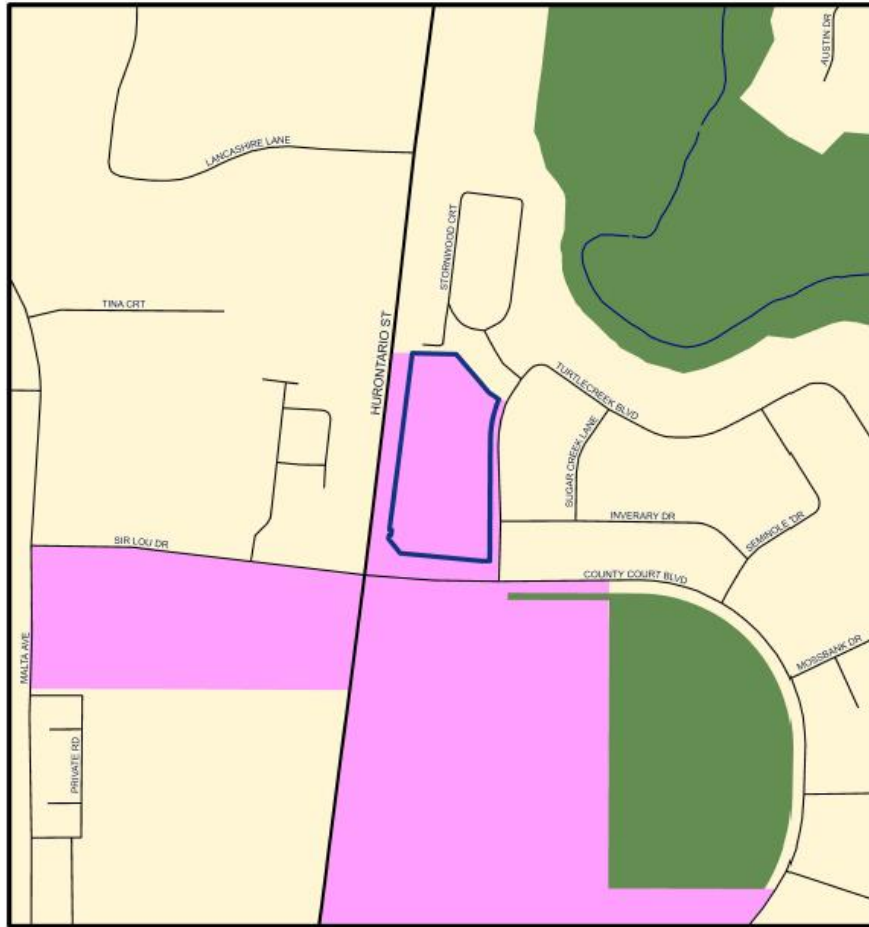
The application will be evaluated based on:

- The *Planning Act*
- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Region of Peel Official Plan
- City of Brampton Official Plan
- Hurontario - Main Corridor Secondary Plan

Also following the principles of:

- Brampton 2040 Vision

CURRENT PLANNING CONTEXT: OFFICIAL PLAN



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



The property is designated 'Office' within the City of Brampton Official Plan, which permits:

- offices,
- hotels/motels, and
- other accessory commercial uses.

Multiple residential uses may be permitted subject to compatibility with adjacent land uses.

An Amendment to the Official Plan is not required as the current Secondary Plan designation of 'Mixed-Use Two (MU2)' permits residential uses.

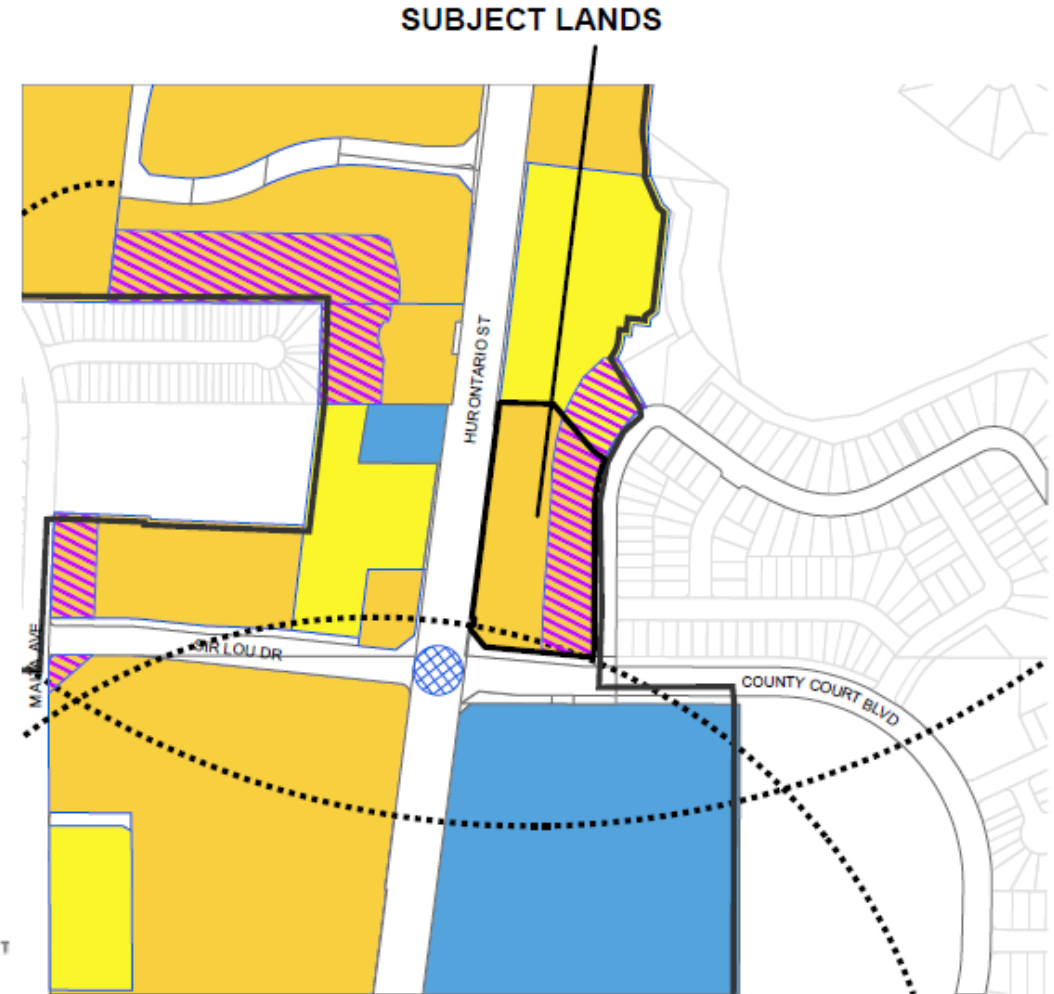
CURRENT PLANNING CONTEXT: SECONDARY PLAN

Hurontario- Main Corridor Secondary Plan Area 55

Designated as 'Mixed-Use Two (MU2)' with the easterly part of the site identified as a 'Height Transition Area'.

The vision identified for the Brampton Gateway Character Area is to transform the existing single-use, under-utilized properties into a vibrant mixed-use transit-oriented community.

The purpose of the height transition area is to ensure that new development is appropriately blended into existing neighbourhoods by applying a height transition plane.



EXTRACT FROM SCHEDULE SP55(A) OF THE DOCUMENT KNOWN AS THE HURONTARIO-MAIN CORRIDOR SECONDARY PLAN

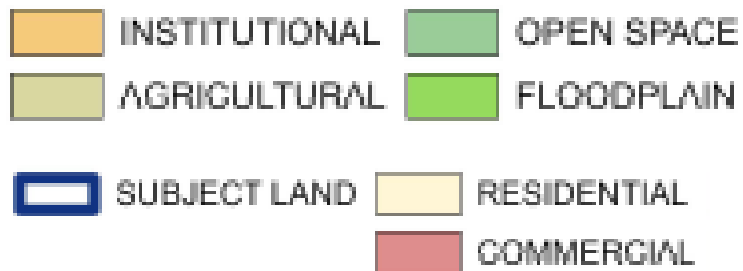
CURRENT ZONING CONTEXT: ZONING BY-LAW

Commercial One (C1)- Special Section 2579'

The subject site is zoned 'Commercial One (C1)- Special Section 2579'.

This permits a range of commercial uses including:

- office,
- banks,
- restaurants,
- day nursery,
- personal service shop.



PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment will rezone the subject site from 'Commercial One (C1)- Special Section 2579' to 'Hurontario Corridor Mixed-Use One – XXXX (HMU1 – XXXX)'

Proposed Zone	Highlight of proposed Zone
Hurontario Corridor Mixed-Use One- XXXX (HMU1- XXXX)	<ul style="list-style-type: none">• Permits residential uses in addition to office and retail uses.• Maximum permitted gross floor area: 126,500.00 sm• Maximum height along Hurontario: 35 and 45 storeys• Maximum height along Turtlecreek: 5 storeys• Minimum vehicular parking: 0 residential spaces per dwelling unit and 0.15 visitor spaces per unit• Along with other built form and parking regulations



 SUBJECT LAND (Proposed Zone: HMU1- XXXX)



WE ARE HERE IN THE PLANNING PROCESS

Notice of complete application- January 16th, 2023

Circulation to departments and agencies

Notice of public meeting

Public Meeting (We Are Here)

The public meeting is to share information with members of the public on the application, and give them the opportunity to express their perspectives and opinions for consideration in the decision making process.

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period



ISSUES & CONSIDERATIONS

Preliminary Issues:

- Compatibility with the existing neighbourhood.
- Office space – does the amount satisfy the intent of the Secondary Plan?
- Density/Height – appropriateness, and sensitive transition from the adjacent existing low density uses.

Considerations:

- Contributions to the critical mass of people and jobs required to take advantage of Light Rail transit along this Corridor.
- Support for 'Housing Brampton', the City's comprehensive housing strategy and action plan.
- Enhancements to open space, pedestrian access and connectivity with active transportation linkages.
- Affordable housing – can arrangement be made for the delivery of affordable units through this development?



ACCESS MORE INFORMATION

More information on the development proposal, including the full plans and supporting studies submitted by the applicant, can be found on the City's BramPlan Online portal. The information can be found by:

1. Click [here](#) to access [BramPlan Online](#):
2. Type the [file number](#) in the required field:
File Number: OZS-2023-0003
3. On the [OZS-2023-0003 file page](#) click: The File Info Tab, and click documents to review all application drawings and documents.

The image shows two screenshots of the BramPlanOnline portal. The top screenshot is the login page, which includes a search bar, navigation tabs for Home and Planning, and a login form with fields for User Name or E-mail and Password. It also features a 'Remember me' checkbox and a 'New Users: Register for an Account' link. The bottom screenshot shows the file details page for OZS-2023-0003, specifically the 'Documents' tab. It displays a table of uploaded documents with columns for Name, File Number, Type, Size, Latest Update, Upload Date, and Action. The table lists three documents: 'R0_Phase I Environmental Site Assessment.pdf', 'R0_Phase II Environmental Site Assessment.pdf', and 'R0_Parcel Abstract.pdf'. A 'Page 20 of 554' watermark is visible over the bottom screenshot.

BRAMPTON | BramPlanOnline Announcements Register for an Account Login

Search...

Home Planning

BRAMPLAN ONLINE

Welcome to BramPlanOnline!

BramPlanOnline will allow you to manage all your Planning and Development applications. With BramPlanOnline you can submit an application and obtain its status.

To submit an application or obtain its status, please login using your account.

Don't have an account?

If you don't have an account click on "Register for an Account". By registering for a free account, you will have the ability to submit online planning and development applications, eliminating the need for in office appointments to begin the process. Once registered, you will receive confirmation within 48 hours that your account is activated.

Through this system, you will be able to submit documentation track an application's status online. In order to establish communication and transparency, you are able to view your application status at anytime and view current tasks, allowing you to stay informed and prepared.

To get started, please select one of the services offered below.

Planning

Search for an application

For assistance, please contact us at: planning.development@brampton.ca

BRAMPTON | BramPlanOnline Announcements Register for an Account Login

Search...

Home Planning

File OZS-2023-0003:
OPA ZBA Subdivision
Status: In Review-Pre Public Meeting

File Info Documents

For any document that gets uploaded:

1. All submitted documents must be named and categorized according to the City of Brampton Document naming and saving Protocol. [Please follow this link to find the document naming and saving conventions](#)
2. You must save the documents prior to continuing with the application. After you save the document, you cannot remove it.

Resubmission:

1. When making a resubmission, please email the planner on file once you have uploaded all necessary documentation.
2. All Precinct Plans, Draft Plans of Subdivisions (10 residential units or more), "Full" Site Plans, and Zoning By-law amendments to facilitate the above require the submission of a Sustainability Score & Summary. This includes each re-submission. Visit www.brampton.ca/measuring-sustainability for more details.

Name	File Number	Type	Size	Latest Update	Upload Date	Action
R0_Phase I Environmental Site Assessment.pdf	OZS-2023-0003	Environmental Site Assessment	47.65 MB	01/25/2023	01/12/2023	Actions ▾
R0_Phase II Environmental Site Assessment.pdf	OZS-2023-0003	Environmental Site Assessment	13.68 MB	01/25/2023	01/12/2023	Actions ▾
R0_Parcel Abstract.pdf	OZS-2023-0003	Initial Documentation	138.66 KB	01/25/2023	01/12/2023	Actions ▾

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BRAMPTON

CONTACT INFORMATION

- City Planner contact:
Nicole Natalie Hanson, RPP, MCIP
Development Planner III
City of Brampton
Nicole.Hanson@Brampton.ca
- Applicant contact:
Nikhail Dawan
Gagnon Walker Domes Ltd.
ndawan@gwdplanners.com

The background image shows a city street scene. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on the glass. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with a curved facade and many windows. To the right of the main building is a tall, narrow brick tower with a clock face near the top. A vertical sign on the side of the tower reads "CANADIAN 150". The street is paved, and there are some cars parked or driving in the distance. The entire image has a blue tint.

Thank you!



Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

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

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

Meeting Date Requested: March 20 2023 Agenda Item (if applicable): Unknown at this time.

Name of Individual(s): Mr. Chad John-Baptiste

Position/Title:

Director of Planning

Organization/Person
being represented:

WSP

Full Address for Contact: 100 Commerce Valley Dr W, Thornhill, ON
L3T 0A1

Telephone: Mobile: 647-222-1093

Email: Chad.John-Baptiste@wsp.com

Subject Matter
to be Discussed:

To address questions from the Committee as necessary

Action
Requested:

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

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

☐ Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Submit by Email

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

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



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

Meeting Date Requested: March 20, 2023

Agenda Item (if applicable):

Name of Individual(s):
-Colin Chung
-Sebastian Alzamora

Position/Title:
-Managing Partner
-Planner

Organization/Person
being represented: Branthaven Creditview Inc.

Full Address for Contact: 700-10 Kingsbridge Garden Circle
Mississauga, ON
L5R 3K6

Telephone: (416) 419-8862

Email: sebastiana@gsai.ca

Subject Matter
to be Discussed: File: OZS-2022-0014
8940 Creditview Road

Action
Requested: Respond to questions regarding the application re: 8940 Creditview Road File: OZS-2022-0014.

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

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

☐ Other:

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

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

Meeting Date Requested: **March 20, 2023**

Agenda Item (if applicable): **TBD**

Name of Individual(s): **Marc De Nardis**

Position/Title:

Planning Associate, Gagnon Walker Domes Ltd.

Organization/Person
being represented:

Mr. Gurpreet Gill

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

Telephone: **(905) 796-5790 ext. 257**

Email: **mdenardis@gwdplanners.com**

Subject Matter
to be Discussed:

**Application to Amend the Zoning By-Law and Draft Plan of Subdivision
Property Address: 9058 Creditview Road
City File: OZS-2020-0018, 21T-210006B**

Action
Requested:

**To speak to Recommendation Report, answer any questions posed by members of the public or
Committee. Will not speak if no questions asked.**

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

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

☐ Other:

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

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Meeting Name:

Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

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

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

Meeting Date Requested: **March 20, 2023**

Agenda Item (if applicable): **TBC**

Name of Individual(s): **Brad Schlegel - Schlegel Villages Inc.**

Position/Title: **Owner/VP Design & Construction**

Organization/Person being represented: **Schlegel Villages Inc.**

Full Address for Contact: **325 Max Becker Drive, Suite 201
Kitchener ON
N2E 4H5**

Telephone: **519-571-1873**

Email: **bschlegel@rbjschlegel.com**

Subject Matter to be Discussed: **Schlegel Villages proposal.**

Action Requested: **Support of Planning staff's recommendation. Available to answer any questions. Please group with delegations by Robert Anderson and Glenn Wellings.**

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

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

☐ Other:

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

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

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Submit by Email

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

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



Delegation Request

For Office Use Only:

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

Meeting Date Requested: **March 20, 2023**

Agenda Item (if applicable): **TBC**

Name of Individual(s): **Robert Anderson - Anderson Wellsman Architects Incorporated**

Position/Title: **Architect**

Organization/Person being represented: **Representing Schlegel Villages Inc.**

Full Address for Contact: **1090 Don Mills Road
Suite 612
Toronto ON M3C 3R6**

Telephone: **416-391-3699**

Email: **rob@andersonwellsmanarchitects.c**

Subject Matter to be Discussed:

Schlegel Villages proposal

Action Requested:

Support of Planning staff's recommendation. Available to answer any questions. Please group with delegations by Brad Schlegel and Glenn Wellings.

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

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

☐ Other:

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

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

Meeting Date Requested: **March 20, 2023**

Agenda Item (if applicable): **TBC**

Name of Individual(s): **Glenn Wellings - Wellings Planning Consultants Inc.**

Position/Title: **Consulting Planner**

Organization/Person being represented: **Representing Schlegel Villages Inc.**

Full Address for Contact: **513 Locust St., Unit B
Burlington, ON L7S1V3**

Telephone: **416-988-0310**

Email: **glenn@wellingsplanning.ca**

**Subject Matter
to be Discussed:**

Schlegel Villages proposal

**Action
Requested:**

Support of Planning staff's recommendation. Available to answer any questions. Please group with delegations by Brad Schlegel and Robert Anderson.

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

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

☐ Other:

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

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Date: 2023-02-03

Subject: **RECOMMENDATION REPORT**
Application to Amend the Official Plan, Zoning By-law and
for a Draft Plan of Subdivision
(*To permit the development of 60 single-detached dwellings*)
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
8940 Creditview Road
South of Queen Street West and west of Creditview Road
Ward: 4

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

Report Number: Planning, Bld & Growth Mgt-2023-175

Recommendations:

1. That the report titled: **Recommendation Report**, Application to amend the Official Plan, Zoning By-Law and for a proposed Draft Plan of Subdivision, **Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.**, 8940 Creditview Road, Ward 4 (File: OZS-2022-0014 and 21T-22001B), dated February 3, 2023 to the Planning and Development Committee Meeting of March 20, 2023, be received;
2. That the application for an Amendment to the **Official Plan, Zoning By-law and for a Draft Plan of Subdivision** submitted by **Glen Schnarr & Associates Inc.**, on behalf of Branthaven Creditview Inc. (File: OZS-2022-0014 and 21T-22001B) be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendment to the Official Plan generally in accordance with the attached Appendix 13 to this report be adopted;
4. That the amendment to the Zoning By-law, generally in accordance with the attached Appendix 14 to this report be adopted; and

5. That no further notice or public meeting be required for the attached Official Plan Amendment, Zoning By-law Amendment and for a proposed Draft Plan of Subdivision pursuant to Section 22 (6), 34 (10.4) and Section 51 (20) of the Planning Act, R.S.O., as amended.

Overview:

- This report recommends approval of an Amendment to the Official Plan, Zoning By-law and for a Draft Plan of Subdivision to permit the development of the subject lands for 60 single-detached residential dwellings.
- The subject property is designated as 'Residential' in the City of Brampton Official Plan. The 'Residential' designation permits a full range of residential dwelling types. The subject lands are designated 'Executive Residential' within the Credit Valley Secondary Plan (SPA 45). The proposed amendment to the Secondary Plan would re-designate the subject lands from 'Executive Residential' to 'Low Density 1' to facilitate the proposed development.
- The property is zoned 'Agricultural (A)' as per Zoning by By-law 270-2004, as amended. The 'Agricultural (A)' zone does not permit the proposed residential development. Therefore, an amendment to the Zoning By-law is required to facilitate the proposed residential subdivision.
- A Statutory Public Meeting for this application was held on April 25th, 2022. Nine members of the public were present to delegate on this item. Approximately 70 pieces of written submission from members of the public were received. Councilors and Planning Staff met with residents in a non-statutory public information meeting near the subject lands on May 10th, 2022.
- Key issues raised by residents include compatibility with the character of the surrounding neighbourhood, traffic safety, stormwater concerns, and loss of trees and biodiversity. Responses to these concerns are included in the report. Details of the Statutory Public meeting are included in Appendix 11 of this report.
- The application received a Sustainability Score of 29, and achieved the Bronze threshold.
- The proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region and Brampton Official Plan.

- **The proposal is consistent with the “2022 - 2026 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:

Glen Schnarr & Associates Inc., on behalf of Branthaven Creditview Inc., submitted this application for a proposed amendment to the Official Plan, Zoning By-law and for a Draft Plan of Subdivision on March 1st, 2022. The applications proposed a residential subdivision of 60 single detached dwellings on the subject lands. The application was deemed complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application was issued on March 2nd, 2022.

Current Situation:

Proposal:

A proposal to amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision has been filed with the City to develop an approximately 3.54 hectare site located at 8940 Creditview Road. Three of the proposed lots will front onto Creditview Road. The remaining 57 lots are proposed along the internal road network, fronting along an extension of Classic Drive and a new proposed street.

Details of the proposal are as follows (please refer to Appendix 1):

- One single detached residential lot with a frontage of 17.7 metres fronting Creditview Road where the existing single-detached heritage dwelling (Edwin Trimble House) will be relocated;
- 2 single detached residential dwellings with lot frontages of 15.8 metres fronting Creditview Road;
- 24 single detached residential dwellings with frontages of 11.6 metres;
- 33 single detached residential dwellings with frontages of 12.8 metres; and
- an internal public road network with 17 metre right-of-way widths (ROWS).

Application to Amend the Official Plan:

The subject properties are designated ‘Executive Residential’ in the Credit Valley Secondary Plan (SP45). The lands designated ‘Executive Residential’ shall reflect Upscale Executive Housing policies, principles and standards established in the Official Plan.

The 'Executive Residential' designation requires that lot widths be in the range of 15 to 26 metres and sets a maximum density of 14.8 units per net hectare. An amendment to the Secondary Plan will be required to facilitate the proposed development. In order to permit the proposed dwelling types, the applicant proposed to re-designate the subject property from 'Executive Residential' to 'Low Density 2 Residential' to permit an increase in density and reduction in lot frontages.

Through the review of the application, staff concluded that it was preferable to designate the property as 'Low Density 1 Residential' with a special policy that permits the proposed lot sizes. The 'Low Density 1 Residential' designation includes a policy that developments reflect the Upscale Executive Housing policies in the Official Plan with the exception of allowing smaller lot widths and increased densities. In particular, these policies require that a high quality urban design, architectural treatment and streetscape be incorporated into the fabric of a community. Having the Upscale Executive Housing policies apply to the development will help ensure that it is well integrated with the surrounding residential community.

Application to Amend the Zoning By-law:

The subject property is zoned 'Agricultural (A)' as per Zoning By-law 270-2004, as amended. This zoning designation does not permit the proposed residential use.

The proposed Zoning By-law Amendment will rezone the property to new single-detached residential zones (R1F-11.6-3692 and R1F-11.6-3693). This will permit the proposed uses as well as provide associated performance standards including lot width, front and side yard depths, and lot area requirements

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

The lands have the following characteristics:

- are municipally known as 8940 Creditview Road;
- have a total site area of approximately 3.54 hectares;
- have a frontage of approximately 49.79 metres along Creditview Road;
- are currently occupied by eight structures: a residential dwelling (historical Edwin Trimble House), a small timber frame barn, a large timber frame barn with cement silo, a concrete block milk house, a modern fabric quonset hut, two horse stables and a modular home; and,
- have listed heritage status.

The surrounding land uses are described as follows:

- North: Currently vacant lands. A pre-consultation application (File#: PRE-2021-0236) has been filed for a residential mixed-use development at the site.
- South: Existing single-detached residential dwellings.
- East: Existing single-detached residential dwellings, beyond which is Creditview Road. Further east are additional single-detached residential dwellings with varying lot sizes.
- West: Existing single-detached residential dwellings. Southwest of the subject property are lands occupied by the Lionhead Golf Club and Conference Centre.

Summary of Recommendations

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

Planning Analysis Summary:

The proposed Official Plan Amendment, 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 Plan. The application is also consistent with Section 2 of the Planning Act and the Draft Plan of Subdivision is consistent with Section 2 and 51 (24) of the Planning Act.

The subject lands are within a neighborhood that is identified as an executive residential area in the City's planning framework. The application proposes reduced frontages and an increase in density on the subject lands as compared to the requirements for executive residential housing. However, as detailed in the submitted Urban Design Brief, the development will incorporate an upscale architectural design that is considered to be reflective of the surrounding community. In addition, the proposed lot size will better meet the intent within all levels of the planning policy framework to increase housing supply and to create complete communities with a variety of different types of housing.

The proposed development is in the public interest. The dimension and shapes of the lots are suitable for the purposes of the proposed subdivision. The existing/proposed utilities and municipal services are adequate for the proposed development. The various studies submitted by the applicant in support of the application have been reviewed by the City as well as the circulated public agencies, demonstrating the proposed development is appropriate from a technical perspective.

Additional information with respect to individual policies is provided in Appendix 10 (Detailed Planning Analysis).

Matters of Provincial Interest:

Planning Act, (2020):

This development proposal has regard for matters of provincial interest as set out in Section 2 of the Planning Act.

The proposed residential uses are appropriate given the surrounding land uses are predominately residential. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water services as well as waste management. It also ensures the orderly development of safe and healthy communities by providing a low density development that is generally consistent with the planned land use function. Staff is satisfied that the application is in compliance with the matters of provincial interests as set out in the Planning Act.

Provincial Policy Statement (PPS), (2020):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The proposed development helps to achieve complete communities. The proposed residential development is compatible with surrounding lands and efficiently uses existing infrastructure available on the site.

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, (2020):

The Growth Plan for the Greater Golden Horseshoe provides a framework regarding growth and development that supports economic prosperity, protects the environment, and helps communities to achieve a high quality of life. The proposed residential development is located within an existing residential subdivision neighbourhood. In addition, the proposed development provides access to public services, facilities, natural trails, and existing transit services.

As per Growth Plan policy, the Designated Greenfield Area is to be planned to achieve, within the horizon of the Growth Plan, a minimum density target that is not less than 50 residents and jobs combined per hectare for the entire Designated Greenfield Area in Brampton. The proposed amendment to allow for smaller lot sizes within this development will help to achieve this density target.

Staff is satisfied that the proposed development is consistent with the applicable sections of the Growth Plan.

Region of Peel Official Plan:

The Regional Official Plan provides a long-term policy framework that protects the environment, manages resources, and forecasts growth. The subject site is located within the “Urban System” designation in the Region of Peel Official Plan. The proposal conforms to the Regional Official Plan by directing redevelopment within the urban boundary to help optimize the supply of available land, supporting the achievement of healthy communities and protecting natural heritage features on and adjacent to the site.

City of Brampton Official Plan:

The City of Brampton Official Plan provides guidance and policies for the future of the city. The subject lands are designated as “Residential” on Schedule A – General Land Use Designations of the Official Plan. Residential uses are permitted within the “Residential” designation as well as complementary uses subject to specific Secondary Plan policies or designations.

The subject lands are also within the Upscale Executive Housing area on Schedule A1 of the Official Plan. 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 policies for Upscale Executive Housing include, among other matters, a minimum lot frontage of 15 metres, a maximum density of 14.5 units / net hectare, and requirements for an upscale, high quality architectural treatment for new development.

The proposed Official Plan Amendment would remove the subject site from the Upscale Executive Housing Area on Schedule A1. However, the proposed Secondary Plan designation of “Low Density 1 Residential” would still require that the Upscale Executive Housing policies generally apply to the development with the exception of the lot size and density requirements. This will help ensure that a high quality design is provided for the development that integrates it well with the surrounding community.

For the reasons noted in the next section analyzing the amendments to the Secondary Plan, staff supports the removal of the site from the Upscale Executive Housing area on Schedule A1. It is further noted that Policy 4.2.2.6 requires that a minimum of 5,100 upscale executive housing units be achieved city-wide. As this target has already been met, the removal of this site will not affect the City’s ability to achieve it.

Credit Valley Secondary Plan:

The subject property is designated as “Executive Residential” in the Credit Valley Secondary Plan (SPA 45). The amendment proposes to re-designate the subject property from “Executive Residential” to “Low Density 1 Residential” with a special policy to permit

the proposed lot sizes and density. The new designation would require that the upscale executive housing policies, other than those for minimum lot width and maximum density, continue to apply to the site.

The “Executive Residential” designation allows for a maximum density of 14.8 units per net residential hectare and sets a minimum lot width of 15 metres. The application proposes an increase to 23.5 units per net residential hectare with minimum lot widths for 11.6 metres, which contributes towards the required density target for this area as per the City of Brampton’s Official Plan

The replacement of the “Executive Residential” designation from the subject lands is supportable from a land use planning perspective, given that:

- The proposed new plan better aligns with the provincial policies related to creating communities and efficient use of resources;
- Unique environmental features / amenities are not negatively impacted by this development proposal; and,
- The existing and planned road, servicing, parks, and institutional facilities can accommodate the additional density increase.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in April 2022, 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 12 to this report. Notice signs were placed on the subject lands to advise members of the public that the application had been filed with the City.

A Statutory Public Meeting for this application was held on April 25th, 2022. There were nine members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from eleven members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 60 emails throughout the review process.

Further to the April 25th Planning and Development Committee Meeting, Councilor Medeiros and Councilor Bowman along with Staff arranged an additional information meeting outside the a resident property on Pride Court. The meeting was attended by over 80 residents of the Pride Court and Links Lane Lionhead Estates Community.

Additionally, a petition was filed by the area residents with over 100 signatures. The petition cites concerns with rezoning of agricultural lands, compatibility with the existing neighborhood, stormwater management, and lack of open space for children.

Details of the Statutory Public Meeting are included in Appendix 11 of this report. A high level overview of the comments received and staff responses are outlined below:

Issue Raised At Public Meeting	Response
<i>Built form and compatibility with the surrounding executive residential community.</i>	<ul style="list-style-type: none"> The development proposes single detached residential dwellings, which is consistent with the built form in the surrounding area. While the lot sizes are smaller than those in the area, the development proposed will include upscale architectural treatments, as demonstrated through the submitted Urban Design Brief that will complement the existing neighbourhood. The proposed lot sizes results in a plan that better aligns with provincial policies relating to creating complete communities and increasing housing supply.
<i>Traffic congestion</i>	<ul style="list-style-type: none"> The City's Transportation Planning and Region of Peel have reviewed the access and is satisfied that the traffic generated from the proposed subdivision will not have a major impact on the surrounding community.
<i>Safety concerns</i>	<ul style="list-style-type: none"> Classic Drive is proposed to have a 1.5m concrete sidewalk for pedestrian circulation that will connect to Queen Street and Creditview Road in the future, which will reduce safety concerns.
<i>Noise Concerns</i>	<ul style="list-style-type: none"> A Noise Feasibility Study prepared by HGC Engineering confirmed that the traffic from the proposed development will be small relative to the existing traffic volumes.
<i>Stormwater and drainage concerns</i>	<ul style="list-style-type: none"> A Functional Servicing Report was submitted to Staff with supporting documentation and calculations depicting adequate capacity for the additional flows without adversely affecting connected properties.
<i>Loss of trees and biodiversity</i>	<ul style="list-style-type: none"> Staff have reviewed the submitted Tree Evaluation and Preservation Report which outlines the trees to be protected and the measures used for all trees to be preserved prior to construction. There are 165 trees on site of which 141 trees were identified to be in poor condition and to be removed. 24 trees would be preserved. Staff will require additional tree plantings or require cash-in-lieu compensation for

	<p>tree removals during the detailed design review stage for the development.</p> <ul style="list-style-type: none"> • With respect to the loss of biodiversity, Environmental Planning has no comment because the subject lands do not contain/about a natural heritage feature.
<i>Property values</i>	<ul style="list-style-type: none"> • Planning staff cannot comment on the future potential valuation of land. This application is reviewed on the merits of criteria set out in the “Planning Act” and City, Regional and Provincial policies regarding land use planning.
<i>Community park</i>	<ul style="list-style-type: none"> • This site has not been designated for a community park. Eldorado Park is located in close proximity to the subject site. However, cash in lieu of parkland dedication will be required.
<i>Location of sales office</i>	<ul style="list-style-type: none"> • A minor variance application to permit a temporary sales office (A-2022-0022) is pending review and will be taken to a future Committee of Adjustment meeting. Matters related to the location of the sales office will be addressed through that application.
<i>Location of heritage home</i>	<ul style="list-style-type: none"> • The heritage consultant and City staff have finalized the location of the heritage home on Lot 60 fronting Creditview Road. (Appendix 1)

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.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres by adding additional housing in a neighbourhood that is consistent with the existing character.

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 13 respectively 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 implements a residential urban and community design that complements the existing neighborhood;
- 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:

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

Allan Parsons, MCIP, RPP
Director, Development Services

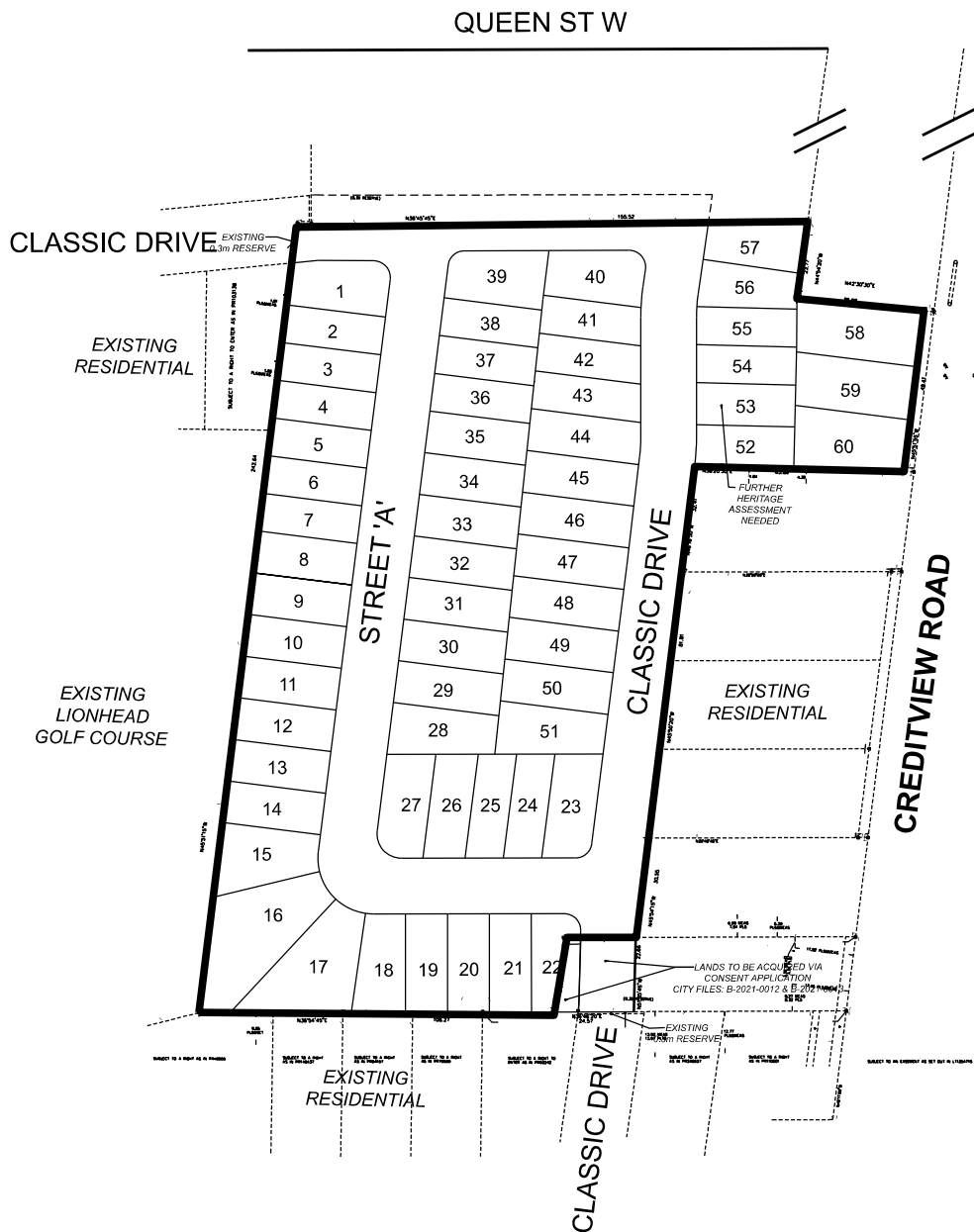
Approved by:

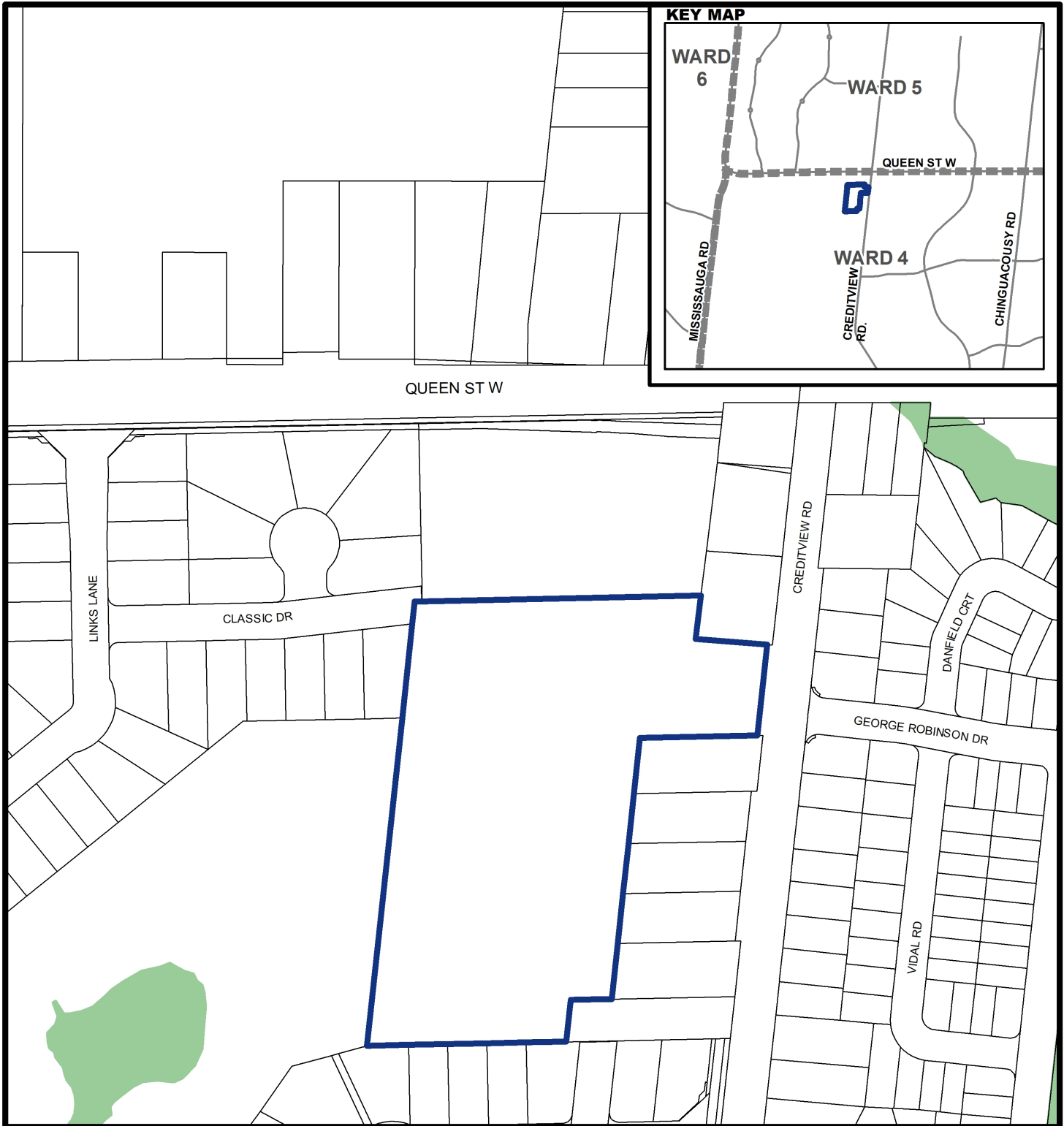
Steve Ganesh MCIP RPP
Commissioner
Planning, Building and Growth
Management Services Department

Marlon Kallideen
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 By-law Designations
- Appendix 6 – Aerial & Existing Land Use
- Appendix 7 – Block Plan Designations
- Appendix 8 – Tertiary Plan Designations
- Appendix 9 – Detailed Planning Analysis
- Appendix 10 - Proposed Conditions of Draft Approval
- Appendix 11 – Results of Public Meeting
- Appendix 12 – Results of Application Circulation
- Appendix 13 – Draft Official Plan Amendment
- Appendix 13a – Draft Official Plan Amendment to Schedule “A”
- Appendix 13b – Draft Official Plan Amendment to Schedule “B”
- Appendix 14 – Draft Zoning By-law Amendment
- Appendix 14a – Draft Zoning Plan Amendment to Schedule “A”



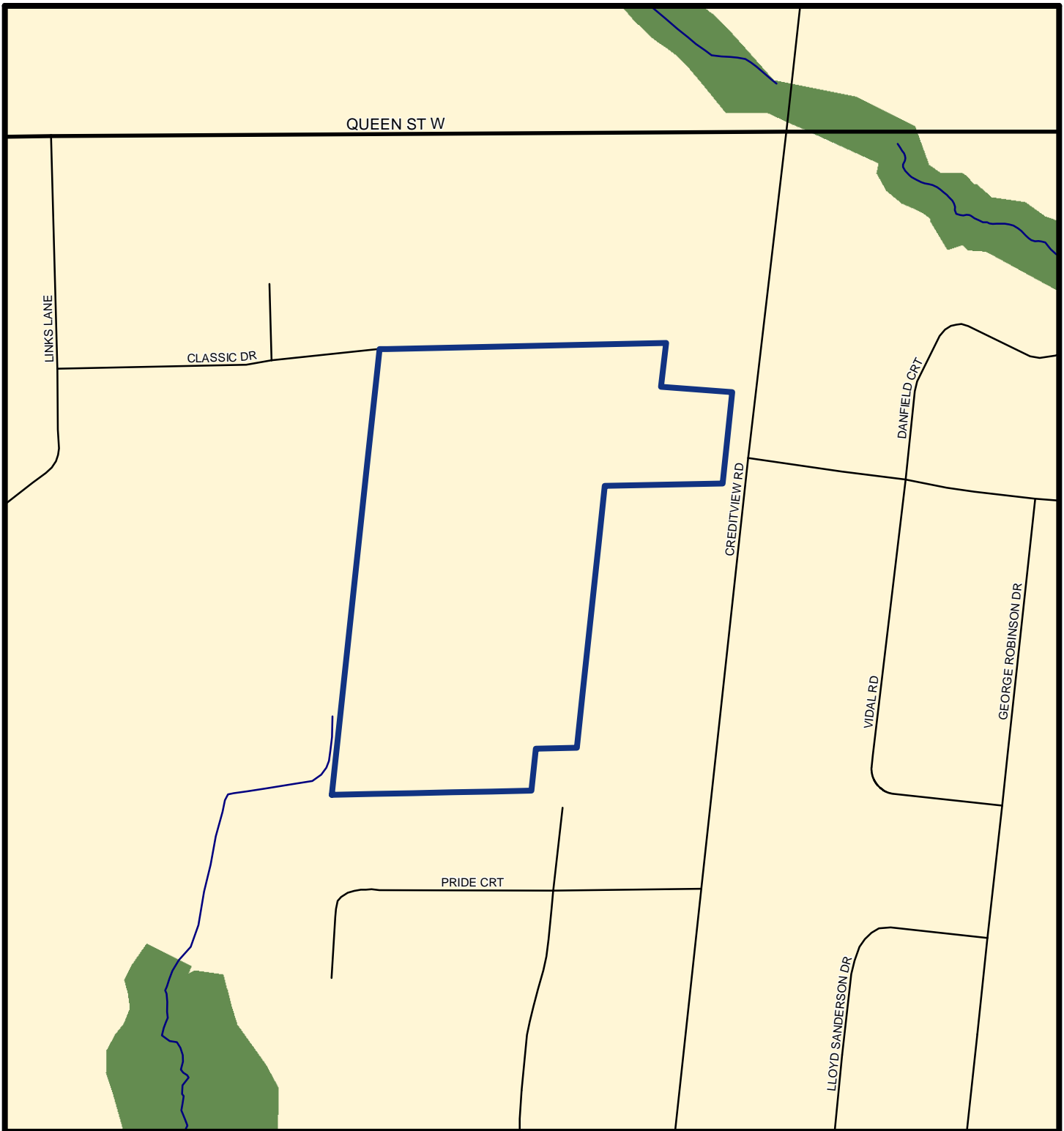


- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE



**APPENDIX 2
LOCATION MAP**

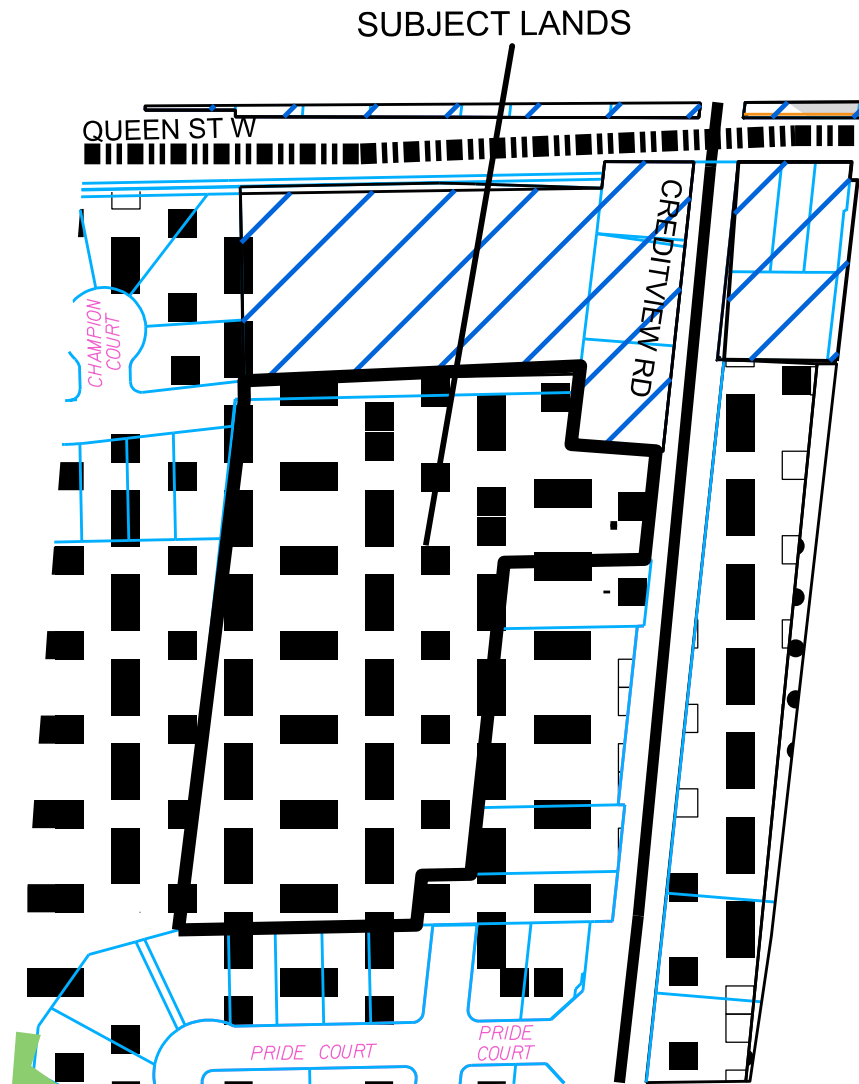
GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.



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

- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE





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

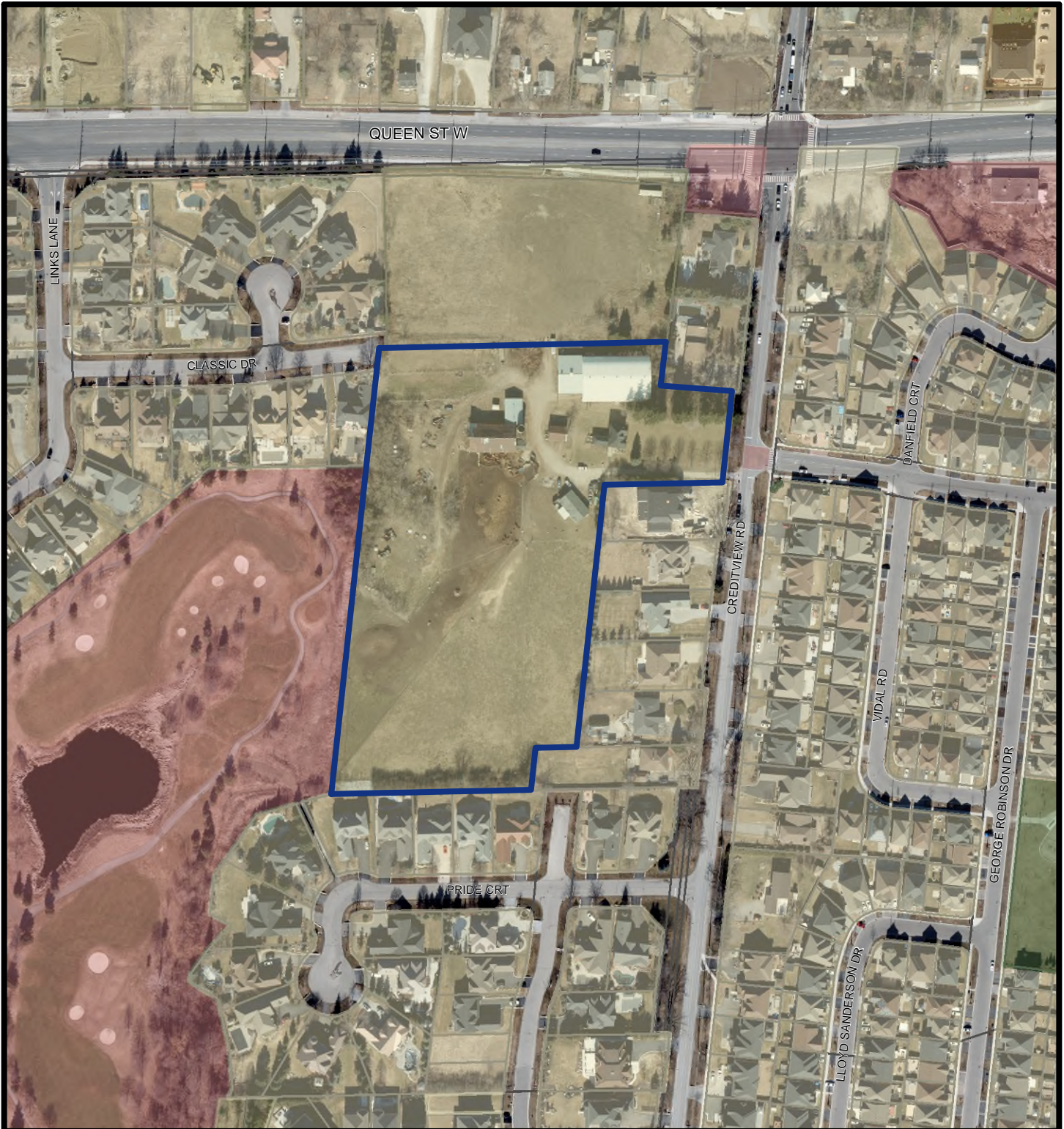
- | | |
|--|---|
| RESIDENTIAL | INFRASTRUCTURE |
|  Executive Residential |  Minor Arterial Roads |
|  Springbrook Settlement Area |  Two Lane Scenic Road |
| OPEN SPACE | |
|  Primary Valleyland | |

 SUBJECT LAND
  COMMERCIAL
  OPEN SPACE
 RESIDENTIAL
  AGRICULTURAL
  FLOODPLAIN












Author: ckovac
Date: 2022/03/03

GLEN SCHNARR AND ASSOCIATES
BRANTHAVEN CREDITVIEW INC.

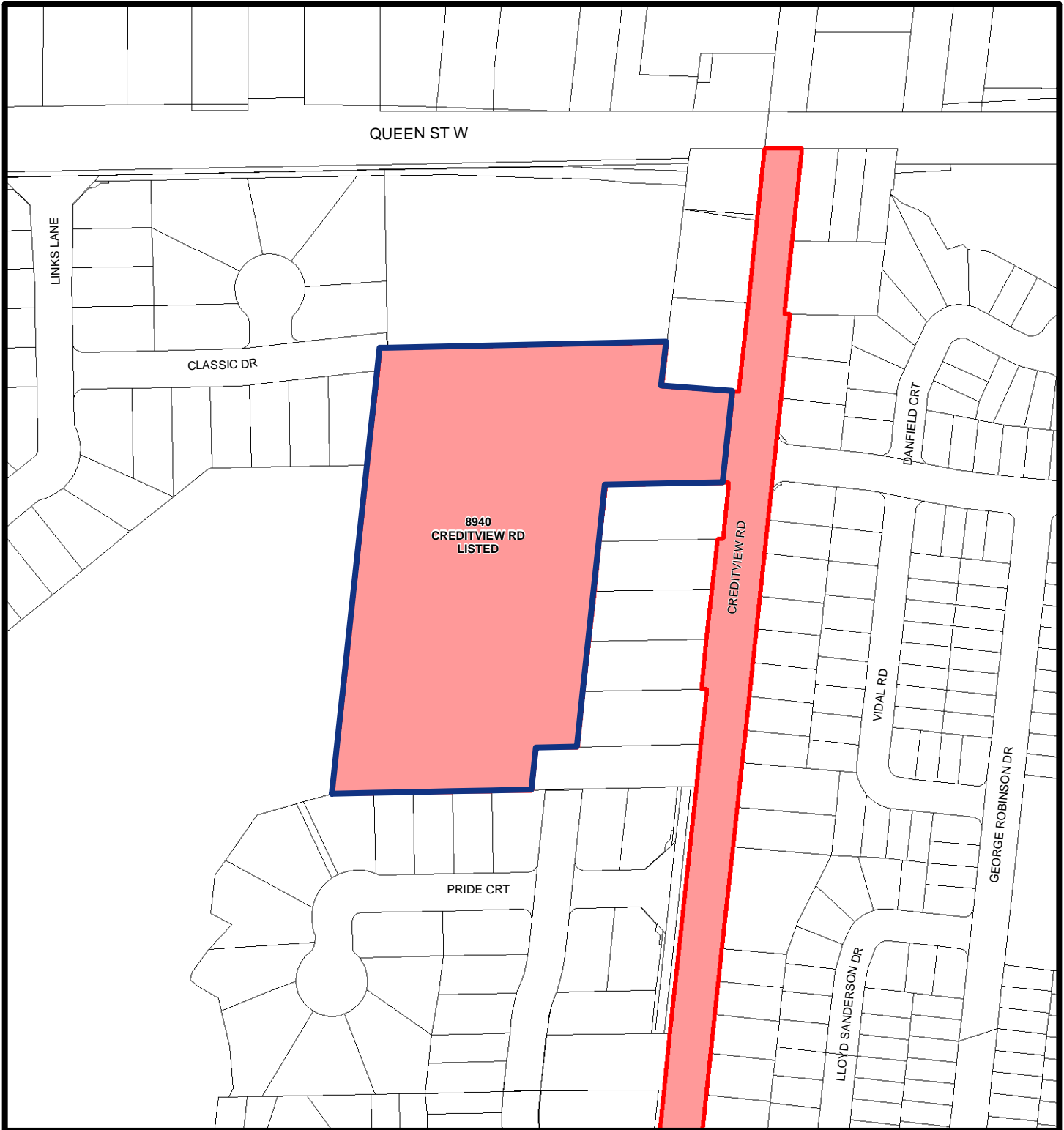


AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





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



SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

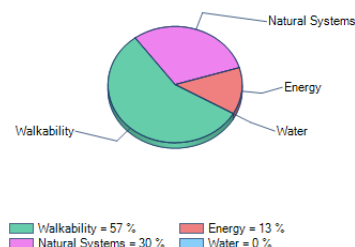
Project Name: 8940 Creditview Road

City File Number: OZS-2022-0014

Plan Type: Draft Plan

SUSTAINABILITY SCORE: **29**

THRESHOLD ACHIEVED: **BRONZE**



Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

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

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.

Cultural Heritage Resources - Cultural Heritage Conservation

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

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

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

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.
- [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Street Networks/Blocks - Intersection Density

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

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

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

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

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Active Transportation - Creation of Trail and Bike Paths

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

Natural Heritage - Connection to Natural Heritage

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

Stormwater - Stormwater Management Quality and Quantity

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

Soils and Topography - Restore and Enhance Soils

- [Minimum] Recommendations from a Topsoil Fertility Test have been implemented for the entire site.
- [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.
- [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

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

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

Lighting - Reduce Light Pollution

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

Lighting - Energy Conserving Lighting

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

Detailed Planning Analysis
City File Number: OZS-2022-0013

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 Credit Valley Secondary Plan (Area 45) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act:

The application is in compliance with matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990* in terms of the following:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and*
- r) The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development 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 proposed development relies on the existing water, sanitary and storm and services. The proposed development is compatible with the surrounding land uses; and develops a road network that is walkable and would connect to Creditview Road, a collector road serving the area.

Section 51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (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;*
- (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; and,*
- (j) the adequacy of school sites.*

The proposed subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the municipality. The proposed subdivision, which is deemed to be in public interest for its contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the proposed development.

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 (PPS), 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 (PPS).

1.1.1 - healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development includes single detached dwellings that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

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

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

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

1.1.3.3 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.

1.1.3.6 - 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.

This proposed development is located adjacent to the existing built up area within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

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

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitable zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.2 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by*
- a) *Permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.*
 - b) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

Housing Brampton, recently approved and endorsed by City Council, created big moves and action plans to respond to the current and future housing needs of Brampton residents. Through the City of Brampton's Housing Strategy, there is Council direction to add more diverse types of housing to Brampton's housing stock and use innovative approaches to address the housing needs. The proposed development is within an existing built up area, and proposes single-detached dwellings that are compatible to the existing uses of the neighborhood. The proposed development is consistent with the goals and intent of the Housing Strategy and proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

The proposed development is consistent with the Provincial Policy Statement 2020.

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

The *Growth Plan for the Greater Golden Horseshoe* includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the *Designated Greenfield Area* as per the 2020 Growth Plan. As such, the proposal conforms to the following policies of the plan:

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

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

The proposed development is located within the *Designated Greenfield Area* within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water and wastewater systems. With its location in proximity to the Queen Street and the area amenities, connectivity to road network and transit, the proposed development will have the necessary features to be a complete community.

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;*

The proposed development meets these criteria by being located within a *Designated Growth Area* in the City's Official Plan. It also provides housing on a site that is well connected to the local road network, is situated close to a Transit Corridor (Queen Street), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing low density housing that is in close reach and proximity to a range of amenities.

The application conforms to the policies of the Growth Plan (2020).

Region 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 subject lands are located within the *Urban System and Designated Greenfield Area* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban*

System is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for 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 characterizing of existing communities.*
- 5.3.1.4- To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.*
- 5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.2.2 - Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 - Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 5.3.2.4 - Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.*

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and generally transit supportive environment.

The proposed development is an extension of the existing low density residential development in the area. The proposal conforms to the above noted objectives and policies as it will contribute a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the recreational facilities, amenities and open space available in the area through the existing/proposed road network.

The applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan

The subject lands are designated as *Communities* and *Designated Greenfield Area* in *Schedule 1 – City Concept* and *Residential* and *Open Space* within *Schedule A – General Land Use Designation* of the Official Plan.

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

The *Designated Greenfield Area* designation is comprised of lands outside of the Built

Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit (Section 3.2.2).

The site is also identified as being located within an Upscale Executive Housing Special Policy Area (Schedule A1). The proposed Official Plan Amendment would remove the subject site from that schedule.

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

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.

3.2.2.2 - 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.

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

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

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> Low Density 	<ul style="list-style-type: none"> 30 units/ net hectare 12 Units / net acre 	<ul style="list-style-type: none"> Single detached homes
<ul style="list-style-type: none"> Medium Density 	<ul style="list-style-type: none"> 50 units/ net hectare 20 units/ net acre 	<ul style="list-style-type: none"> Single detached homes Semi-detached homes Townhouses

<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments
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4.2.1.3 – The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

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

The proposed development adds an additional 60 units contributing to the built-up area requirement of 26,500 units. The Official Plan requires the City’s *Designated Greenfield Area* to achieve a density of 51 residents and jobs combined per hectare by 2031. The proposed density for this development is approximately 23.5 units per net residential hectare, which contributes towards the required density target for this area. This satisfies 3.2.2.1 and 3.2.2.2 of the Official Plan.

The designs of the houses, as presented in the Urban Design Brief, complement the housing fronting Creditview Road as well as Classic Drive. In terms of servicing, there are existing watermains, existing and planned sanitary sewer infrastructure that will service the subdivision.

The residential designation shown on “Schedule A” of the City’s Official Plan allow the proposed residential uses including single detached houses. The subject lands are subject to the New Housing Mix and Density Category. Under the low density category only single detached homes are permitted with a maximum density of 30 units per net hectare and the proposed net density for the low density single detached dwellings is approximately 23.5 units per hectare. Based on the above, the proposed residential housing types and density conforms to the low density category of the Official Plan.

4.2.2.1 The Upscale Executive Housing Special Policy Areas designated on Schedule “A1” are areas considered to include appropriate characteristics to accommodate successful upscale executive housing areas in accordance with the related principles and standards specified in this section.

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 non-credited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare*
- 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;*
- vi. *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;*
- vii. *Distinct and high quality housing forms with lots greater than 21 metres 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 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;*
- x. *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;*
- xi. *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;*
- xii. *A strong community identity and neighbourhood character will be established through design and placement of commercial buildings and main entry features;*
- xiii. *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;*

- xiv. 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 site is located within an area identified for Upscale Executive Housing as depicted on Schedule A1 of the Official Plan. Upscale Executive Housing is described in Section 4.2.2 as a low density form of housing that is characterized by features including high value and high quality houses on large lots. The proposal is consistent with most of the principles and standards but does not meet specific lot frontage and density standards.

As per the 'Executive Residential' designation, a minimum lot frontage of 15 metres (50 feet) is permitted (Policy 4.2.2.2 (iii)). The three lots fronting Creditview Road have lot frontage of 15.8 metres (52 feet) and 17.7 metres (58 feet). The design of the subdivision is consistent and complements the housing fronting Creditview Road. However, an amendment is required to accommodate the remaining lots on Classic Drive which will have frontages of 11.6 metres (38 feet), 12.8 metres (42 feet), 15.8m (52 feet) and 17.7m (58 feet).

The Upscale Executive Housing policies allow for a maximum density of 14.8 units per net residential hectare (6 units per net residential acre), (Policy 4.2.2.2(iv)). The proposed development requests an increase to 23.5 units per net residential hectare which contributes towards the required density target for this area as per the City of Brampton's Official Plan.

4.2.2.6 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:

Area 2 Credit Valley Secondary Plan – 1000 units;

4.2.2.7 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.

Further to Policy 4.2.2.6, the targeted number of units for the City and Credit Valley Secondary Plan has generally been achieved. As of 2019, the total number of Executive Housing units was noted to be 994 units. While a more current count is not available, it is expected to be higher than the target of 1000 units. City-wide, the latest count is that 5,412 executive housing permits have been issued, exceeding the target of 5,100 units. The proposed lots will contribute to the unit count in the local area and provide a diversity of dwelling types.

Based on the above, Staff is satisfied that the proposed development and removal of the subject lands from Schedule A conforms to the general intent and vision of the City of Brampton Official Plan.

Credit Valley Secondary Plan

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

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

- i) development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;*
- ii) establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;*
- iii) creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,*
- iv) provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.*

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

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

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

- i) primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered*

- subject to appropriate location and superior site design, architecture and streetscape;*
- iii) *a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);*
- iv) *a minimum lot frontage of 15 metres (50 feet);*
- v) *a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;*
- vi) *anchor areas within the designation, which give the Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater; and,*
- vii) *the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.*

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

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

The subject property is currently designated as ‘Executive Residential’. The Official Plan Amend proposes to redesignate the subject property from ‘Executive Residential’ to ‘Low Density 1’. The “Executive Residential” designation permits a maximum density of 14.8 units per net residential hectare (6 units per net residential acre). The proposed development requests an increase to 23.5 units per net residential hectare which contributes towards the required density target for this area as per the City of Brampton’s Official Plan. It will also contribute to creating a complete community by increasing the variety in the form of housing in the area.

As per the ‘Executive Residential’ designation, a minimum lot frontage of 15 metres (50 feet) is required. The three lots fronting Creditview Road have lot frontages of 15.8 metres (52 feet) and 17.7 metres (58 feet). The design of the subdivision is consistent and complements the housing fronting Creditview Road. However, an amendment is required to accommodate the remaining lots on Classic Drive which will have frontages of 11.6 metres (38 feet), 12.8 metres (42 feet), 15.8m (52 feet) and 17.7m (58 feet).

The proposed residential development is designed according to the *Credit Valley Block Plan 45-2* and the proposed built forms of single detached dwellings are compatible with the existing adjacent community.

The amendment will support the redevelopment of the subject properties into a more vibrant, community. As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood and the proposed “Low Density 1” designation include policies requiring an upscale, executive design treatment. The development makes efficient use

of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 13.

City of Brampton Zoning By-law:

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

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

An amendment to the Zoning By-law is required for the proposed residential development. The application proposes to rezone the subject lands from 'Agricultural (A)' to 'Residential Single Detached F -11.6 Special Section (R1F-11.6-3692)' for the proposed development. The Edwin Trimble house will be relocated to Lot 60 fronting Creditview Road (Appendix 1) and will be rezoned from 'Agricultural' to 'Residential Single Detached F – R1F-11.6-3693)'.

The proposed By-law includes development standards such as setbacks and side yard requirements to ensure the appropriate built form for the area and compatibility with adjacent land uses.

Technical Requirements

The following technical requirements have been satisfied.

Arborist Report

The Arborist Report dated June 24, 2022 is prepared by Beacon Environmental which identifies an inventory of 165 trees on the subject property and adjacent lands. Of the 165 trees documented, 135 are located on the subject property, 17 are located on the property boundary and six are located on the adjacent City lands and seven are located on the adjacent private property. Most of the trees are in poor condition with poor integrity and with low preservation value or potential, and will be removed. 24 trees will be preserved.

Staff is working with the consultant to determine which trees are to be preserved. Subsequently, pursuant to the City of Brampton's Tree Preservation Bylaw (317-2012), the client will submit a permit application to remove trees on site. All tree protection measures will follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail. The report provided recommendations and tree protection measures for all other trees to be preserved prior to construction. At the subdivision detailed design stage, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Arborist Report and Tree Inventory and Tree Preservation Plans and have found it satisfactory.

Archaeological Assessment (Stage 1 & 2)

Staff have reviewed the Stage 1 and 2 Archaeological Assessment prepared by The Archaeologists Inc., dated December 14th, 2021 submitted in support of the application. The report identifies that a Stage 1 background study of the subject property was conducted and was

indicated that there was an elevated potential for the recovery of archeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a standard test pit survey at five metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Acoustical Report

The Acoustical Report was prepared by HGC Engineering, dated December 6, 2021 to determine noise impacts on the proposed development. The results of the study indicate the predicted sound levels arising from the proposed development are acceptable to the City of Brampton and Ministry of Environment, Conservation and Parks will be achieved using commonly practiced abatement measures. Engineering staff are satisfied with the results of this study and find it capable of supporting the requested amendment(s) for the proposed plan of subdivision.

Functional Servicing Report and Storm Water Management Report

A Functional Servicing Report, dated December, 2022, prepared by Schaeffer's Consulting Engineers was completed in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed draft plan of subdivision and meet the engineering requirements of the City of Brampton. The applicant is currently working with Staff at the City of Brampton and the Region of Peel to ensure that they are satisfied that the site can achieve the grading, site servicing, and storm servicing and storm water management requirements for the site based on the finding of this report. The remaining work to finalize the report will be completed prior to the draft plan for the subdivision being approved.

Phase I & Phase II Environmental Site Assessment

The Phase I Environmental Site Assessment (Phase I ESA) dated May 11, 2021 was prepared by Soil-Mat Engineers & Consultants Ltd. in support of the proposed Planning Act applications. The purpose of the Phase I ESA is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands.

There were four Potentially Contaminating Activities (PCAs) identified within the Phase I Study Area. Based upon the review and evaluation of information gathered from the Phase I ESA, a Phase II was conducted by the same consultant in November 30, 2021 and through soil sampling found the findings satisfactory. It is recommended that a soil remediation program meet applicable site conditions/specific standards, before filling the Record of Site Condition (RSC) for the site. It is also noted that the remediation will be completely concurrent with future site alteration activities planned for the development. Environmental Engineering staff have cleared the report for zoning purposes and noted further parameters to be met regarding the filling of the RSC.

Geotechnical Report & Soils Report

Geotechnical Report (dated June 21, 2021) and Soil Sampling Report (dated June 8, 2021) were prepared by Soil-Mat Engineers & Consultants Ltd. in support of the proposed Planning Act applications. The purpose of the Geotechnical Report and Soils Report is to determine the subsurface soil and ground water conditions, and provide design recommendations. The anticipated construction conditions pertaining to excavation, foundation, basement drainage, earth pressure design, and floor slab were reviewed. Staff have reviewed the report and found it satisfactory.

Planning Justification Report

The Planning Justification Report prepared by Glen Schnarr & Associates Inc. (August 2022) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan, the Credit Valley Secondary Plan (Area 45) and the Sub Area 45-2 Credit Valley Block Plan are satisfied and the development represents good planning. Planning staff has evaluated this study and have found it satisfactory.

Heritage Impact Assessment

A Heritage Impact Assessment was submitted to assess the impacts of the proposed subdivision on the existing heritage building to be retained on site. The assessment has been evaluated by Heritage staff and found to be complete and meeting the required terms of reference. The study recommends that the historic Edwin Trimble house be conserved on Lot 60. Non sympathetic extensions are to be removed and the exterior of the heritage fabric of the remaining building is to be repaired and restored. Additional reports needed include Heritage Conservation Plan, Heritage Protection Plan and Interpretation Plan. Securities will be requested based on the indicated cost estimate for the relocation and restoration of the Trimble House provided in the final Heritage Conservation Plan as per the City of Brampton requirements. These matters can be appropriately addressed through the remaining review of the subdivision application.

Transportation Impact Study

A Transportation Impact Study (TIS) was submitted by Paradigm Transportation Solutions Limited (dated February 2022) to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines the trip generation, access requirements, and Study Area road network impact of the proposed development at 8940 Creditview Road. The proposed development will include 60 single-detached residential units. Each detached unit will have two driveway parking spaces and two garage parking spaces. Staff is working with the consultant to ensure consistency of the municipal right-of-way on Classic Drive and the neighboring roads, in addition, the report explains how the traffic generated by the subdivision would be impacted forecasting the year 2030.

The applicant is currently preparing a submission to address Staff comments. The remaining work to finalize the report will be completed prior to the draft plan for the subdivision being approved.

Urban Design Brief

An Urban Design Brief prepared by Adesso Design Inc. (dated December 12, 2022 (rev. 5) has been submitted in support of the proposed subdivision.

The proposed development will follow the City of Brampton's Vision as outlined in the Development Design Guidelines and the Credit Valley Secondary Plan (SPA45) built form guidelines to achieve a neighborhood that is a visually attractive built environment with distinct character with high quality materials and finishes throughout the proposed development. The executive low density development will incorporate upscale architectural design, reflective of the form and heights of the surrounding single family residential lots. The proposed development will have a mix of lot sizes including 36', 42, and 53' detached lots. Staff has reviewed the proposal and found it to be satisfactory.

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. 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 29 points, which achieves the City's Bronze threshold. (please refer to Appendix 8 for a snapshot of the Sustainability Score).

Detailed Planning Analysis
City File Number: OZS-2022-0014

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 Credit Valley Secondary Plan (Area 45) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act:

The application is in compliance with matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990* in terms of the following:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and*
- r) The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development 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 proposed development relies on the existing water, sanitary and storm and services. The proposed development is compatible with the surrounding land uses; and develops a road network that is walkable and would connect to Creditview Road, a collector road serving the area.

Section 51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (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;*
- (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; and,*
- (j) the adequacy of school sites.*

The proposed subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the municipality. The proposed subdivision, which is deemed to be in public interest for its contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the proposed development.

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 (PPS), 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 (PPS).

1.1.1 - healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development includes single detached dwellings that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

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

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

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

1.1.3.3 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.

1.1.3.6 - 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.

This proposed development is located adjacent to the existing built up area within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

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

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitable zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.2 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by*
- a) *Permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.*
 - b) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

Housing Brampton, recently approved and endorsed by City Council, created big moves and action plans to respond to the current and future housing needs of Brampton residents. Through the City of Brampton's Housing Strategy, there is Council direction to add more diverse types of housing to Brampton's housing stock and use innovative approaches to address the housing needs. The proposed development is within an existing built up area, and proposes single-detached dwellings that are compatible to the existing uses of the neighborhood. The proposed development is consistent with the goals and intent of the Housing Strategy and proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

The proposed development is consistent with the Provincial Policy Statement 2020.

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

The *Growth Plan for the Greater Golden Horseshoe* includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the *Designated Greenfield Area* as per the 2020 Growth Plan. As such, the proposal conforms to the following policies of the plan:

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

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

The proposed development is located within the *Designated Greenfield Area* within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water and wastewater systems. With its location in proximity to the Queen Street and the area amenities, connectivity to road network and transit, the proposed development will have the necessary features to be a complete community.

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;*

The proposed development meets these criteria by being located within a *Designated Growth Area* in the City's Official Plan. It also provides housing on a site that is well connected to the local road network, is situated close to a Transit Corridor (Queen Street), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing low density housing that is in close reach and proximity to a range of amenities.

The application conforms to the policies of the Growth Plan (2020).

Region 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 subject lands are located within the *Urban System and Designated Greenfield Area* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban*

System is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for 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 characterizing of existing communities.*
- 5.3.1.4- To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.*
- 5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.2.2 - Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 - Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*
- 5.3.2.4 - Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.*

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and generally transit supportive environment.

The proposed development is an extension of the existing low density residential development in the area. The proposal conforms to the above noted objectives and policies as it will contribute a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the recreational facilities, amenities and open space available in the area through the existing/proposed road network.

The applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan

The subject lands are designated as *Communities* and *Designated Greenfield Area* in *Schedule 1 – City Concept* and *Residential* and *Open Space* within *Schedule A – General Land Use Designation* of the Official Plan.

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

The *Designated Greenfield Area* designation is comprised of lands outside of the Built

Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit (Section 3.2.2).

The site is also identified as being located within an Upscale Executive Housing Special Policy Area (Schedule A1). The proposed Official Plan Amendment would remove the subject site from that schedule.

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

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.

3.2.2.2 - 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.

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

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

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> Low Density 	<ul style="list-style-type: none"> 30 units/ net hectare 12 Units / net acre 	<ul style="list-style-type: none"> Single detached homes
<ul style="list-style-type: none"> Medium Density 	<ul style="list-style-type: none"> 50 units/ net hectare 20 units/ net acre 	<ul style="list-style-type: none"> Single detached homes Semi-detached homes Townhouses

<ul style="list-style-type: none"> • High Density 	<ul style="list-style-type: none"> • 200 units / net hectare • 80 units / net acre 	<ul style="list-style-type: none"> • Townhouses • Duplexes • Maisonettes • Apartments
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4.2.1.3 – The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

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

The proposed development adds an additional 60 units contributing to the built-up area requirement of 26,500 units. The Official Plan requires the City’s *Designated Greenfield Area* to achieve a density of 51 residents and jobs combined per hectare by 2031. The proposed density for this development is approximately 23.5 units per net residential hectare, which contributes towards the required density target for this area. This satisfies 3.2.2.1 and 3.2.2.2 of the Official Plan.

The designs of the houses, as presented in the Urban Design Brief, complement the housing fronting Creditview Road as well as Classic Drive. In terms of servicing, there are existing watermains, existing and planned sanitary sewer infrastructure that will service the subdivision.

The residential designation shown on “Schedule A” of the City’s Official Plan allow the proposed residential uses including single detached houses. The subject lands are subject to the New Housing Mix and Density Category. Under the low density category only single detached homes are permitted with a maximum density of 30 units per net hectare and the proposed net density for the low density single detached dwellings is approximately 23.5 units per hectare. Based on the above, the proposed residential housing types and density conforms to the low density category of the Official Plan.

4.2.2.1 The Upscale Executive Housing Special Policy Areas designated on Schedule “A1” are areas considered to include appropriate characteristics to accommodate successful upscale executive housing areas in accordance with the related principles and standards specified in this section.

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 non-credited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare*
- 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;*
- vi. *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;*
- vii. *Distinct and high quality housing forms with lots greater than 21 metres 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 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;*
- x. *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;*
- xi. *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;*
- xii. *A strong community identity and neighbourhood character will be established through design and placement of commercial buildings and main entry features;*
- xiii. *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;*

- xiv. 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 site is located within an area identified for Upscale Executive Housing as depicted on Schedule A1 of the Official Plan. Upscale Executive Housing is described in Section 4.2.2 as a low density form of housing that is characterized by features including high value and high quality houses on large lots. The proposal is consistent with most of the principles and standards but does not meet specific lot frontage and density standards.

As per the 'Executive Residential' designation, a minimum lot frontage of 15 metres (50 feet) is permitted (Policy 4.2.2.2 (iii)). The three lots fronting Creditview Road have lot frontage of 15.8 metres (52 feet) and 17.7 metres (58 feet). The design of the subdivision is consistent and complements the housing fronting Creditview Road. However, an amendment is required to accommodate the remaining lots on Classic Drive which will have frontages of 11.6 metres (38 feet), 12.8 metres (42 feet), 15.8m (52 feet) and 17.7m (58 feet).

The Upscale Executive Housing policies allow for a maximum density of 14.8 units per net residential hectare (6 units per net residential acre), (Policy 4.2.2.2(iv)). The proposed development requests an increase to 23.5 units per net residential hectare which contributes towards the required density target for this area as per the City of Brampton's Official Plan.

4.2.2.6 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:

Area 2 Credit Valley Secondary Plan – 1000 units;

4.2.2.7 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.

Further to Policy 4.2.2.6, the targeted number of units for the City and Credit Valley Secondary Plan has generally been achieved. As of 2019, the total number of Executive Housing units was noted to be 994 units. While a more current count is not available, it is expected to be higher than the target of 1000 units. City-wide, the latest count is that 5,412 executive housing permits have been issued, exceeding the target of 5,100 units. The proposed lots will contribute to the unit count in the local area and provide a diversity of dwelling types.

Based on the above, Staff is satisfied that the proposed development and removal of the subject lands from Schedule A conforms to the general intent and vision of the City of Brampton Official Plan.

Credit Valley Secondary Plan

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

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

- i) development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;*
- ii) establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;*
- iii) creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,*
- iv) provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.*

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

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

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

- i) primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered*

- subject to appropriate location and superior site design, architecture and streetscape;*
- iii) *a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);*
- iv) *a minimum lot frontage of 15 metres (50 feet);*
- v) *a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;*
- vi) *anchor areas within the designation, which give the Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater; and,*
- vii) *the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.*

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

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

The subject property is currently designated as ‘Executive Residential’. The Official Plan Amend proposes to redesignate the subject property from ‘Executive Residential’ to ‘Low Density 1’. The “Executive Residential” designation permits a maximum density of 14.8 units per net residential hectare (6 units per net residential acre). The proposed development requests an increase to 23.5 units per net residential hectare which contributes towards the required density target for this area as per the City of Brampton’s Official Plan. It will also contribute to creating a complete community by increasing the variety in the form of housing in the area.

As per the ‘Executive Residential’ designation, a minimum lot frontage of 15 metres (50 feet) is required. The three lots fronting Creditview Road have lot frontage of 15.8 metres (52 feet) and 17.7 metres (58 feet). The design of the subdivision is consistent and complements the housing fronting Creditview Road. However, an amendment is required to accommodate the remaining lots on Classic Drive which will have frontages of 11.6 metres (38 feet), 12.8 metres (42 feet), 15.8m (52 feet) and 17.7m (58 feet).

The proposed residential development is designed according to the *Credit Valley Block Plan 45-2* and the proposed built forms of single detached dwellings are compatible with the existing adjacent community.

The amendment will support the redevelopment of the subject properties into a more vibrant, community. As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood and the proposed “Low Density 1” designation include policies requiring an upscale, executive design treatment. The development makes efficient use

of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 13.

City of Brampton Zoning By-law:

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

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

An amendment to the Zoning By-law is required for the proposed residential development. The application proposes to rezone the subject lands from 'Agricultural (A)' to 'Residential Single Detached F -11.6 Special Section (R1F-11.6-3692)' for the proposed development. The Edwin Trimble house will be relocated to Lot 60 fronting Creditview Road (Appendix 1) and will be rezoned from 'Agricultural' to 'Residential Single Detached F – R1F-11.6-3693)'.

The proposed By-law includes development standards such as setbacks and side yard requirements to ensure the appropriate built form for the area and compatibility with adjacent land uses.

Technical Requirements

The following technical requirements have been satisfied.

Arborist Report

The Arborist Report dated June 24, 2022 is prepared by Beacon Environmental which identifies an inventory of 165 trees on the subject property and adjacent lands. Of the 165 trees documented, 135 are located on the subject property, 17 are located on the property boundary and six are located on the adjacent City lands and seven are located on the adjacent private property. Most of the trees are in poor condition with poor integrity and with low preservation value or potential, and will be removed. 24 trees will be preserved.

Staff is working with the consultant to determine which trees are to be preserved. Subsequently, pursuant to the City of Brampton's Tree Preservation Bylaw (317-2012), the client will submit a permit application to remove trees on site. All tree protection measures will follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail. The report provided recommendations and tree protection measures for all other trees to be preserved prior to construction. At the subdivision detailed design stage, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Arborist Report and Tree Inventory and Tree Preservation Plans and have found it satisfactory.

Archaeological Assessment (Stage 1 & 2)

Staff have reviewed the Stage 1 and 2 Archaeological Assessment prepared by The Archaeologists Inc., dated December 14th, 2021 submitted in support of the application. The report identifies that a Stage 1 background study of the subject property was conducted and was

indicated that there was an elevated potential for the recovery of archeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a standard test pit survey at five metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Acoustical Report

The Acoustical Report was prepared by HGC Engineering, dated December 6, 2021 to determine noise impacts on the proposed development. The results of the study indicate the predicted sound levels arising from the proposed development are acceptable to the City of Brampton and Ministry of Environment, Conservation and Parks will be achieved using commonly practiced abatement measures. Engineering staff are satisfied with the results of this study and find it capable of supporting the requested amendment(s) for the proposed plan of subdivision.

Functional Servicing Report and Storm Water Management Report

A Functional Servicing Report, dated December, 2022, prepared by Schaeffer's Consulting Engineers was completed in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed draft plan of subdivision and meet the engineering requirements of the City of Brampton. The applicant is currently working with Staff at the City of Brampton and the Region of Peel to ensure that they are satisfied that the site can achieve the grading, site servicing, and storm servicing and storm water management requirements for the site based on the finding of this report. The remaining work to finalize the report will be completed prior to the draft plan for the subdivision being approved.

Phase I & Phase II Environmental Site Assessment

The Phase I Environmental Site Assessment (Phase I ESA) dated May 11, 2021 was prepared by Soil-Mat Engineers & Consultants Ltd. in support of the proposed Planning Act applications. The purpose of the Phase I ESA is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands.

There were four Potentially Contaminating Activities (PCAs) identified within the Phase I Study Area. Based upon the review and evaluation of information gathered from the Phase I ESA, a Phase II was conducted by the same consultant in November 30, 2021 and through soil sampling found the findings satisfactory. It is recommended that a soil remediation program meet applicable site conditions/specific standards, before filling the Record of Site Condition (RSC) for the site. It is also noted that the remediation will be completely concurrent with future site alteration activities planned for the development. Environmental Engineering staff have cleared the report for zoning purposes and noted further parameters to be met regarding the filling of the RSC.

Geotechnical Report & Soils Report

Geotechnical Report (dated June 21, 2021) and Soil Sampling Report (dated June 8, 2021) were prepared by Soil-Mat Engineers & Consultants Ltd. in support of the proposed Planning Act applications. The purpose of the Geotechnical Report and Soils Report is to determine the subsurface soil and ground water conditions, and provide design recommendations. The anticipated construction conditions pertaining to excavation, foundation, basement drainage, earth pressure design, and floor slab were reviewed. Staff have reviewed the report and found it satisfactory.

Planning Justification Report

The Planning Justification Report prepared by Glen Schnarr & Associates Inc. (August 2022) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan, the Credit Valley Secondary Plan (Area 45) and the Sub Area 45-2 Credit Valley Block Plan are satisfied and the development represents good planning. Planning staff has evaluated this study and have found it satisfactory.

Heritage Impact Assessment

A Heritage Impact Assessment was submitted to assess the impacts of the proposed subdivision on the existing heritage building to be retained on site. The assessment has been evaluated by Heritage staff and found to be complete and meeting the required terms of reference. The study recommends that the historic Edwin Trimble house be conserved on Lot 60. Non sympathetic extensions are to be removed and the exterior of the heritage fabric of the remaining building is to be repaired and restored. Additional reports needed include Heritage Conservation Plan, Heritage Protection Plan and Interpretation Plan. Securities will be requested based on the indicated cost estimate for the relocation and restoration of the Trimble House provided in the final Heritage Conservation Plan as per the City of Brampton requirements. These matters can be appropriately addressed through the remaining review of the subdivision application.

Transportation Impact Study

A Transportation Impact Study (TIS) was submitted by Paradigm Transportation Solutions Limited (dated February 2022) to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines the trip generation, access requirements, and Study Area road network impact of the proposed development at 8940 Creditview Road. The proposed development will include 60 single-detached residential units. Each detached unit will have two driveway parking spaces and two garage parking spaces. Staff is working with the consultant to ensure consistency of the municipal right-of-way on Classic Drive and the neighboring roads, in addition, the report explains how the traffic generated by the subdivision would be impacted forecasting the year 2030.

The applicant is currently preparing a submission to address Staff comments. The remaining work to finalize the report will be completed prior to the draft plan for the subdivision being approved.

Urban Design Brief

An Urban Design Brief prepared by Adesso Design Inc. (dated December 12, 2022 (rev. 5) has been submitted in support of the proposed subdivision.

The proposed development will follow the City of Brampton's Vision as outlined in the Development Design Guidelines and the Credit Valley Secondary Plan (SPA45) built form guidelines to achieve a neighborhood that is a visually attractive built environment with distinct character with high quality materials and finishes throughout the proposed development. The executive low density development will incorporate upscale architectural design, reflective of the form and heights of the surrounding single family residential lots. The proposed development will have a mix of lot sizes including 36', 42, and 53' detached lots. Staff has reviewed the proposal and found it to be satisfactory.

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. 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 29 points, which achieves the City's Bronze threshold. (please refer to Appendix 8 for a snapshot of the Sustainability Score).

OZS-2022-0014 – CONDITIONS OF DRAFT APPROVAL

SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL**DRAFT APPROVAL****DATE:** (Day After Last Day for Filing an Appeal if No Appeal has been Filed)**APPLICANT:** Glen Schnarr & Associates Inc.**SUBJECT:** Draft Plan of Subdivision
Glen Schnarr & Associates Inc. - Branthaven Creditview Inc.
21T-22001B
City of Brampton
City File: OZS-2022-0014
Planner: Nitika Jagtiani
Ward: 4

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

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr & Associates Inc. dated December 1, 2022.

Subdivision Agreement

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

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

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers'

information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.

- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit.
- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.

6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.
9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. 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), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.

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.

Drawings

12. 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

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

Cost-share Agreement

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

School Boards

15. 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

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

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

17. 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.

18. That the owner 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:

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

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

Peel District School Board

19. The owner shall undertake the following to the satisfaction of the Peel District School Board:

- a) 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.
- b) to erect and maintain signs to the satisfaction of the Peel District School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools according to the Board's Transportation Policy.
- c) the following clauses in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of restriction of the development agreement:

"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 Peel District School Board. Bus stop locations will be

assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)".

Enbridge Gas Distribution

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

20. 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.
21. 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 phased construction, all costs are the responsibility of the applicant.
22. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.

Bell Canada

23. 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.
24. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

25. shall permit all CRTC-licensed telecommunications companies intending to (a) serve the Subdivision (the "Communications Service Providers") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
26. agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communication Services Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.

27. Shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation; and
28. Shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

Canada Post

29. The owner/ developer will consult with Canada Post to determine suitable permanent locations for the placement of CMBs and to indicate these locations on appropriate servicing plans.
30. The owner/developer will confirm to Canada Post that the final secured permanent CMB locations will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
31. The owner/developer will install a concrete pad at each CMB location as well as any required walkway across the boulevard and any required curb depression for wheelchair access as per Canada Post's concrete pad specification drawings.
32. The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary CMB location. This location will be in a safe area away from construction activity in order that CMB may be installed to service addresses that have occupied prior to the pouring of the permanent CMB pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
33. The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
34. The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of the Canada Post CMB site location, as approved by Canada Post and the City of Brampton.
35. The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated CMB, and to include the exact location thereof; and

further, advise any affected homeowners of any established easements granted to Canada Post.

Alectra Utilites

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

36. Grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the road and subdivision.
37. enter into a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
38. Be responsible for the costs associated with the hydro plan expansion to supply the development.
39. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s) or driveway(s).
40. 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 visiting [Find a Form | Alectra Utilities](#) (under Construction Services).

Hydro/Telecommunications

41. 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

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

42. 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.

43. 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

44. 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.

Easements

45. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to the service the proposed Plan and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
46. 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. A clause shall be included in the Subdivision Agreement in respect of same.
47. Servicing of the subdivision will require:
- a) Construction (upsizing) of external 300mm diameter watermain along Creditview Road, as requested as part of the Springbrook Tertiary Plan Servicing Study, from Queen Street to approximately 160 meters north of Queen Street. The Developer shall make necessary arrangements in respect to design and construction of the 300mm diameter watermain at the sole cost and expense of the Developer.
 - b) Existing water service and sanitary sewer connection on Creditview Road, if these are not being used to service Lot 60 - 62, must to be properly abandon and the road restored to the original condition or better.

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

Drawings – Servicing and “As Constructed”

48. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
49. 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

50. 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.
51. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
52. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
53. 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.
54. 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.
55. 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.
56. Provision will be required in the subdivision agreement for the following clauses 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;
- a. 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.

- b. 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
 - ii) 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.
 - iii) 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.

57. 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

58. 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.

Administrative — Clearance of Conditions

59. 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

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

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

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

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

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.

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – April 25th, 2022
City File Number – OZS-2022-0014

Members Present:

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

Members Absent:

Regional Councillor G. Dhillon - Wards 9 and 10
Mayor Patrick Brown (ex officio)

Staff Present:

Paul Morrison, Acting Chief Administrative Officer
Jason Schmidt-Shoukri, Commissioner, Planning, Building and Economic Development
Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Jeffrey Humble, Manager, Policy Planning
Steve Ganesh, Manager, Planning, Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Nitika Jagtiani, Planner, Development Services, Planning, Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Tammi Jackson, Legislative Coordinator

Staff Report:

Nitika Jagtiani, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

A Statutory Public Meeting for this application was held on April 25th, 2022. There were nine members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from eleven members of the public were received and presented at the Planning and Development Committee Meeting and Planning Staff received over 60 emails throughout the review process.

At public meeting area residents provided their views, suggestions, concerns and posed questions with respect to compatibility, safety, traffic, environmental, loss of trees, property values, community parks, location of sales office on Creditview Road and concerns with the minimum size of the lots being proposed, as well as the appropriateness of the proposed development.

Further to the April 25th Planning and Development Committee Meeting, Councilor Medeiros and Councilor Bowman along with Staff arranged an additional information meeting outside the a resident property on Pride Court. The meeting was attended by over 80 residents of the Pride Court and Links Lane Lionhead Estates Community.

Additionally, a petition was filed by the area residents with over 100 signatures. The petition cites concerns with rezoning of agricultural lands, compatibility with the existing neighborhood, stormwater management, and lack of open space for children. The following is a list of the primary concerns raised by area residents throughout the public consultation process.

Built Form and Compatibility with Existing Neighborhood

Residents raised concerns that the development is not compatible to the existing neighborhood. The subject neighborhood is home to larger executive homes with lot frontages of over 70 feet.

Response: Planning Staff have reviewed the application and the submitted Planning Justification Report and is of the professional opinion that the proposed development is satisfactory based on the applicable provincial, regional and local policies. This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification in close proximity to Queen Street.

The applicant has submitted an Urban Design Brief prepared by Adesso Design Inc. The proposed development is to follow the City of Brampton's Vision as outlined in the Development Design Guidelines and the Credit Valley Secondary Plan (SPA45) built form guidelines to achieve a neighborhood that is visually attractive built environment with distinct character with high quality materials and finishes throughout the proposed development. It notes that the proposed development will incorporate upscale architectural design, reflective of the form and heights of the surrounding single family residential lots. City Urban Design Staff have reviewed the brief and have determined that it is satisfactory to the City requirements.

Traffic Concerns

Residents had raised concerns with regards to increased traffic on Creditview Road through the proposed extension of Classic Drive. Residents are concerned with the 3-

way stop at Creditview Road. Creditview road has no curbs and no sidewalks which may create concerns for the pedestrian concerns.

Response: The Traffic Impact Study submitted pertaining to this application was reviewed and approved by Traffic Planning Staff. The Traffic Impact Study prepared to assess the proposed development indicates that the extension of Pride Court that connects with Classic Drive will accommodate future traffic flow in the neighbourhood without any negative impacts. It found that the impacts from additional traffic from the development is acceptable.

The road connection between Links Lane and Pride Court has previously been planned for. Traffic staff is working with the Traffic consultant to ensure consistency of the municipal right-of-way on Classic Drive and the neighboring roads, which will be finalized through the detailed design stage. The construction of the future municipal road is to be in accordance with city requirements.

The new development has proposed a sidewalk on Classic Drive and will have a future pedestrian connection through the adjacent parcel to the immediate north to Queen St.

Safety Concerns

Residents had concerns with the extension of Classic Drive and pedestrian access to bus routes and emergency vehicular access to the site.

Response: In addition, the plan of subdivision introduces a 1.5m concrete sidewalk around Classic Drive that will be designed, constructed and maintained to be safe for residents in the neighborhood. There is an existing sidewalk to the east of Creditview Road for pedestrians as well.

Noise Concerns

Noise levels generated from the proposed development were identified as a concern.

Response: A Noise Feasibility Study prepared by HGC Engineering confirmed that the traffic from the proposed development will be small relative to the existing traffic volumes.

Stormwater and Drainage Concerns

Residents cited concerns with stormwater management and water draining to existing lots in the neighborhood.

Response: The applicant has submitted a Functional Servicing and Stormwater Management Report prepared by Schaeffer's Consulting Engineering. City Staff are working with the consultant to ensure that the supporting documentation and calculations depict adequate capacity for the additional flows without adversely affecting connected properties, which will be finalized at the detailed design stage. A Hydraulic Grade Line Analysis has been requested at the detailed design stage to confirm that the proposed subdivision is consistent with the existing subdivision and not negatively impact the adjacent properties. Staff have reviewed the report and have no concerns with regards to stormwater management/drainage on the site.

Loss of Trees and Biodiversity

Residents have raised concerns regarding loss of mature trees and biodiversity on site to facilitate the development.

Response: The applicant has submitted a Tree Inventory and Conservation Plan. A total of 24 trees were identified for preservation. Some trees identified are cedar hedge located along the property line. The report provided recommendations and tree protection measures for all trees to be preserved prior to construction. At the subdivision detailed design stage, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Arborist Report and Tree Inventory and Tree Preservation Plans and have found it satisfactory.

With respect to the loss of biodiversity, the subject lands do not contain/about a natural heritage feature.

Property Values:

Residents were concerned that the nature of the proposed development would impact property values.

Response: Planning staff cannot comment on the future potential valuation of land. This application is reviewed on the merits of criteria set out in the “Planning Act” and City, Regional and Provincial policies regarding land use planning

Community Parks

Residents were concerned that there are no potential parks proposed for the area.

Response: The Credit Valley Secondary Plan identifies a series of parks to serve the area. The subject site is not designated for a park. In addition, the subject site is in close proximity to Eldorado Park located approximately 1.8 km south from the subject site on Creditview Road.

Tertiary Plan

Residents state that the proposed development does not meet the stated Springbrook Tertiary Plan.

Response: The Springbrook Settlement Area is located within the Credit Valley Secondary Plan, more specifically at the intersection of Queen Street and Creditview Road and covers an area of approximately 12.5 hectares (31 acres).

On October 28, 2020, City Council adopted a modified Tertiary Plan for the Springbrook Area. At the request of Planning Committee, properties located along the Queen Street West frontage have been removed from the Tertiary Plan boundaries and will be subject to a separate review to identify opportunities for higher density development. The property is not located within the approved Springbrook Community Block Plan for Sub Area 45-2.

Location of Heritage Home - Edwin Trimble House

Residents are concerned with the location of the Heritage Home on site.

Response: City Staff and the Heritage Consultant have worked together and finalized that the Edwin Trimble House will be relocated to Lot 60 on the proposed plan of subdivision (Appendix 1). A Heritage Conservation Plan was prepared in accordance with the guidelines set out within the City's Terms of Reference for Heritage Impact Assessments shall be submitted and approved to the satisfaction of the Director of City Planning and Design. The applicant shall provide financial securities for all of the work outlined in the Heritage Conservation Plan in a form and amount satisfactory to the Director of City Planning and Design.

Location of the Sales Office

Residents have raised concerns regarding the location of the Sales Office. More specifically, the temporary sales office proposed on site and may generate additional traffic during sales and excavation. Furthermore, residents are apprehensive about construction truck or delivery trucks allowed access from Creditview Road and its impact on safety and parking on road.

Response: The applicant has submitted a Committee of Adjustment application (A-2022-0022) to permit a temporary sales office for a period of three (3) years whereas the by-law does not permit the proposed use in an Agricultural Zone. The sales office will be fronting on Creditview Road with the driveway aligned with George Robinson Dr. The proposed temporary sales office will have 8 parking spaces (including one accessible parking space). Cars will back onto a three-way stop sign on Creditview Road and George Robinson Dr. making it safe for the public to back onto Creditview Road. The application to committee of adjustment has been deferred on three occasions until City Council have made a decision on the proposed development for this application.

With respect to the construction of trucks and delivery trucks on site, the applicant will provide a construction management plan prior to any site servicing of the proposed development. The City will review the submitted documents and ensure that appropriate construction management techniques (including time of day permitted for construction) are applied to the subdivision development.

RESULT OF CIRCULATION RECEIVED

COMMENTS AND CONDITIONS MEMO

Date: January 24, 2023

File: OZS-2022-0014 - 21T- 22001B

From: Nitika Jagtiani

Subject: Requirements for Plan of Subdivision
Application to Amend the Zoning By-Law and for a Draft Plan of Subdivision
Glen Schnarr & Associates – Branthaven Creditview Inc.
(To permit a residential subdivision of 60 single detached dwellings)
8940 Creditview Road
West of Creditview Road and South of Queen Street W.
Ward: 4

Circulation Date: March 2nd, 2022
Plan: Part of Lot 5, Concession 4 W.H.S.
Plan Dated: December 17th, 2021
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, Building and Growth Management 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:

PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be conventional townhouse units and dual frontage townhouse units within this plan of subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

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

- iii. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- v. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any

questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- vi. “The final location of walkways may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vii. “The development will be subject to an application for Site Plan Approval. Site details may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- viii. “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.”
- ix. “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.”
- x. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xi. “There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”
- xii. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xiii. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xiv. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.’

- xv. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xvi. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xvii. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”
- xviii. “FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.”
- xix. “FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER’S ENGINEERING CONSULTANT.
- xx. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER’S LANDSCAPE ARCHITECTURAL CONSULTANT.”

Digital Submissions of Plans

- 2. 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.

Homebuyers Information Map

- 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) attach a copy of the 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 the subdivision 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:

“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.”

- b) 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.
- c) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- d) 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.
- e) 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.
- f) 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."
- g) 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."
- h) 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.

Telecommunications

6. The owner 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 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.

7. 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.

Sustainability Score and Summary

8. 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 31 points, which satisfies the City's Bronze Threshold for sustainability assessment. The applicant will need to demonstrate through a future application for Site Plan Approval that the minimum standards for sustainable assessment are maintained. Staff will continue to work with the applicant to identify opportunities to further improve the sustainability score of the proposed development.

C.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:

Nil

D. 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.



Nitika Jagtiani MES, LEED AP ND
Development Planner
Planning, Building & Economic Development
905-874-3847
Nitika.Jagtiani@Brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: January 19, 2023

File: **OZS-2022-0014**

To: Nitika Jagtiani, Development Planner

From: Shelby Swinfield, Heritage Planner

Subject: Requirements for Plan of Subdivision 21T-22001B
Glenn Schnarr & Associates
Branthaven Development
8940 Creditview Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from Heritage Planning with respect to matters dealing with cultural heritage.

A. PRIOR TO DRAFT PLAN APPROVAL

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

- Not applicable.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

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

- Conditions **#X-#X** (**PLEASE FILL IN FINAL CONDITION NUMBERS HERE**) below shall be completed prior to Registration and, unless otherwise noted, prior to the issuance of any demolition or building permit(s) to facilitate the relocation of the heritage dwelling;
- A Heritage Conservation Plan prepared in accordance with the guidelines set out within the City's Terms of Reference for Heritage Impact Assessments shall be submitted and approved to the satisfaction of the Director of City Planning and Design;

- A Heritage Building Protection Plan prepared in accordance with the guidelines set out within the City's Terms of Reference for Heritage Building Protection Plans shall be submitted and approved to the satisfaction of the Director of City Planning and Design;
- The applicant shall provide financial securities for all of the work outlined in the Heritage Conservation Plan in a form and amount satisfactory to the Director of City Planning and Design;
- Securities equal to the amount indicated cost estimate for the relocation and restoration of the Trimble House provided in the final Heritage Conservation plus 30%;
- Prior to the release of financial securities, the applicant must provide a letter of substantial completion prepared and signed by a qualified heritage consultant confirming that the work has been completed in accordance with the Heritage Conservation Plan;
- Any alterations/work proposed for the dwelling known as the "Trimble House" not contemplated within the scope of the final Heritage Conservation Plan will require an addendum to the Heritage Conservation Plan;
- The Owner acknowledges and agrees that should any archaeological resources be discovered they may constitute a new archaeological site, and therefore be subject to Section 48 (1) of the Ontario Heritage Act. Upon the discovery of the archaeological resource(s) any alteration of the Lands must immediately be ceased, a licensed archaeologist shall be engaged to carry out the archaeological field work in compliance with Section 48 (1) of the Ontario Heritage Act, and the Policy Division (Heritage Section) of the City's Planning and Development Services Department shall be notified. The Owner acknowledges and agrees that the Funeral, Burial and Cremation Services Act, 2002 requires any persons discovering human remains to notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services. No further work will be permitted on the Lands until such permission, in the form of a written notice from the City is provided to the Owner.
- The Owner agrees that it releases and forever discharges the City, its elected officials, employees, agents and contractors, and any others for whom it is responsible at law, from any and all claims, demands, actions, cause of actions and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of, incidental to, or in connection with (a) an archaeological assessment(s) and/or field work that is inaccurate, incomplete, misleading or fraudulent; or (b) the issuance of any written notice from the Policy Division (Heritage Section) of the City's Planning and Development Services Department permitting the Owner to continue to work on the Lands; or (c) the period of time during which the Owner is not allowed to work on the Lands.
- The Owner further agrees to indemnify and forever save harmless the City, its elected officials, employees, agents and contractors, and any others for whom it is responsible at law from and against any claim, suit, demand, causes of action, and proceedings by whomsoever made or brought, in

respect of any costs, expenses, loss, damage or injury including death as well as legal fees arising out of, incidental to or in connection with items (a), (b), or (c) listed immediately above.

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.

- If the Trimble House becomes unoccupied, the applicant shall notify Heritage Staff and ensure the dwelling is secured in accordance with the City's Vacant Building By-law and Standards for Vacant Heritage Buildings.

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

Shelby Swinfield

Shelby Swinfield
Heritage Planner
City Planning and Design
Planning, Building & Growth Management
Shelby.swinfield@brampton.ca



Date: Tuesday, October 11, 2022
To: Nitika Jagtiani
From: Kanwal Aftab, Urban Designer
Subject: Urban Design Brief Review Comments

File: OZS-2022-0014 8940 Creditview Road

In response to the circulation of the above noted Urban Design Brief prepared by Adesso Inc. for Brenthaven Homes, the following represents a summation of comments from Urban Design, Environmental Planning, Transportation Planning, Parks Planning & Development and Open Space Development, with respect to planning and development matters on the 2nd submission of the above mentioned Urban Design Brief:

Urban Design Comments:

- On page 2, please make sure the key include all boundaries and road type shown in the map. In particular the pink boundary outline the springbrook Tertiary Plan and the site.
- In section 1.2.1 Opportunities include something about creating a successful transition from the transit oriented character of the mid-rise developments fronting on Queen street and pedestrian connection north of the site as well.

Open Space Development Comments:

Should you have any questions regarding these comments, please contact Mike Colangelo directly at Mike.colangelo@brampton.ca

- No further comments

Parks Planning & Development Comments:

Should you have any questions regarding these comments, please contact Christopher Heike directly at Christopher.Heike@brampton.ca.

- Park Planning would defer commenting on this UDB to you as there is no public parkland.

Transportation planning comments

Should you have any questions regarding these comments, please contact Linda directly at Linda.wu@brampton.ca.

- Include following in Section 2.1.1:
According to Brampton's Active Transportation Master Plan (2019), Creditview Road adjacent to the subject site is identified as a road with Bike Lane or Buffered Bike Lane (Designated).

If you have any questions or require further clarification, please contact the undersigned or those indicated above as the comment providers.

Regards,

Kanwal Aftab

Urban Designer

Planning and Development Services | City of Brampton

Tel: 905-874-2483 | E-Mail: kanwal.aftab@brampton.ca

Brampton City Hall, 3rd Floor, 2 Wellington St W, Brampton, ON L6Y 4R2

Date: March 23, 2022
To: Nitika Jagtiani
From: Reshma Fazlullah
Subject: OPA/ZBA Subdivision Application Review – 8940 Creditview Road, Brampton
File: OZS-2022-0014

Submission:

- Phase One Environmental Site Assessment, 8940 Creditview Road, Brampton, Ontario, prepared by Soil-Mat Engineers & Consultants Ltd., dated May 11, 2021.
- Phase Two Environmental Site Assessment, 8940 Creditview Road, Brampton, Ontario, prepared by Soil-Mat Engineers & Consultants Ltd., dated November 30, 2021.

Comments:

Staff have reviewed the above-noted reports in support of a development proposal consisting of residential uses (detached dwellings and public right-of-ways) on the subject property.

The Phase One Environmental Site Assessment (ESA) conducted on the subject property identified Potentially Contaminating Activities (PCAs) on the proposed development site, contributing to Areas of Potential Environmental Concern (APEC) on the site. Subsequently, a Phase Two ESA was conducted on the property, to investigate the APECs identified.

The Phase Two investigation concluded that exceedances of the applicable standards (Table 2 Ministry of Environment and Climate Change publication “Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act” for non-potable groundwater conditions for residential/ parkland/ institutional property use) were found, for parameters in soil (petroleum hydrocarbons Fraction 2 & 3 (PHCs F2 & F3), metals in the samples analyzed from the proposed development site.

The Phase Two ESA report recommends a supplemental investigation to laterally and vertically delineate the soil impacts identified.

Given the preceding, staff have the following comments:

- A Record of Site Condition (covering the entire development area) must be filed with the Ministry of Environment, Conservation and Parks (MECP), to support the proposed development (residential use) at the property, prior to registration of the subdivision.

- The Phase One and Two ESA Reports require updating to support a RSC application for the subject property, as per the requirements of O. Reg. 153/04, Schedule D and Schedule E, respectively.
- It is determined that, as a result of Phase Two ESA, the soil on, in or under the property does not meet the applicable site standards. As such, remediation and/or risk assessment will be required prior to filing a RSC for the property.
- The applicant must submit a letter of commitment/ plan to remediate or risk assess the property, in compliance with the requirements of the O. Reg. 153/04.
- The required risk assessment (if opted), must be completed to obtain the Certificate of Property Use (CPU) issued by the MECP and placed on the title of the property.
- Please be aware that the City will require the CPU for the property (if a risk assessment is completed) and a Record of Site Condition to be filed in the Ministry's Environmental Site Registry, before the development can proceed (i.e. prior to registration of the plan of subdivision and the issuance of a building permit).
- Final and updated Phase One and Two ESA reports supporting the RSC application, must be provided to the City as they become available.
- Please note RSC is required for all land conveyances (including roads) to the City.

Note: City of Brampton Building Department reserves the right to request additional environmental requirements in accordance with their policy and procedures. Prior to the issuance of a building permit the owner must file a RSC on the ESR, if the proposed development would otherwise be prohibited by the EPA as described under s.168.3.1 of EPA and Part IV, s. 14.1 of O. Reg. 153/04. A Record of Site Condition will be required for any parcel or portion of land that is to be conveyed to the City.

Reshma Fazlullah

Environmental Engineering | Environment and Development Engineering |
T: 416.848.5350 | E: reshma.fazlullah@brampton.ca

Date: January 26, 2023

To: Nitika Jagtiani, Development Planner

From: Donna Sanders, Engineering Technologist

Subject: Functional Servicing Report
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
8940 Creditview Road
File: OZS-2022-0014 / 21T-22001B

Submission for OPA/ZBA/DPS:

- Functional Servicing & Stormwater Management Report for Branthaven Developments prepared by Schaeffers Consulting Engineers dated **December 2022**, and received January 5, 2023
- Draft Plan of Subdivision dated **December 1, 2022**
- Summary of Sustainability Metrics dated **November 29, 2022** prepared by Glen Schnarr & Associates Inc., and received January 5, 2023

Comments:

- R0) The tertiary plan shall be updated to reflect the revised concept plan. A preliminary servicing plan shall be included, along with preliminary supporting calculations to demonstrate that the existing ditch is sufficiently sized to accept flows from the future residential area to the north;*

R1) A revised tertiary plan was not submitted. The OTTSWMM drawing includes all lands out to Creditview Road in the 3.50 ha, whereas the 2.77ha only speaks to the subject lands. Please update the report to include all lands as proposed to drain to the south outlet for an accurate analysis. As well, please respond to this comment in regards to the northerly outlet as requested, including the allotted drainage from the holdout lands to the north of the subject site;

R2) Due to inclusion of uncontrolled drainage from external north property and per discussion with the Consultant, OTTHYMO input and output data to be provided for original design and current design, including summary comparison, for evaluation;
- R0) Drawing GR-1 indicates that proposed grades along the property limit do not match existing grades in many areas. Please provide written acknowledgement from the adjacent landowner(s) that grading onto their lands is proposed. Otherwise, please demonstrate on the grading plan how the proposed subdivision can meet existing grades;*

R1) Addressed. Please look at opportunities to regrade the easterly right of way limit to eliminate the potential for retaining walls within the City's right of way;

R2) Addressed
- R0) Drawing GR-1 indicates a "major capture point" at the elbow of Street 'A'. Please illustrate an emergency overland flow route and maximum ponding depth generated;*

R1) Please look at opportunities to relocate the emergency spillway so that it does not overtop the proposed retaining wall. As well, please address erosion and provide calculations to demonstrate 3.0m width is sufficient to contain the overland flows. An easement will be required over the spillway for maintenance access;

R2) The City's minimum easement width over one sewer is 5.0m. Please provide a preliminary cross section and calculations demonstrating a satisfactory width considering the depth of sewer for future maintenance. The storm sewer shall be wholly within one lot, with the same preference for the easement as well;

4. *R0) The report states that the subject site area of 3.53ha will discharge to the existing storm sewer on Classic Drive (south); however, the original report allows for a 3.35ha drainage area. As well, calculations in Appendix D use an area of 2.81ha. Please provide a storm drainage area plan and address the difference in drainage areas;*

R1) When calculating total drainage to the south, please include future lands proposed to drain to the same outlet, as depicted in Schaeffers Dwg TA-2, Storm Tributary Areas, Lionhead Executive Estates. Please revise plans accordingly;

R2) Due to inclusion of drainage from external north property and per discussion with the Consultant, OTTHYMO input and output data to be provided for original design and current design, including summary comparison, for evaluation

5. *R0) Although current City criteria typically require a 10-year municipal storm sewer design, the downstream system has been designed for the 2-year storm event. The subject site design shall remain consistent to mitigate potential surcharging of the existing system. Please revise accordingly;*

R1) Drawing GR-2 illustrates the drainage area for 100 year capture. Please discuss and demonstrate in the report, with supporting documentation and calculations, that the existing downstream storm sewer has adequate capacity for the additional flows without adversely affecting connected properties. An hydraulic grade line analysis will be required at detailed design to ensure a minimum of 0.3m separation from underside of footing and 100 year HGL is maintained in the proposed as well as existing subdivisions;

R2) Due to inclusion of drainage from external north property and per discussion with the Consultant, OTTHYMO input and output data to be provided for original design and current design, including summary comparison, for evaluation;

6. *R0) A 17.0m curb and gutter Right of Way is proposed; however, the existing downstream right of way is a 20.0m ditch cross section, creating a misalignment of right of way limits and inconsistency between subdivisions. Please rectify;*

R1) For continuity of the proposed subdivision to the existing subdivision, curb and gutter shall be extended south on Classic Drive to the intersection of Pride Court. Preliminary grading information along with a cross section shall be provided with the revised FSR;

R2) Comment Matrix did not include a response to this comment. Please respond and confirm Transportation's acceptance of the proposed Classic Drive layout;

7. *R0) Drawing GP-1 General Plan in the report is noted as "Option 1". Please clarify;*

R1) Outstanding

R2) Addressed

8. R0) Please ensure that the site complies with the City of Brampton Subdivision Design Manual. In this regard, the maximum rear yard swale length has been exceeded along Lots 1 through 8. Please note it is not advisable to direct drainage over a retaining wall;

R1) Outstanding. Maximum rear yard swale length exceeds three lots. This item is deferred to detailed design stage to be addressed

R2) Acknowledged

9. R0) Please note that MECP is introducing a new consolidated approval process called the "Consolidated Linear Infrastructure Environmental Compliance Approval" (CLI ECA) and will replace the Transfer of Review process in spring/summer 2022. One key implication of the CLI ECA is that both LID and conventional practices can be installed on private properties if the following conditions are met:

- The City has the legal right to access, operate and maintain the privately owned stormwater works;
- The City ensures on-going operation and maintenance of the privately owned stormwater works; and
- The privately owned stormwater works have obtained separate ECA, as required.

As a result of this new CLI ECA process, backyard swales and soil amendment may not be permitted unless the above conditions are met. In addition to that, new SWM requirements may be required for green field developments. Please contact

enviopermissions@ontario.ca to confirm how your application will fit into the timing and requirements for transitioning into the new CLI ECA.

R1) Acknowledged

R2) Please note that the subdivision agreement is not a valid legal mechanism to ensure homeowner maintenance of the private LIDs as this agreement is between the City and developer. However, the City is currently exploring other legal mechanisms to achieve such enforcement. LIDs to meet quality and water balance requirements will be further reviewed at detailed design as the CLI ECA requirements are further defined.

10. R1) Please discuss in the report who will design and construct the full right of way width for Classic Drive at the north end of the subject lands. It is noted that services are proposed outside of the current property limits. If necessary, please include in the report the interim and ultimate servicing and access proposal;

R2) Addressed – construction to be coordinated with landowner to the north

11. R1) Table 4 within the SWM Report for Lionhead Executive Estates lists the now existing Stormceptors and the area each services as part of a treatment train approach. Please note in the existing subdivisions, roadside ditches formed part of the quality control treatment train, whereas the subject site proposes curb and gutter. "East Stormceptor" is located along the outlet for the subject site, however, the unit is listed as servicing only 2.7ha drainage area. Therefore, please provide preliminary methods and supporting calculations to address quality control for the subject site;

R2) Addressed, however with the additional lands to the north now included in the subject land's drainage, a Note is to be provided on drawings on the external lands to the north that on site controls are to be further evaluated at development application stage;

12. R1) Section 4.3.3 states that the existing SWM pond has accounted for the subject site as 3.54 ha. Please refer the reader to the documentation that supports this drainage area, as the included SWM report states 3.35ha;
R2) Addressed. Due to inclusion of drainage from external north property and per discussion with the Consultant, OTTHYMO input and output data to be provided for original design and current design, including summary comparison, for evaluation;
13. R1) Please provide an existing Grading Plan.
R2) The Appendix included duplicate proposed grading plans, however, an existing grading plan of the subject site was not included.

Sustainability Assessment:

1. Please clarify in the FSR how the site will achieve the required quantity control targets –
OTTSWYMM input and output files to be provided for original design and current design, including summary comparison, for evaluation;

Please have the applicant address the above comments and submit a revised report including a written response letter.

cc. Maggie Liu
Olti Mertiri

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: Jan 20, 2023
File: **OZS-2022-0014 and 21T-22001B**
To: Development Planner
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-22001B
Description - 62 Single Detached dwellings.
Applicant Name - GSAI – Glen Schnarr & Assoc.
Developer Name - Branthaven
Location – 8940 Creditview Road

Circulation Date: March 02, 2022
Plan: Draft Plan of Sub - GSAI
Plan Dated: Dec 17, 2021
Comment Revision #: **#3**

A. PRIOR TO DRAFT PLAN APPROVAL

1. The following studies shall obtain approval status, where applicable:
 - a. Traffic Impact Study (TIS). **Revisions required (Copyright & Disclaimer) - Jan 20, 2023 SM**
2. The Classic Drive municipal right-of-way is to be consistent with the existing Classic Drive. The city's rural 20.0m road cross-section (standard drawing #207) is to be utilized. The existing Classic Drive and the neighbourhood surrounding Classic Drive is currently designed in this manner, and this neighbourhood character must be considered from the outset of this application. **(Driveway Connection memo, Dec 20, 2022) Approved Jan 20, 2023 SM**
3. The draft Plan of Subdivision requires modification at the southerly limit of the plan where the proposed Classic Drive connects to the existing Classic Drive. The construction of the future municipal road is to be in accordance with city requirements. The existing city-owned 20.0 meter right-of-way is to be maintained on the proposed municipal road. To this end, additional land is to be acquired in order to provide the consistent 20.0 metre right-of-way. **(Driveway Connection memo, Dec 20, 2022) Approved Jan 20, 2023 SM**
4. The applicant will submit fully dimensioned functional design drawings for any permanent or temporary cul-de-sacs, roundabouts, intersections and road connections proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214. **Revisions required. Cul-de-sacs to be revised from 11.0m radius to a minimum 15.0m radius - Jan 20, 2023 SM**

5. A separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii, road elbows and driveway locations. Daylighting, curb radii, road elbows and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E. **Drawing illustrating all daylighting dimensions not provided. Some dimensions are missing - Jan 20, 2023 SM**
 6. A separate drawing is to be submitted depicting on-street parking supply. Developer must supply 50% ratio (50% of on-street parking to the number of units). **Cleared Jan 20, 2023 SM (Dec 16, 2022 Driveway & Sidewalk Plan)**
 7. The applicant will demonstrate, with the aid of drawings, how and where the Region of Peel waste & recycling bins will be stored. **Drawing not provided - Jan 20, 2023 SM**
 8. Through all intersections the curb alignment must be maintained. **Cleared Jan 20, 2023 SM (Dec 09, 2022 R2 General Plan)**
 9. Single vehicle driveways are not to measure less than 3.5m width and single vehicle garages not measure less than 3.5m width. The city's subdivision design manual (2008) stipulates a minimum 3.5m width for single vehicle driveways. Lesser dimensions are not sufficient to adhere with the city's minimum two parking spaces per unit minimum requirement. **Drawing not provided - Jan 20, 2023 SM**
 10. Driveways are to measure a minimum 6.0 metre length between the property line and the garage, and/or between the garage and the private sidewalk, or travel portion of the private right-of-way. **Drawing not provided - Jan 20, 2023 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. The applicant is required to provide a drawing depicting Canada Post community mailbox locations and identifying their catchment areas. This drawing is required with the first engineering submission.
2. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
 - a. Similarly, driveway requirements for double (6.0 metres) and shared (7.3 metres) will also be enforced.
3. Single Garage width requirement is 3.5m minimum.
4. Where applicable, prior to registration of the subdivision, curb radii are to adhere to City standard drawing #245.
5. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.
6. 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.
7. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0

metres.” Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.

8. 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.
9. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required.
10. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
11. Utility clearance of 1.5 metres from residential driveways is required.
12. Prior to registration, the applicant shall lift the existing 0.3m reserves (Block ‘122’ and Block ‘125” on registered plan 43M-1379) and dedicate all, or portions thereof, as municipal right-of-way.
13. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.

C. GENERAL COMMENTS

1. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
2. Road alignments - the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.
3. Parking supply is to be as per the City zoning requirements.

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 & CONDITIONS MEMO

Date: March 9, 2022

File: OZS-2022-0014 & 21T-22001B

To: N. Jagtiani, 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 the redevelopment of the subject lands for 62 single-detached residential dwellings.)

Conditions from the Park Planning & Development Section

Consultant: **GLEN SCHNARR & ASSOCIATES INC.**

Owner: **BRANTHAVEN CREDITVIEW INC.**

Location: 8940 Creditview Road
Circulation Date: March 8, 2022
Ward: 5

In response to the Accela circulation of the above noted Official Plan and Zoning By-Law Amendment and Proposed Draft Plan of Subdivision application dated March 8, 2022, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO DRAFT PLAN APPROVAL

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

Requested Adjustments to Plan:

1. NIL

Tableland Vegetation:

2. Prior to Draft Plan Approval, a **Tree Evaluation Report** will be provided completed in accordance with the City's [Tableland Tree Assessment Guidelines](#) and to the satisfaction of the City.

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

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

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

3. The Owner shall erect and maintain in good condition, hoarding along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

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 City.

Maintenance Fees:

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

Parkland Dedication:

7. 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 0.177 ha. (0.436 ac.), based on Section 51.1 of the Planning Act. This results in a projected parkland under-dedication of 0.177 ha. (0.436 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.

Note: The plan is located within the Credit Valley Secondary Plan Area and is subject to Council resolution CW070-2005 which requires CIL for residential development to be collected at a rate of \$350,000/ac.

Streetscape Plans:

8. 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:

9. 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 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:

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

Tableland Vegetation:

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

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

Warning Clauses – Street Trees

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

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

c) Post Registration:

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

Streetscape Implementation:

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

d.) Prior to Assumption:

Hazard Removal:

14. Prior to assumption, any material identified in the Tree Evaluation Report as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in any 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).

Sustainability – Park Planning Requirements

15. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the [latest requirements](#) set out by the City for the development of such documents

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):
 R. da Cunha, W. Kuemmling, M. Colangelo, S. Kassaris

(Note: A digital copy has also been uploaded to Accela.)

Public Works

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

February 16, 2023

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

Draft Plan of Subdivision
8940 Creditview Road
Branthaven Creditview Inc.
City File: OZS-2022-0014
Region File: 21T-22001B & OZ-22-014B

Dear Nitika,

Further to the comments dated January 19, 2023 and FSR Memo dated February 8, 2023, the Region has reviewed the third submission materials submitted in support of the Draft Plan of Subdivision Plan and for the above-noted applications. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

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

General Comments

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

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 1500mm diameter trunk sewer on Creditview Road and 250mm diameter sewer on Creditview Road and Classic Drive.
 - External easements and construction may be required.

Water Facilities

- The lands are located in Water Pressure Zone 5
- Existing infrastructure consists of a 200mm diameter watermain on Classic Drive, 300mm watermain on Creditview Road.
 - External easements and construction may be required.

Functional Servicing Report

- A revised Functional Servicing Report (FSR) showing proposed sanitary sewer and 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.
- The Region has reviewed the function servicing report (dated Dec 2022), prepared by Schaeffers Consulting Engineers. The Region has no objections to servicing the water demand from the site and has no objections to receiving wastewater flows from this development, however the FSR must be revised prior to first engineering submission.

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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

- All the waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. Therefore, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste.
- Once 90 per cent of occupancy has been reached in the development, the applicant will be required to contact the Region of Peel, Waste Management Division at 905-791-9499 to authorize commencement of collection. Waste Management staff will visit the site to confirm the vehicle access route and that 90 per cent occupancy has been reached. Upon confirmation, Waste Management staff will advise when waste collection service can commence.
- For collection of garbage and recyclable materials from private lanes, apartments and or condominiums, an Acknowledgement and Release for Private Property Waste Collection Services must be completed prior to the commencement of collection. Please see Appendix 10 of the Region of Peel Waste Collection Design Standards Manual.
- For more information, please consult the Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.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; 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.

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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.

Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
6. Servicing of the subdivision will require:
 - a. Existing water service and sanitary sewer connection on Creditview Road, if these are not being used to service Lots 58-60, must be properly disconnected and the road restored to the original condition or better. Exact location of the services to be verified and shown on the engineering drawings. Clauses shall be included in the Subdivision Agreement in respect of same

Drawings – Servicing and “As Constructed”

7. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
8. 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

9. Prior to registration of the subdivision, the Developer shall execute a Subdivision

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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 servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
11. 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.
12. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developer's cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
13. 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.
14. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain is 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.
15. Provision will be required in the Subdivision Agreement for the following clauses 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;
 - a) 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.
 - b) 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:

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- a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. 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.
 - iii. 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.
16. 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
17. 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 of the Subdivision Agreement and all associated documents.
- A clause shall be included in the Subdivision Agreement in respect of same.

If you have any questions or concerns, please contact me (at (sonia.tam@peelregion.ca or 905.791.7800 x4283) at your earliest convenience.

Thank you,



Sonia Tam
Intermediate Planner
Development Services
Region of Peel

Public Works

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

peelregion.ca

January 19, 2023

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

RE Draft Plan of Subdivision
8940 Creditview Road
Branthaven Creditview Inc.
City File: OZS-2022-0014
Region File: 21T-22001B & OZ-22-014B

Dear Nitika,

Further to the comment memo dated, January 19, 2022, the Region has reviewed the Functional Servicing & Stormwater Management Report in support of the above noted Draft Plan of Subdivision Schaeffers Consulting Engineers, dated December 19, 2022. Our comments can be found below:

The subject land is registered as part of Lot 5, Concession 4, W.H.S, at Creditview Road to the north-east, Queen Street West to the north-west, Classic Drive (towards Pride Court) to the south-east, Classic Drive (towards Links Lane) to the south-west. The area is approx. 3.54 ha and will consist of 60 single detached homes; with total approximate population of 253 people.

Municipal Watermain:

- The subject land is situated within the range of Water Pressure Zone 5.
- The existing water infrastructure in the vicinity consists of:
 - 300mm PVC on Creditview Road – Pressure Zone 5
 - 200mm PVC on Classic Drive (west and south of the property) – Pressure Zone 5
- There are no new water infrastructure capital and masterplan projects in the vicinity of the subject site.
- The proposed water demands are: domestic - 1.64 L/s; fire flow – 150.00 L/s.
- With the Region's existing water system, the Region has no objections to servicing the water demand from the site, however the FSR must be revised per the following comments:
 - All watermains within the proposed subdivision must be minimum **200 mm** diameter to accommodate the demands for future development of land to the north of the subject site.
 - A hydrant flow test should be completed to confirm capacity.

Municipal Sanitary Sewer:

- The existing sanitary sewer infrastructure in the vicinity consists of:
 - 250mm diameter sewer on Classic Drive (towards Links Lane)
 - 250mm diameter sewer on Classic Drive (towards Pride Court)

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- 250mm diameter sewer on Creditview Road
 - 1500 mm diameter trunk sewer on Creditview Road
- There are no new wastewater infrastructure capital and masterplan projects in the vicinity of the subject site.
- The estimated wastewater flows were calculated as 4.35 L/s.
- The Region has no objections to receiving the wastewater flows from this development based on the proposed population.

Storm Water Management:

- We have no comments regarding the Storm Water Management as the site is not adjacent to a Regional Road and therefore will not be reviewed.

Conclusions:

The Region has no objections to servicing the water demand from the site and has no objections to receiving the wastewater flows from this development, however the FSR must be revised per the abovementioned comments.

If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca) at your earliest convenience.

Thank you,



Sonia Tam
Intermediate Planner
Development Services
Region of Peel

March 2, 2022

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Nitika Jagtiani

Re: Request for Comments
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
8940 Creditview Rd
City File Numbers: OZS-2022-0014 & 21T-22001B
Alectra EP File: C4-60

Dear Nitika,

As per your request for comments regarding the above project, we respond as follows:

- A. Please include the following as conditions of approval:
- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. Alectra Utilities requires blanket easement on condominium developments. These will be confirmed during the final design of the roads and subdivision.
 - The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
 - The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
 - The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.
- B. The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is also available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

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 (Central)

Alectra Utilities Corporation
175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 1 833 253 2872

alectrautilities.com

Archived: 2023/02/17 3:26:57 PM

From: circulations@wsp.com

Sent: Mon, 7 Mar 2022 13:50:01

To:

Subject: [EXTERNAL]Notice of ZBLA (OZS-2022-0014) and Draft Plan of Subdivision (21T-22001B); 8940 Creditview Rd., Brampton.

Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

2022-03-07

Nitika Jagtiani

Brampton

, ,

Attention: Nitika Jagtiani

Re: Notice of ZBLA (OZS-2022-0014) and Draft Plan of Subdivision (21T-22001B); 8940 Creditview Rd., Brampton.; Your File No. OZS-2022-0014,21T-22001B

Our File No. 92801

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 where a current and valid easement exists 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.

Please note that WSP operates Bell’s development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell’s behalf. WSP is not responsible for Bell’s responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell’s protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Should you have any questions, please contact the undersigned.

Yours truly,

Ryan Courville

Manager - Planning and Development

Network Provisioning

Email: planninganddevelopment@bell.ca

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October 7, 2022

Nitika Jagtiani
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
Proposed Draft Plan of Subdivision
GLEN SCHNARR & ASSOCIATES INC.
BRANTHAVEN CREDITVIEW INC.
8940 Creditview Road
File Number: **OZS-2022-0014**
Subdivision Number:

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified that this **residential** development will be serviced by **Community Mailbox**.

In order to establish mail service:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of CMBs and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will confirm to Canada Post that the final secured permanent CMB locations will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The owner/developer will install a concrete pad at each CMB location as well as any required walkway across the boulevard and any required curb depression for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary CMB location. This location will be in a safe area away from construction activity in order that CMB may be installed to service addresses that have occupied prior to the pouring of the permanent CMB pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of the Canada Post CMB site location, as approved by Canada Post and the City of Brampton;

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated CMB, and to include the exact location thereof; and further, advise any affected homeowners of any established easements granted to Canada Post.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,



Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
416-433-6271
christopher.fearon@canadapost.ca

October 7, 2022

Nitika Jagtiani

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
Proposed Draft Plan of Subdivision
GLEN SCHNARR & ASSOCIATES INC.
BRANTHAVEN CREDITVIEW INC.
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- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of CMBs and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will confirm to Canada Post that the final secured permanent CMB locations will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The owner/developer will install a concrete pad at each CMB location as well as any required walkway across the boulevard and any required curb depression for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary CMB location. This location will be in a safe area away from construction activity in order that CMB may be installed to service addresses that have occupied prior to the pouring of the permanent CMB pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of the Canada Post CMB site location, as approved by Canada Post and the City of Brampton;

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated CMB, and to include the exact location thereof; and further, advise any affected homeowners of any established easements granted to Canada Post.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,



Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
416-433-6271
christopher.fearon@canadapost.ca

Archived: 2023/02/17 3:27:00 PM
From: [Hughes, Trisha](#)
Sent: Fri, 18 Mar 2022 20:39:14 +0000ARC
To: [Jagtiani, Nitika](#)
Subject: [EXTERNAL]21T-22001B - 8940 Creditview Road
Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello Nitika,

Based on our mapping, the property at 8940 Creditview Road is outside of CVC's regulated area and does not contain any features of interest. As such, a CVC permit will not be required for development on this site.

It appears that they are proposing to direct stormwater to existing storm sewers and to an existing stormwater management pond. It is unclear whether this is City-owned or privately owned infrastructure. Please advise whether the City is requesting CVC technical review support for the stormwater management plans. If not, we do not need to participate in the review of this application and trust the City to ensure appropriate stormwater management measures are implemented in the development of this site.

Please let me know if you would like to discuss.

Kind regards,

I'm working remotely. The best way to reach me is by email or mobile phone.

Trisha Hughes | [she/her/hers](#)
Planner, Planning and Development Services | Credit Valley Conservation
905-670-1615 ext 325 | M: 437-855-4056
trisha.hughes@cvc.ca | cvc.ca



[View our privacy statement](#)

March 7, 2022

Nitika Jagtiani
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Jagtiani:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
West of Creditview Rd, south of Queen St E
File: 21T-22001B (OZS 2022-0014)
City of Brampton – Ward 4

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 62 detached units which are anticipated to yield:

- 11 Junior Kindergarten to Grade 8 Students; and
- 7 Grade 9 to Grade 12 Students

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Jacinta Marto	335	504	0
Secondary School	St. Augustine	994	1320	3

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 include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



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)

April 11, 2022

Nitika Jagtiani
Planner I
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Nitika,

Re: Draft Plan of Subdivision, Zoning By-law Amendment
Branthaven Creditview Inc.
8940 Creditview Road
City of Brampton
File No.: 21T-22001B, OZS-2022-0014

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.

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 phased construction, all costs are the responsibility of the applicant.

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,



Casey O'Neil
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-5180
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

Archived: 2023/02/17 3:27:02 PM

From: [LANDUSEPLANNING](#)

Sent: Fri, 29 Apr 2022 13:42:50 +0000ARC

To:

Subject: [EXTERNAL]Brampton - 8940 Creditview Road - OSZ-2022-0014

Sensitivity: Normal

Attachments:

[20220408101856215.pdf](#)

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello,

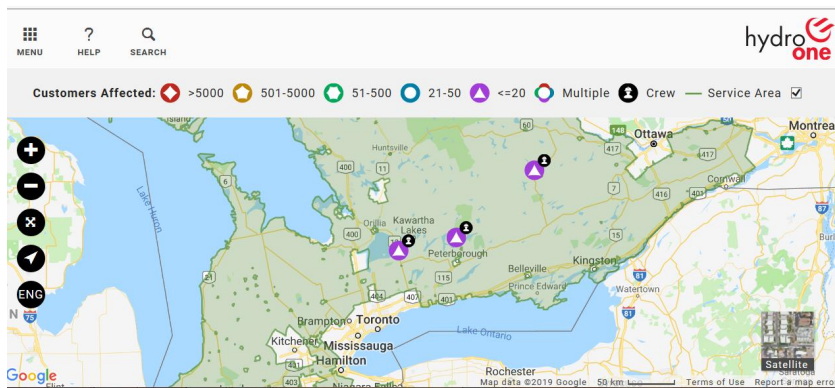
We are in receipt of your Draft Plan of Subdivision Application, OSZ-2022-0014 received on April 8, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:

<http://www.hydroone.com/StormCenter3/>

Please select "Search" and locate address in question by entering the address or by zooming in and out of the map



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Kitty Luk

Real Estate Assistant | Land Use Planning

Hydro One Networks Inc.

185 Clegg Road

Markham, ON | L6G 1B7

Email: landuseplanning@hydroone.com

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March 17, 2022

Nitika Jagtiani
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Nitika:

**RE: Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
OZS-2022-0014 & 21T-22001B
Glen Schnarr & Associates Inc. – Branthaven Creditview Inc.
8940 Creditview Road
West side of Creditview Road south of intersection Queen Street West and Creditview Road
City of Brampton (Ward 4)**

The Peel District School Board has reviewed the above-noted application (62 single family detached units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
33	11

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Eldorado P.S. (Kindergarten to Grade 8)	867	778	7
Jean Augustine S.S. (Grade 9 to Grade 12)	1,178	1,533	0

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

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

Yours truly,

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

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

OZS-2022-0014 comment.doc

March 3, 2022

City of Brampton
Planning Department

Attention: Nitika Jagtiani

APPLICATION NO OZS-2022-0014 and 21T-22001B
APPLICATION TYPE Draft Plan
ADDRESS 8940 CREDITVIEW RD

GENERAL LOCATION Creditview Rd and Queen St W

DESCRIPTION
Redevelopment of the subject lands for 62 single-detached residential dwellings. Three (3) of the proposed lots will front onto Creditview Road and will be lots with a frontage of 16.32 m (53 ft). The remaining fifty-nine (59) lots are proposed along the internal road network, fronting along the extension of Classic Drive as well as the new proposed street, Street 'A'. Twenty-eight (28) of these lots will have a frontage of 11.6 m (38 ft) and thirty-one (31) of the lots will have a frontage of 12.8 m (42 ft).

Rogers Reference Number M221283

Rogers Communications Canada Inc. ("Rogers") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

(1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.

(2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.

(3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

(4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com

Yours truly

Monica LaPointe

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications, Wireline Access Network
3573 Wolfedale Rd, Mississauga Ontario

AMENDMENT TO THE OFFICIAL PLAN



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

OZS-2022-0014_APP13_Official Plan Amendment.docx

To the Official Plan of the City of Brampton Planning Area

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

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

ENACTED and PASSED this [enter date] day of [enter month], 2023.

Approved as to
form.

2023/MM/DD

Patrick Brown, Mayor

Approved as to
content.

2023/MM/DD

Peter Fay, City Clerk

(OZS-2022-0014)

AMENDMENT NUMBER OP 2006-_____

To the Official Plan of the
City of Brampton Planning Area

1.0 Purpose:

The purpose of this amendment is to amend Schedule 45a from the Credit Valley Secondary Plan (SPA 45) to revise the land use designation from Executive Residential to Low Density 1.

2.0 Location:

The lands subject to this amendment are located on the west side of Creditview Road and south side of Queen Street W., and are municipally known as 8940 Creditview Road. The lands comprise of 1 parcel totaling 3.49 hectares in area, and have a frontage of approximately 34 metres on Creditview Road and are legally described as Part of Lot 5, Concession 4, W.H.S.

3.0 Amendments and Policies Relative Thereto:

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

1. By amending Schedule A1 - Upscale Executive Housing Special Policy Areas of the Official Plan to remove the lands subject to this amendment, as shown on Schedule B to this amendment.

3.2 The portions of the document known as the 2006 Official Plan of the City of Brampton Planning Area, which remain in force, as they relate to the Credit Valley Secondary Plan, being Chapter 6, of Part Two of the City of Brampton Official Plan, as amended, are hereby further amended:

1. By adding to the list of amendments pertaining to Secondary Plan Area 45: Credit Valley Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____.

2. The portions of the document known as the Credit Valley Secondary Plan, being Chapter 7, of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- A. Amending Schedule A of Brampton Credit Valley Secondary Plan Area 45, of Chapter 7 of Part II: Secondary Plans, the land use designation of the lands outlined on Schedule A to this Amendment from "Executive Residential" to "Low Density 1".

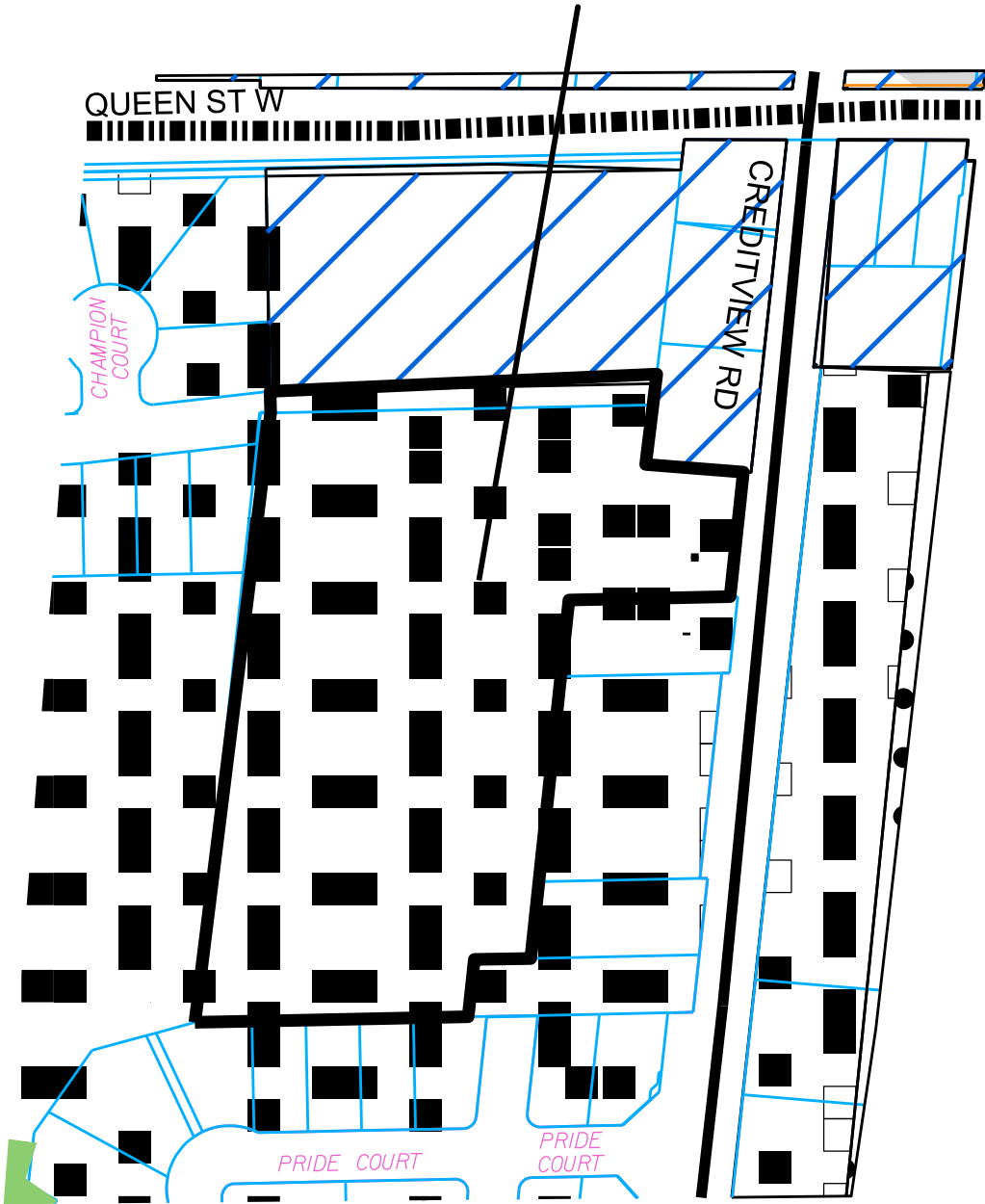
- B. To add the following policy as Section 5.2.4.6:

"For lands designated Low Density 1 Residential located at 8940 Creditview Road (Sterritt Farm), a maximum density of 24 units per net hectare (9.7 units per net acre) and a minimum lot width of 11.6 metres (38.1 feet) shall be permitted."

Approved as to Content:

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

LANDS TO BE REDESIGNATED FROM "EXECUTIVE RESIDENTIAL" TO "LOW DENSITY RESIDENTIAL 1"



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

RESIDENTIAL		INFRASTRUCTURE	
	Low Density 1		Minor Arterial Roads
	Executive Residential		Two Lane Scenic Road
	Springbrook Settlement Area		OPEN SPACE
			Primary Valleyland



LANDS TO BE REMOVED FROM THE
"UPSCALE EXECUTIVE HOUSING
SPECIAL POLICY AREA"



EXTRACT FROM SCHEDULE A1 (UPSACLE EXECUTIVE HOUSING SPECIAL
POLICY AREAS) FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- SUBJECT LANDS
- APPEALED TO THE LPAT
- HIGHWAYS
- MAJOR STREETS
- UPSACLE EXECUTIVE HOUSING SPECIAL POLICY AREAS
- LAKES
- GISPRD.CITY_LIMIT



AMENDMENT TO THE ZONING BY-LAW



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To OZS-2022-0014_APP14_Zoning By-law Amendment.docx

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 Single Detached F-11.6-3692 (R1F-11.6-3692); Residential Single Detached F-11.6-3693 (R1E-11.6-3693)

- 2) By adding thereto the following section:

“3692 The lands designated R1F-11.6 – Section 3692 on Schedule A to this By-law:

3692.1 Shall only be used for the purposes permitted in an R1F Zone;

3692.2 Shall be subject to the following requirements and restrictions:

1. Minimum Lot Width: Corner Lot: 14.6 metres
2. Minimum Exterior Side Yard Width: 3 metres

3692.3 Shall also be subject to the requirements and restrictions relating to the R1F zone and all general provisions of this by-law which are not in conflict with those set out in Section 3692.1 of this Amendment.”

- 3) By adding thereto the following section:

“3693 The lands designated R1F-11.6 – Section 3693 on Schedule A to this By-law:

3693.1 Shall only be used for the purposes permitted in an R1F Zone;

3693.2 Shall be subject to the following requirements and restrictions:

1. Garage Control: On lots greater than 14 metres wide, the maximum interior garage width shall not exceed 85% of the

dwelling unit width and shall not project past the main building
façade.

3693.3 Shall also be subject to the requirements and restrictions relating
to the R1F zone and all general provisions of this by-law which are
not in conflict with those set out in Section 3693.1 of this
Amendment.

ENACTED and PASSED this [enter date] day of [enter month], 2023.

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

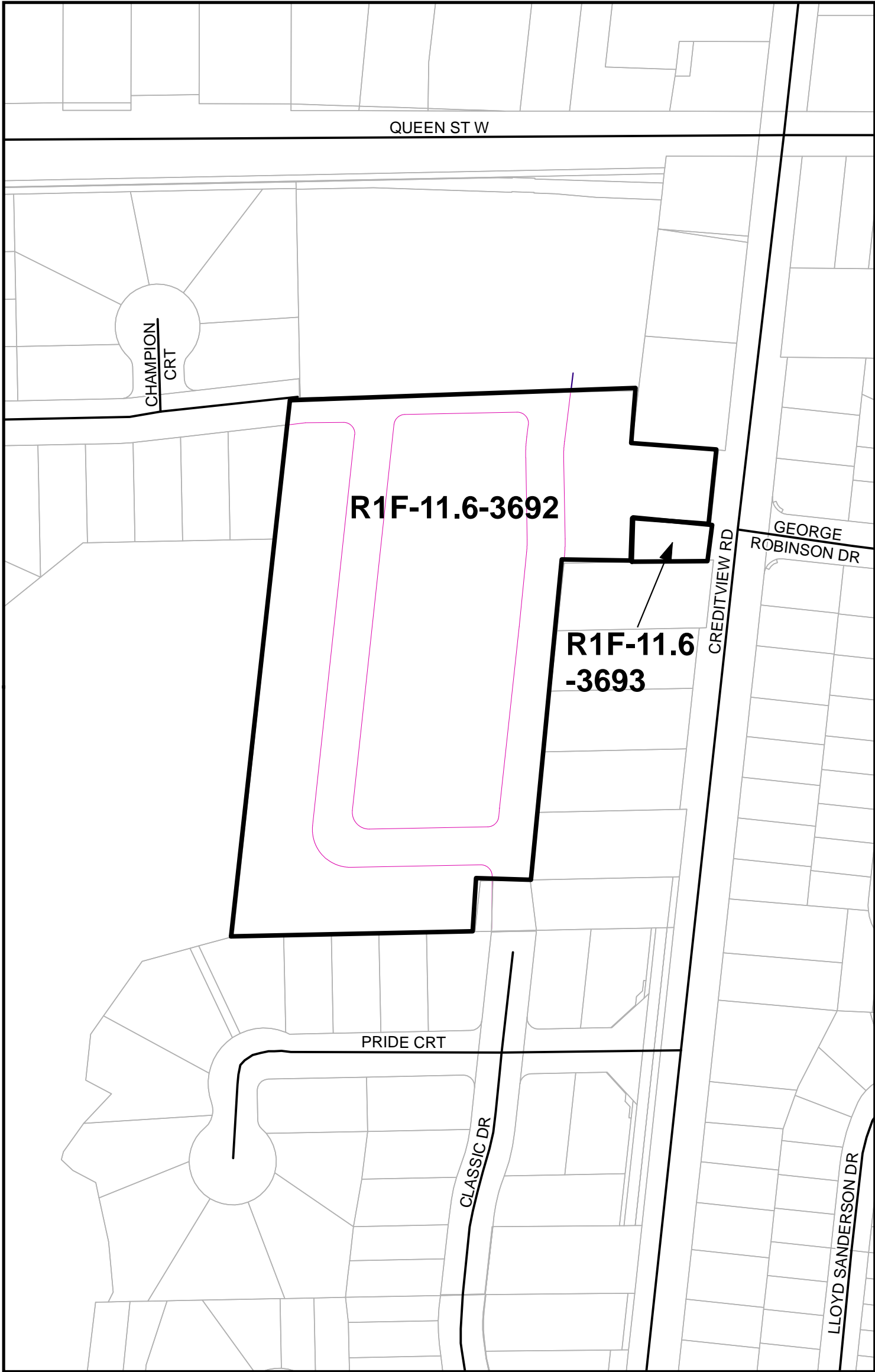
Patrick Brown, Mayor

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

Peter Fay, City Clerk

(OZS-2022-0014)

DRAFT



PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2022-0017_ZBLA

Date: 2023/02/16

Drawn by: ckovac



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

BY-LAW Page 162 of 554

SCHEDULE A

Date: 2023-03-06

Subject: **OZS-2021-0002**

Secondary Title: **Recommendation Report**

Application to Amend the Official Plan and Zoning By-law
(To permit a phased mixed use development comprised of three
residential buildings ranging from 12, 27 to 30 storeys in height with
commercial uses at the ground floor)

Primont Properties Inc. – Primont (M3 Condos) Inc.

10629 Mississauga Road

Ward: 6

Contact: Tejinder Sidhu, Development Planner, Development Services, 905-874-2386, Tejinder.Sidhu@brampton.ca

Angelo Ambrico, Manager, Development Services, 905-874-2953,
Angelo.Ambrico@brampton.ca

Report Number: Planning, Bld & Growth Mgt-2023-134

Recommendations:

1. **That** the report titled: **RECOMMENDATION REPORT**, Application to Amend the Official Plan and Zoning By-law, **Primont Properties Inc., Primont (M3 Condos) Inc.**, 10629 Mississauga Road, Ward 6 (OZS-2021-0002 – Planning, Building and Growth Management-2023-134), dated March 6, 2023, to the Planning and Development Committee Meeting of March 20th, 2022, be received;

2. **That** the Official Plan Amendment and Zoning By-law Amendment application submitted by Primont Properties Inc. on behalf of Primont (M3 Condos) Inc., Ward 6, File OZS-2021-0002 be approved, on the basis that it represents good planning including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, The Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;

3. **That** the amendments to the Official Plan and Mount Pleasant Secondary Plan (Area 51) generally in accordance with Attachment 10 to this report be adopted;

4. **That** the amendments to the Zoning By-law, generally in accordance with Attachment 11 to this report be adopted; and

5. **That** no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22(6.1) and Section 34(17) of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- This report recommends the approval of the Official Plan Amendment and Zoning By-law Amendment application to facilitate the proposed mixed-use development comprised of a 12-storey Apartment (Building B) as well as a 30-storey and 27-storey residential apartment (referred to as Building A1 and Building A2 respectively) on a shared six-storey podium;
- The applicant is intending to develop the lands in two phases:
 - First Phase: 12-storey (318 units) mixed-use building with retail (831m²) on the ground level
 - Second Phase: 30-storey (373 units) and 27-storey (319 units) with a shared six-storey podium and retail (825m²) on the ground level
- The lands are designated 'Residential' on Schedule A – General Land Use Designations, 'Designated Greenfield Area' and 'Communities' on Schedule 1, City Concept and 'Convenience Retail' on Schedule A2: Retail Structure in the Official Plan. An amendment to the Official Plan is required to permit the increased density of this application.
- The property is designated 'Convenience Commercial', 'Motor Vehicle Commercial' and 'Mixed Use Area 1' in the Mount Pleasant Secondary Plan (Area 51). An amendment to the Secondary Plan is required to facilitate the proposed residential uses of this application.
- The property is designated 'Convenience Retail' and 'Motor Vehicle Commercial' in the Mount Pleasant Block Plan (Area 51-1). An amendment is required to the Block Plan to permit the proposed residential uses of this application.
- The site is zoned 'Commercial Three – Special Section 2294 (C3-2294)' which does not permit residential uses. An amendment to the Zoning By-law is required to facilitate this development.
- The proposed Official Plan and Zoning By-law Amendments represent good planning, are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe and Region Official Plan.
- A Statutory Public Meeting for this application was held on April 12th, 2021. One member of the public spoke at the meeting and one written

submission was received. Details of the results of the Public Meeting are included in Attachment 8 of this report.

- **The application was circulated to relevant City departments and external agencies for their review. Results of application circulation are included in Attachment 9 – Results of Application Circulation.**
- **The proposed development is consistent with the “A City of Opportunities” theme. The proposal is consistent with the direction of building complete communities to accommodate growth, as well as revitalizing neighbourhoods.**

Background:

Primont (M3 Condos) Inc. submitted an application to amend the Official Plan and Zoning By-law on behalf of Primont (M3 Condos Inc) on January 13, 2021. This application has been reviewed for completeness and found to be complete in accordance with the Planning Act. A formal notice was issued deeming the application complete on February 9, 2021.

Public Meeting (April 12, 2021)

The Statutory Public Meeting for the application was held at the April 12, 2021 Planning and Development Committee Meeting. The original proposal contemplated three high-rise buildings (28-storey and 26-storey building with a shared four-storey podium and total of 657 units and a 16-storey building with 347 units) as well as 75 stacked townhouse units with the existing gas station remaining on the site.

Through the review of this application, the applicant met with Staff on June 7, 2021 to discuss layout options. Key revisions to the site layout include replacing the previously proposed 16-storey building with a 12-storey mid-rise building with its own courtyard that achieves a better built form and transition as well as removal of the previously proposed townhouse blocks. The heights of the other two buildings were also increased to 27 storeys and 30 storeys with a total of 692 units.

Other key changes included:

- Reduction of lot coverage from 38.9% to 31%
- Increase of commercial gross floor area from 748m² to 1656m²
- Decrease of proposed parking spaces from 1214 spaces to 1010 spaces.
- Total amenity space was also increased from 1792m² to 2472m² through the addition of a courtyard at the ground floor and green roof to Building B.

While the revised proposal increases the height of Tower A1 (formerly Tower A) from 28-storeys to 30-storeys and Tower A2 (formerly Tower B) from 26-storeys to 27-storeys, Staff are satisfied that additional notice is not needed as the overall density

remains relatively the same, decreasing only slightly from the previously proposed density of 4.5 to 4.49.

Current Situation:

Proposal (refer to Attachment 1):

The applicant intends to develop the site in two phases, however this will not be required as per the recommended approval. In Phase One, Building B (12-storey) as well as the underground parking for the site is to be built; and in Phase Two, Building A1 (30-storey) and A2 (27-storey) are to be constructed. The proposed development is designed with flexibility that it can be constructed as a single or phased development, depending on market conditions. The applicant has noted that Phase One is expected to be built immediately, and Phase Two will be built a year later, subject to market demand.

Details of the proposal are as follows:

- A portion of the subject property is currently developed with a restaurant, gas station and an associated car wash. It is not proposed through this application that the designations of the Official Plan or Zoning By-law are to be revised for that portion of the site. It is intended by the applicant that that portion of the site will be severed from the portion proposed for mixed residential and commercial development through this application.
- Two Phases with a total of 1010 residential units
- Phase 1 – Building B
 - 12 storeys;
 - 831m² of retail space on the first floor;
 - 490 vehicular parking spaces; 48 surface, 442 underground;
 - 94 visitor parking spaces; 46 surface, 48 below grade
 - 422m² of interior amenity space and 446.9m² of exterior amenity space; and
 - Comprised of 318 units with proposed breakdown:
 - 58 Studio
 - 31 One-Bedroom Units
 - 132 One-Bedroom + Den Units;
 - 51 Two-Bedroom Units;
 - 17 Two-Bedroom + Den Units; and
 - 28 Three Bedroom Units
- Phase 2 - Buildings A1 and A2
 - 30 storeys (A1) and 27 storeys (A2) with shared 6-storey podium;
 - 825m² of retail space on the first floor;
 - 520 vehicular parking spaces; 24 surface, 496 underground;

- 108 visitor parking spaces; 24 surface, 84 below grade
- 952m² of interior amenity space and 651m² of exterior amenity space; and
- Comprised of 692 units with proposed breakdown:
 - 193 One-Bedroom Units
 - 259 One-Bedroom + Den Units;
 - 207 Two-Bedroom Units; and
 - 33 Two-Bedroom + Den Units;
- Total Gross Floor Area: 76, 631m²
 - Total Commercial Gross Floor Area: 1,656 m²
 - Total Residential Gross Floor Area: 74,975m²
- Total Site Area: 17, 053m²
- A Floor Space Index of 4.49
- Total of 2,472 square metres of outdoor and indoor amenity space;
- Total of 1212 surface and underground vehicular parking spaces:
 - 1010 parking spaces for residents; and
 - 202 shared parking spaces for visitors of both commercial and residential.
- Three vehicular access points into site
 - Proposed right-in and right-out access from Mississauga Road;
 - Existing right-in and right-out access on Sandalwood Parkway West that connects to existing shared driveway between the proposed development and existing gas station, associated car-wash and restaurant with drive-through and
 - Existing access from Kent Road.

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

The lands have the following characteristics:

- A total site area of approximately 1.71 hectares
- Located at the northeast corner of Mississauga Road and Sandalwood Parkway West
- Portion of the lands are vacant
- Existing restaurant with drive-through as well as a gas station and associated car wash on the subject property that will be severed prior to the approval of this development application. A consent application will be prepared by the applicant to sever these lands.

The surrounding land uses are described as follows:

- North: Approved townhouse development comprised of standard and back-to-back townhouses.
- East: Kent Road, beyond which is a medium and high density residential development
- South: Sandalwood Parkway West, beyond which is commercial plaza
- West: Mississauga Road, beyond which are agricultural lands. Lands west of Mississauga Road form part of the Heritage Heights Secondary Plan Area.

Corporate Implications:

Summary of Recommendations:

This report recommends that the Committee approve the proposed Official Plan and Zoning By-law amendments generally in accordance with Attachment 10 and Attachment 11, respectively. These documents will be used to implement a future site plan application.

Planning Analysis Summary

The proposed phased mixed-use residential development provides a compatible development that complements the existing area as well as the emerging context of growth anticipated in the Heritage Heights Secondary Plan. This proposal will provide a variety of residential units and commercial stores and aid in the achievement of complete communities.

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

Studies have been submitted by the applicant in support of this proposal to demonstrate the appropriateness of this development from a technical perspective. These were reviewed and approved by Staff.

Further information regarding the planning analysis for this proposal including the specific studies submitted and conformity with legislation, please refer to Attachment 7.

Planning Act:

This proposal has regard for matters of provincial interest that are set out in Section 2 of the Planning Act including Section 2(f),(h),(j),(p) and (q). The proposed application facilitates the orderly development of safe and healthy communities, efficiently uses infrastructure on the site including the transit network, is an appropriate area of growth and development and provides a range of housing options.

The mixed-use residential development efficiently uses the site to provide a variety of housing as well as shopping options for residents through the ground floor commercial uses. Pedestrian connections are provided to the sidewalks along Mississauga Road and Sandalwood Parkway as well as to the stores.

Provincial Policy Statement (2020):

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development.

The application is consistent with policies in the document that:

- promote the achievement of healthy, liveable and safe communities
- direction regarding growth in Settlement Areas
- promote appropriate development standards and
- providing a mix of housing options and densities.
- support healthy and active communities through supporting and encouraging transit use as well as active transportation by providing pedestrian connections to sidewalks to promote walking, cycling or transit use.

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.

The subject lands are located within the 'Designated Greenfield Area - Conceptual' of the Region of Peel within the Growth Plan for the Greater Golden Horseshoe (GGH).

The proposal supports the achievement of complete communities. The proposed development optimizes the use of land and takes advantage of the existing transit and servicing infrastructure within a designated greenfield area. A variety of units are also provided within the development that accommodate differing household sizes and incomes.

Region of Peel Official Plan (April 2022):

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' and identified as 'North West Brampton Urban Development Area' on Schedule E-1 (Regional Structure) ; Designated 'Urban System' in Schedule E-2 (Strategic Growth Areas); and 'Designated Greenfield Area' in Schedule E-3 (Growth Plan Policy Areas in Peel).

The proposal is consistent with the objectives and policies established for the subject site. The application will assist in the achievement of health complete communities and contribute to the greenfield density targets identified by the Region

City of Brampton Official Plan (2006):

The subject lands are designated 'Residential' on Schedule A (General Land Use Designations); 'Communities' and 'Designated Greenfield Area' on Schedule 1 (City Concept); and 'Convenience Retail' on Schedule A-2 (Retail Structure). An amendment is required to delete the 'Convenience Retail' designation on Schedule A-2.

The proposed mixed-use residential development is consistent with the intent and vision of the Official Plan. The proposed development is in keeping with policies for 'Residential'

designated sites by providing for a range of housing opportunities in terms of densities, cost and densities as well as optimizing this infill development with a mix of uses.

The proposal exceeds the density of 50 units per net hectare and recommended height limitation of 4 stories in height that is noted for areas outside of the Central Area. The applicant has provided satisfactory justification to demonstrate why an amendment to the height and density provisions should be considered for this development. This includes that the proposal is consistent with the intent and vision of the Secondary Plan, contributes to the City's housing mix, meets the population and employment forecasts in the Official Plan, is transit supportive and helps to achieve a complete community.

The application seeks to delete the 'Convenience Retail' designation on Schedule A-2 for this site. The intent of the retail designation is to accommodate demand for retail goods and services. A Market and Planned Function Assessment was submitted for this application. On the subject site, 40,000 square feet is permitted. The proposed deletion of this designation will result in a reduction of 20,000 square feet and not anticipated to significantly impact the market and planned function of retail commercial spaces in the study area. The study determined that there is over one million square feet of retail commercial space in the market area including the Mount Pleasant Secondary Plan Area and Fletchers Meadow Secondary Plan Area. Additional retail commercial space can also be provided through the Convenience Commercial and Mixed Use designations within the Heritage Heights Secondary Plan area. This assessment has been reviewed and accepted to the satisfaction of Policy Staff. Further, this proposal continues the functions of the 'Convenience Retail' designation by proposing approximately 1,656m² commercial uses at grade through a mixed-use development.

Mount Pleasant Secondary Plan and Block Plan 51-1

The property is designated 'Motor Vehicle Commercial' and 'Convenience Retail' in the Mount Pleasant Secondary Plan (Area 51) and the eastern portion of the site is also located within the 'Mixed Use Areas 1'. The site is also designated 'Convenience Commercial' and 'Motor Vehicle Commercial' in Block Plan 51-1.

The proposed residential use is not permitted within the 'Convenience Commercial' and 'Motor Vehicle Commercial'. Further, policies for the 'Mixed Use Areas' note that a maximum residential density of 100 units per net residential hectare shall be permitted. The proposal contemplates a density of 593 units per net hectare and as such, an amendment is required to designate the subject lands to 'High Density Residential' in both the Secondary Plan and Block Plan.

The application maintains the intent and vision of the Secondary Plan and Block Plan by providing a compact transit-supportive development with a diversity of unit sizes and mix of uses with commercial space at the ground floor in both buildings.

Zoning By-law 270-2004

The property is zoned 'Commercial Three – Section 2294' (C3 – 2294). The proposed mixed-use residential and commercial uses are not permitted within the 'Commercial Three – Section 2294' zoning designation. The zoning will be amended to 'Residential Apartment 4 – Section 3689'. This designation permits the proposed residential uses and site-specific development standards.

Public Meeting Notification Area:

The application was circulated to City Departments, external commenting agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. A summary of issues received by the Public and comments received by external agencies are included as Attachment 8 – Results of Public Meeting, and Attachment 9 – Results of Application Circulation. Notice signs were placed on the subject lands to advise members of the public that the development application to amend the Zoning By-law was filed with the City.

A Statutory Public Meeting for this application was held on April 12, 2021. One resident spoke at the meeting and two written submissions were received. Details of the Statutory Public Meeting, including summary of the issues raised and a response to those issues, are included in the Summary Chart below as well as in Attachment 8 of this report:

Concern Raised	Staff Response
A. Concerns regarding the proposed ratio of parking spaces	<p>A proposed parking rate of 1 space per residential unit and 0.20 spaces per unit for visitors has been found acceptable by Traffic Services Staff. This will result in total of 1,010 residential spaces, 73 commercial spaces and 203 visitor parking spaces. The commercial and visitor parking spaces will be shared.</p> <p>City Staff find this parking rate acceptable based on the site's proximity to existing and future upgrades to local transit as well as proximity to Mount Pleasant Go Station.</p>
B. Concerns regarding increased vehicular traffic in the area	<p>Traffic Impact Study prepared by GHD and dated July 2022 was prepared to analyze the existing and future traffic volume, capacity, trip generation and distribution, sight distance evaluation and traffic safety.</p> <p>The Traffic Impact Study has been reviewed by City Staff and found satisfactory. The Study notes that vehicular congestion and dependency on the car will be reduced through the implementation of Transportation Demand Management (TDM) strategies. TDM strategies include providing bicycle parking and providing interior walkway connections on the site that connect to the public sidewalk.</p> <p>The Study also confirmed that based on their analysis of parking demand in other municipalities and the proposed TDM strategies, that the reduced parking is appropriate. Through the site plan application (SPA-2022-0225), Traffic staff have asked the applicant to provide future improvements to the site. This includes cash-in-lieu for a</p>

	future traffic signal at Sandalwood Parkway and Kent Road as well as to install a left turn lane on Kent Road.
C. Concern regarding student capacity at local schools	The Peel District School Board (PDSB) and Dufferin Catholic District School Board (DCDSB) have been circulated on this application and have not noted any objections, but have noted that sufficient accommodation may not be available for all anticipated students from the area. Students may be accommodated in temporary facilities and/or bussed to a school in another neighbourhood.
D. Concerns regarding hospital capacity and the impact of additional population.	<p>Hospital capacity is determined by many factors and anticipated growth from development proposals is only one potential influence.</p> <p>On January 22, 2020, Brampton City Council passed a motion to declare a Health Care Emergency in Brampton. This motion resolved several initiatives to address this such as working with all levels of government to provide healthcare funding to the Brampton Civic Hospital and Peel Memorial Service immediately.</p> <p>Additionally, a future Hospital / Health and Wellness Center are planned nearby the site. The Mount Pleasant Community is located adjacent to the Heritage Heights Secondary Plan (west side of Mississauga Road and beyond) where a future Hospital / Health and Wellness Center is anticipated along Sandalwood Parkway and Williams Parkway.</p> <p>Schedule 52-7, Land Use Structure of the Heritage Heights Secondary Plan identifies lands designated Mixed Use Area 'A' – Major Institutional which are planned to be the location of a future Hospital / Health and Wellness Center.</p>
E. Concerns regarding overflow parking at the Mount Pleasant Go Station	<p>Future residents of this application can access Mount Pleasant GO Station in variety of ways including by walking, taking local transit, cycling or through driving or being dropped off by car.</p> <p>A direct correlation can't be made that future residents will contribute to overcrowding at Mount Pleasant Go Station.</p>
F. Concerns regarding the capacity of Brampton Transit to support route and additional expenses being	<p><i>Current Capacity</i></p> <p>Current bus stops available close to the site are Veterans Drive and Dufay Road that are served by Routes 23-324, 23 Sandalwood that provide east-west connection and Routes 26-324, 26 Mount Pleasant that provide north-south connection.</p>

incurred to support service	<p>There is an existing bus landing pad and bus shelter pad behind the sidewalk on Sandalwood Parkway. This stop is not currently serviced but it is anticipated to be in use once existing transit routes are expanded.</p> <p><i>Future Capacity</i></p> <p>In coordination with the widening of Mississauga Road, a new bus stop has also been provided at Mississauga Road.</p> <p>The Heritage Heights Secondary Plan (March 2022) also provides policy direction regarding the area west of Mississauga Road including Conceptual Transit Services (discussed in Schedule 52-12) that identifies the following:</p> <ul style="list-style-type: none"> - A züm BRT Route on Sandalwood Parkway West between Williams Parkway and Mississauga Road before route continues further north and south - Potential Transit Station (located between William Parkway and Court Road on Sandalwood Parkway West) ; and - A portion of Mississauga Road between Mayfield Road and Yardmaster Drive as a Base Grid Route (with a 5' to 15' Peak Frequency)
G. Concerns regarding the appropriateness of the proposed height and density	<p>The applicant has provided appropriate justification for the increase in height and density based on the applicable Provincial, Regional and local policies.</p> <p>This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification in close proximity to transit supportive areas. The proposal will optimize the use of existing infrastructure including the existing and future transit network while also accommodating a significant portion of population growth.</p>
H. Concerns regarding privacy for existing residents	<p>Design strategies have been applied that strategically minimize shadowing impacts and also maintain privacy.</p> <p><i>Design Strategies</i></p> <p>A 45-degree angular plane has been applied at a rear yard setback of 7.5 metres from property line and at a height from 10.5 metres for Building B. This provides an appropriate transition between the future residential development north of the site and proposed Building B.</p>

	<p>Podium heights of all proposed buildings range between four to six storeys that provides a built form scaled to the pedestrian.</p> <p>Further compatibility between Building B and the surrounding low-rise residential development to the north is maintained through the gradual stepped back design of the building at the 6th and 10th storey.</p> <p><i>Shadowing</i></p> <p>A Sun/Shadow Analysis (included within the Urban Design Brief document) was prepared by WSP Canada Inc., dated August 2022, that showed shadow impacts at hourly intervals from 9:18 AM to 6:18PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice). The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration and that the surrounding areas still have sun exposure.</p>
I. Concerns regarding the lack of Green Space for local residents in the existing area	<p>The Mount Pleasant Secondary Plan (that this site and surrounding area east of Mississauga Road are located within) provides direction on conceptual land uses anticipated for the area including where Recreational Open Space is to be located. The closest City Park to the site that is provided for all members of the public is Creditview Sandalwood Park.</p> <p>The proposed development also provides indoor and outdoor amenity space for residents of the proposed development. This has been reviewed and accepted by Urban Design and Open Space staff. This proposal is contemplated to be under condominium tenure which makes all amenities offered for this development to be private and only for condominium residents.</p>

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 the applications that have not been noted elsewhere

Term of Council Priorities:

The application 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. The proposed application efficiently uses the lands and existing infrastructure to provide a transit supportive, pedestrian friendly development

This application supports the following strategic direction, Brampton is a City of Opportunities.

The proposal optimizes the existing land and infrastructure to provide a transit-supportive development within a designated greenfield area. The application will help achieve growth targets established by the Region of Peel and the City of Brampton as well as provide diversity of housing options in the Mount Pleasant Community.

Conclusion:

Staff recommends approval of the Official Plan Amendment (Attachment 10) and Zoning By-law Amendment (Attachment 11), as the following has been satisfied:

- The application is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, City of Brampton Official Plan, Mount Pleasant Secondary Plan and Block Plan 51-1;
- The proposed development provides an opportunity to direct growth to an existing settlement area (that is not the built-up area) and contribute to a range of housing and commercial options;
- The proposed development is located in proximity to existing and planned transportation infrastructure; and,
- Technical requirements have been addressed through studies submitted in support of the proposal and approved by City staff.

Authored by:

Angelo Ambrico, MCIP, RPP
Manager, Development Services

Reviewed by:

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

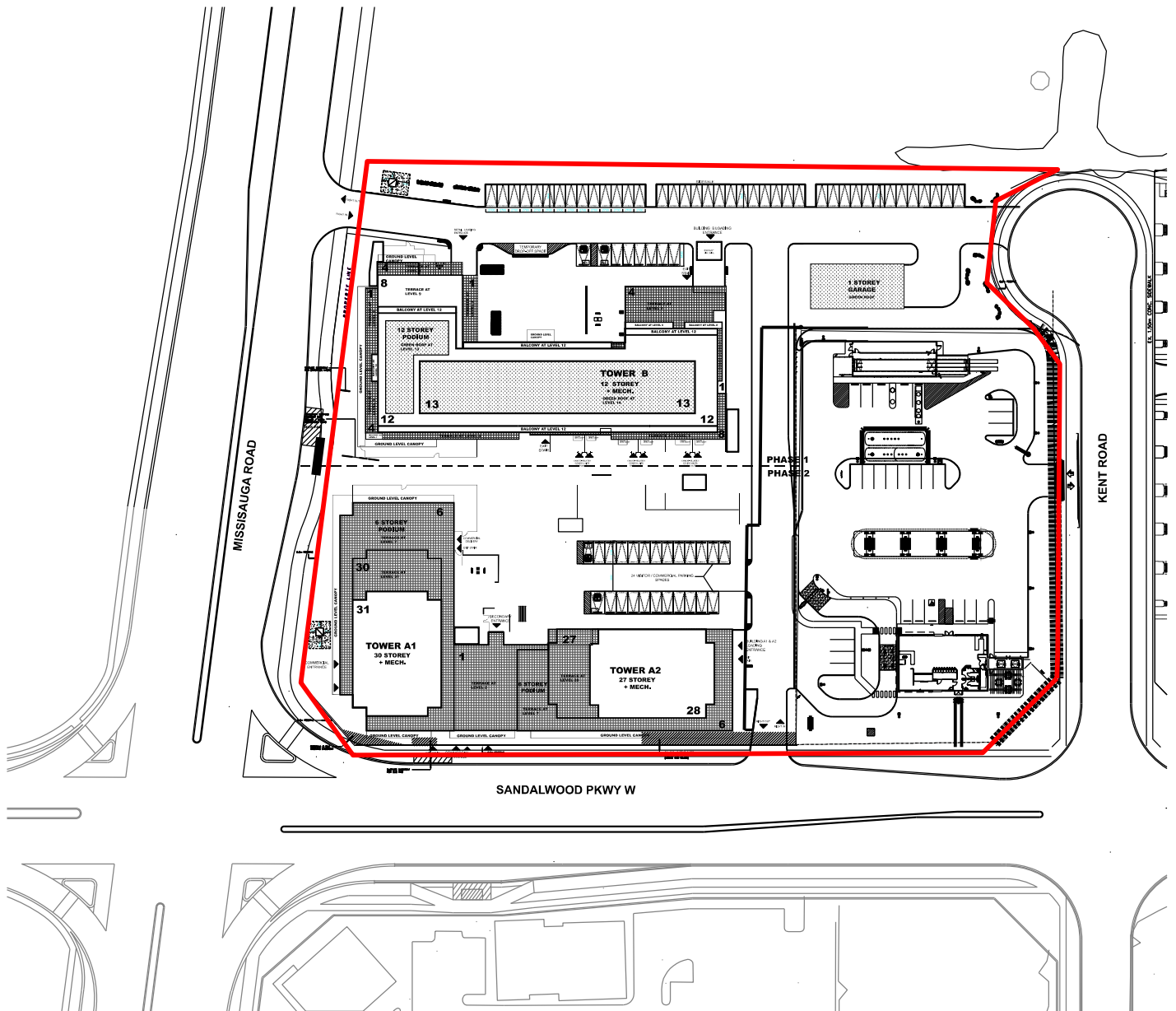
Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building and Growth
Management Department

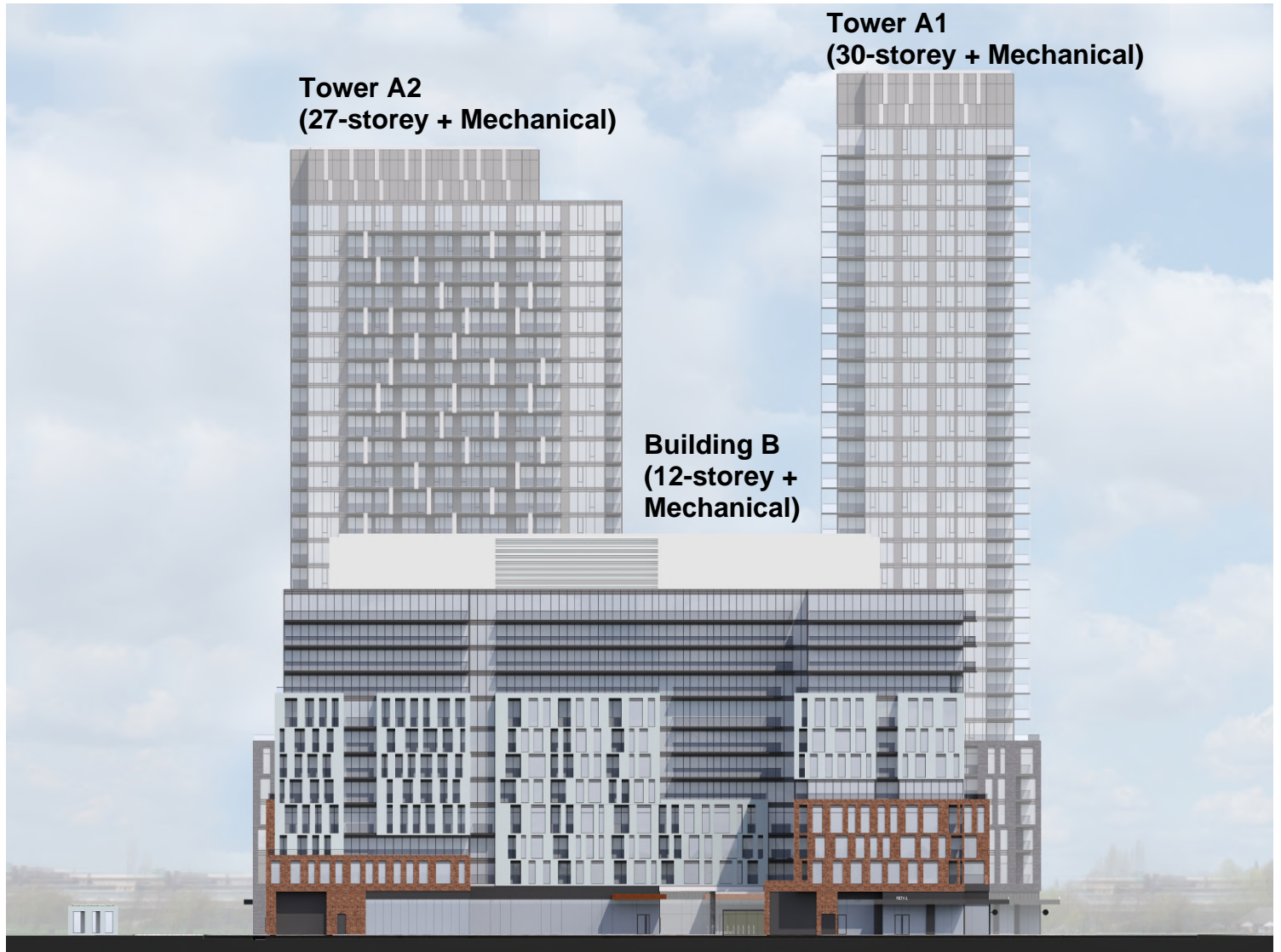
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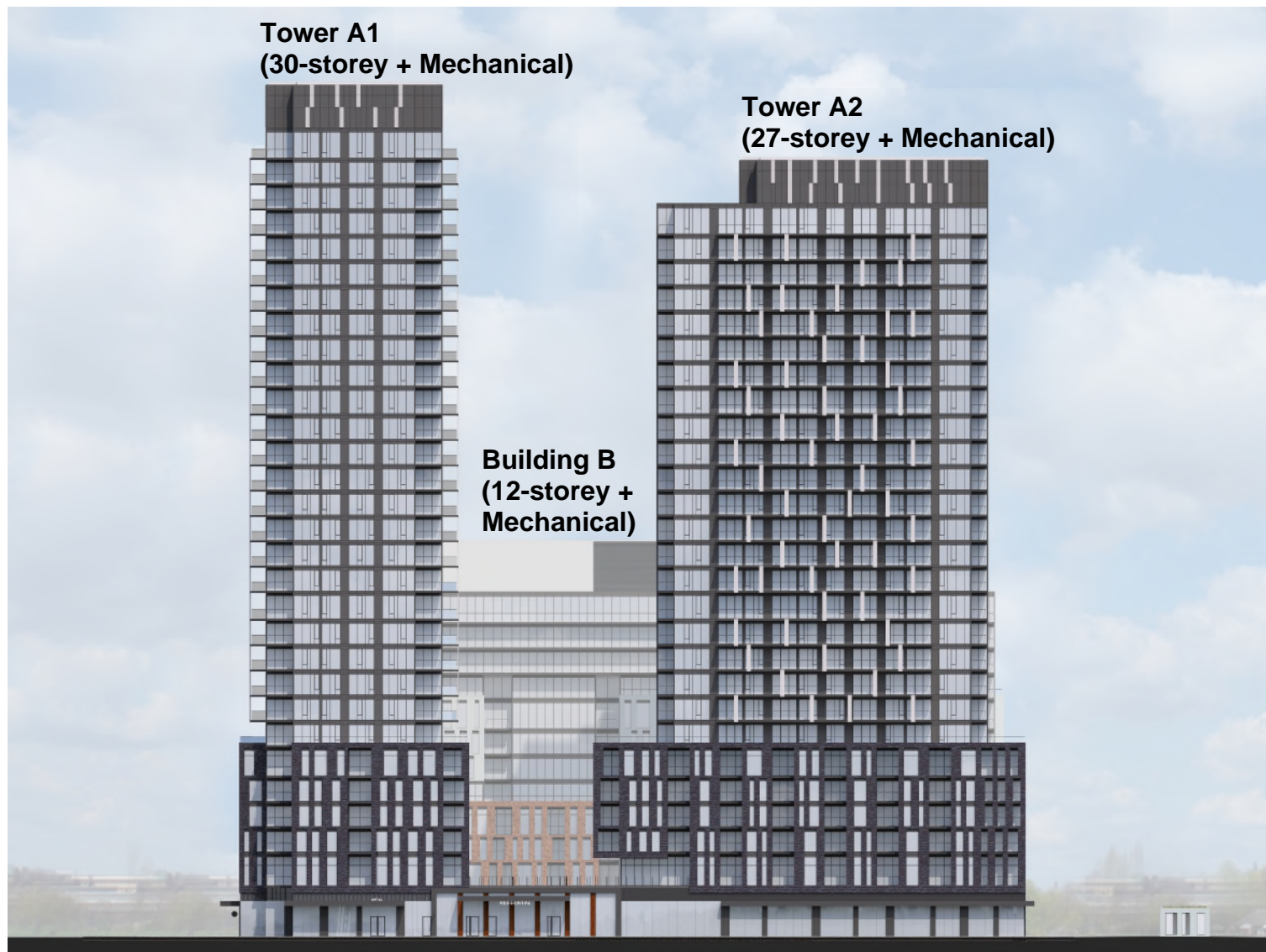
Marlon Kallideen
Chief Administrative Officer

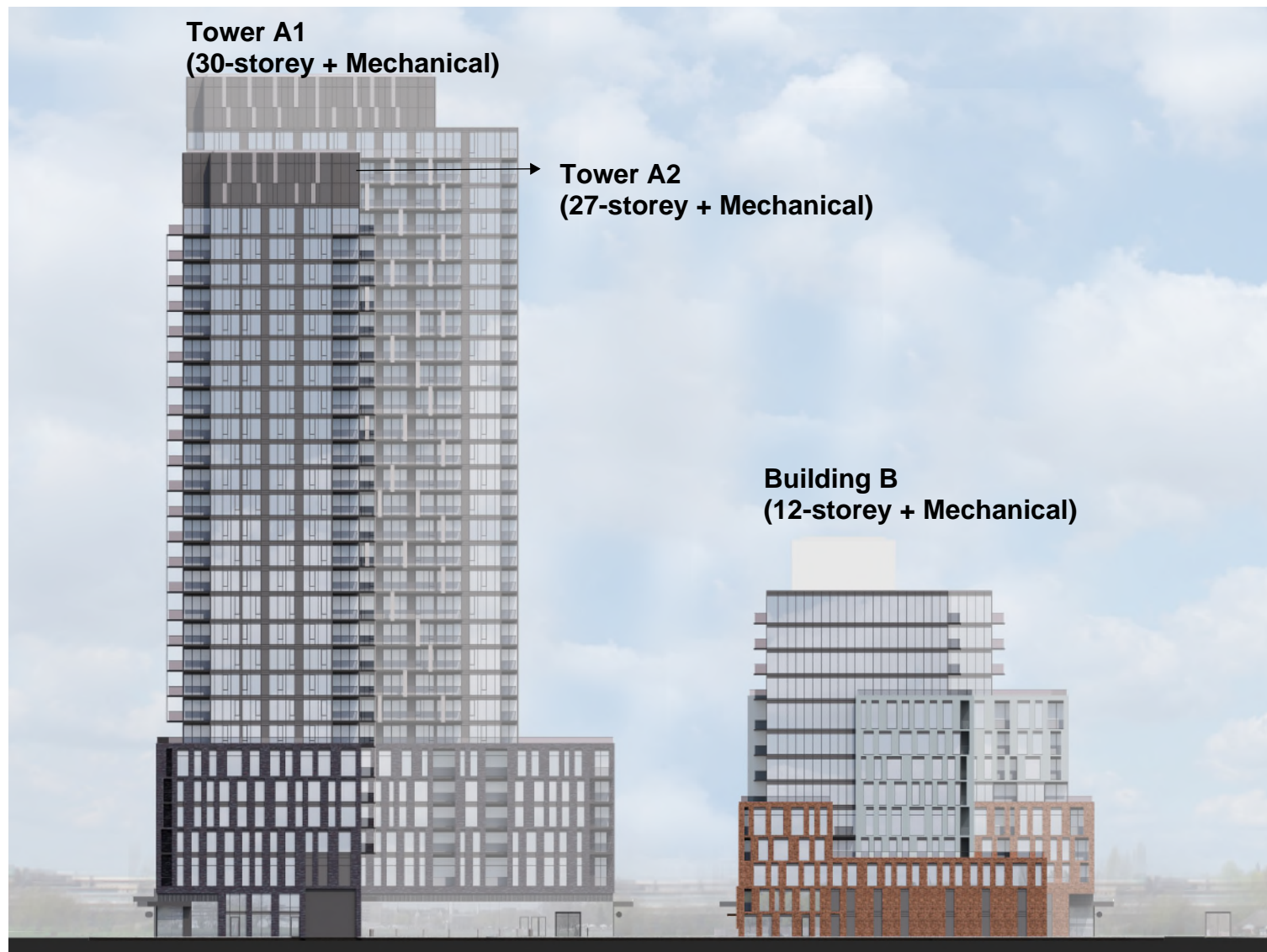
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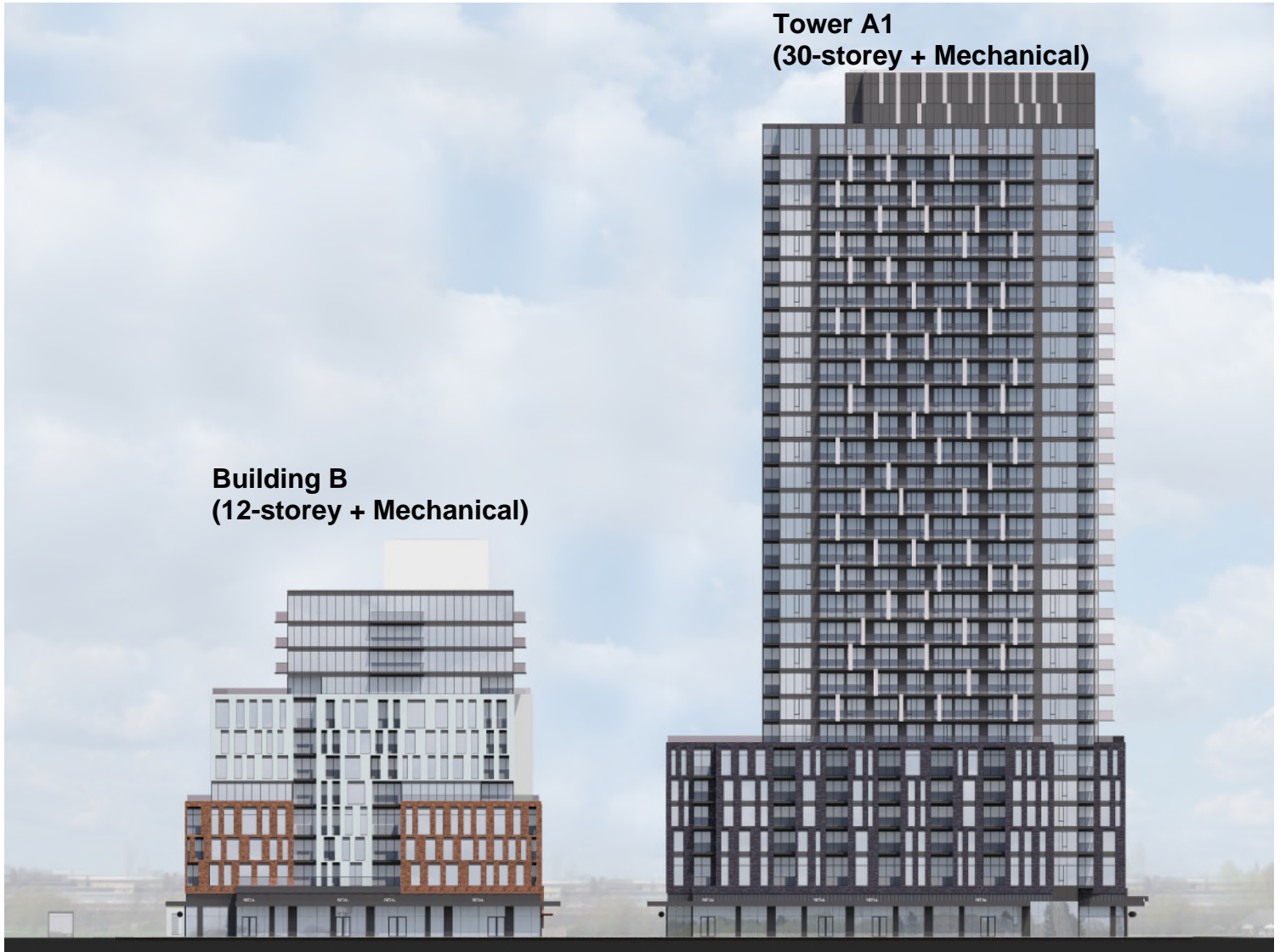
- Attachment 1 – Concept Site Plan
- Attachment 1A – North Elevation
- Attachment 1B – South Elevation
- Attachment 1C – East Elevation
- Attachment 1D – West Elevation
- Attachment 1E – Rendering
- Attachment 1F – Angular Plane
- Attachment 1G – Angular Plane Model
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 4A – Block Plan Designation
- Attachment 5 – Zoning Designations
- Attachment 6 – Aerial & Existing Land Use
- Attachment 7 – Detailed Planning Analysis
- Attachment 8 – Results of Public Meeting
- Attachment 9 – Results of Application Circulation
- Attachment 10 – Draft Official Plan Amendment
- Attachment 11 – Draft Zoning By-law Amendment
- Attachment 12 – Sustainability Snapshot



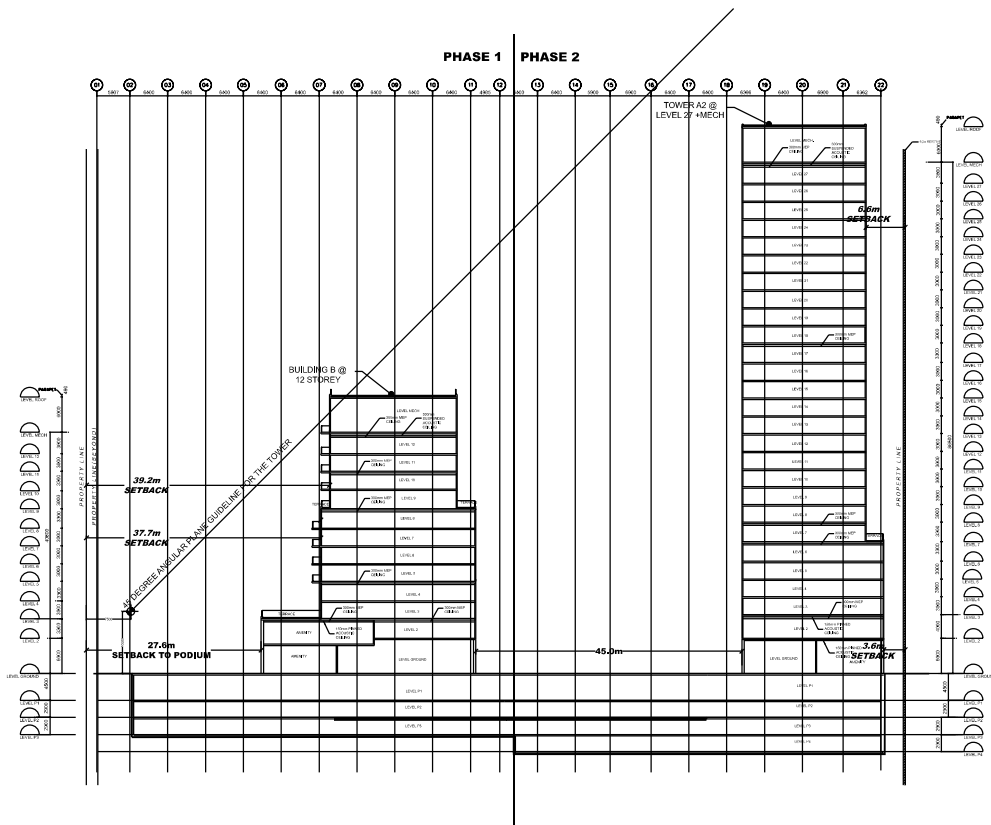
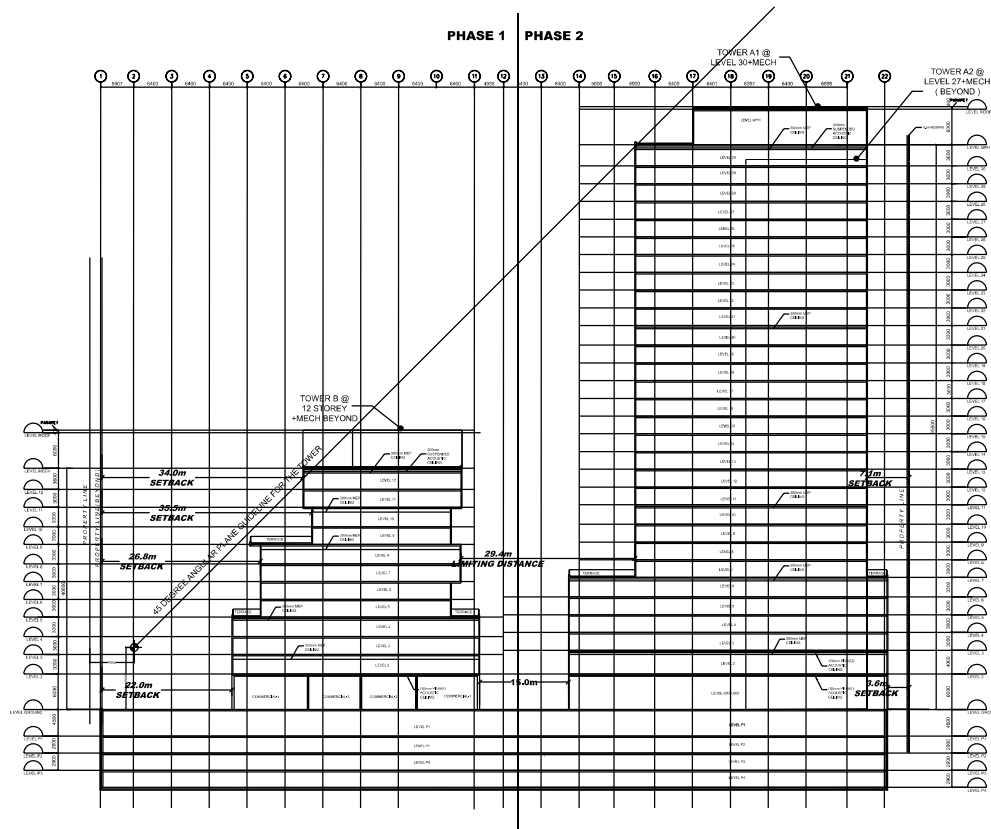


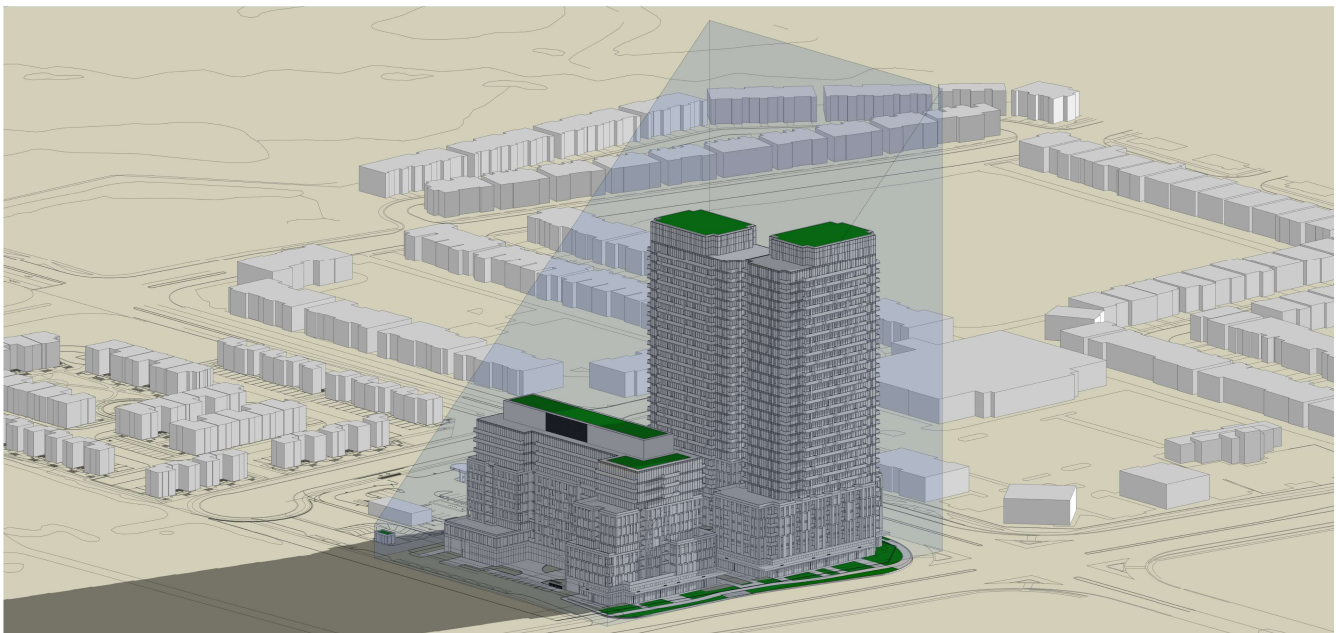
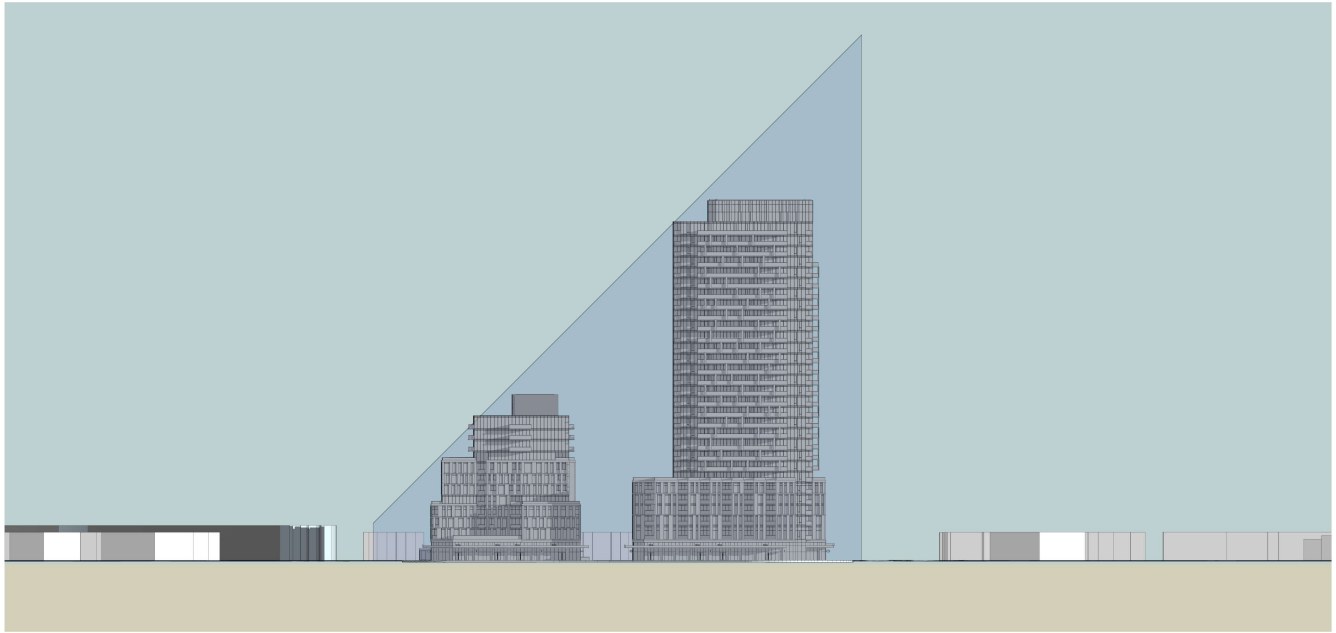












BRAMPTON
Flower City

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac

Date: 2023/03/01

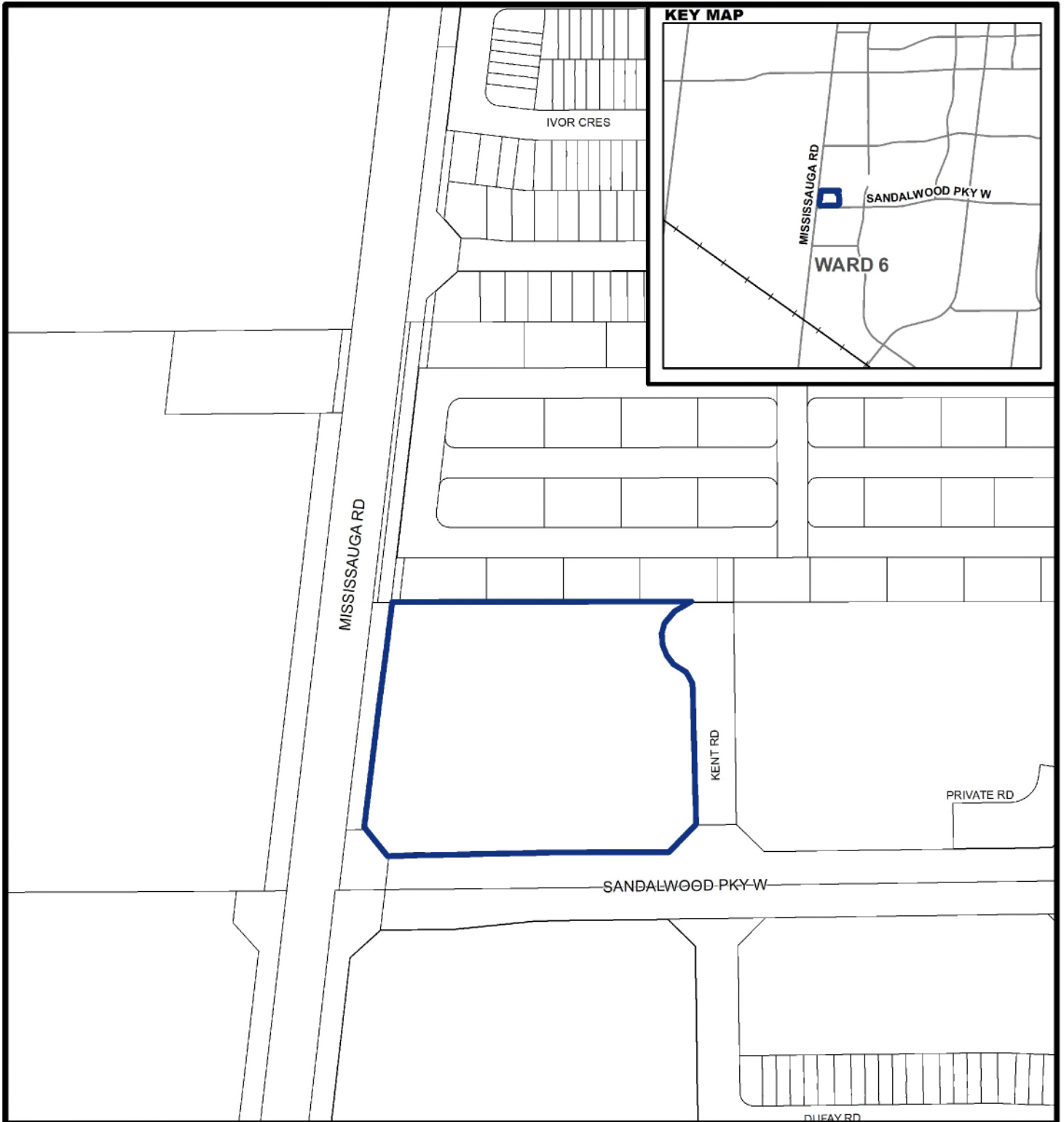
APPENDIX 1G

ANGULAR PLANE MODEL

PRIMONT PROPERTIES INC.

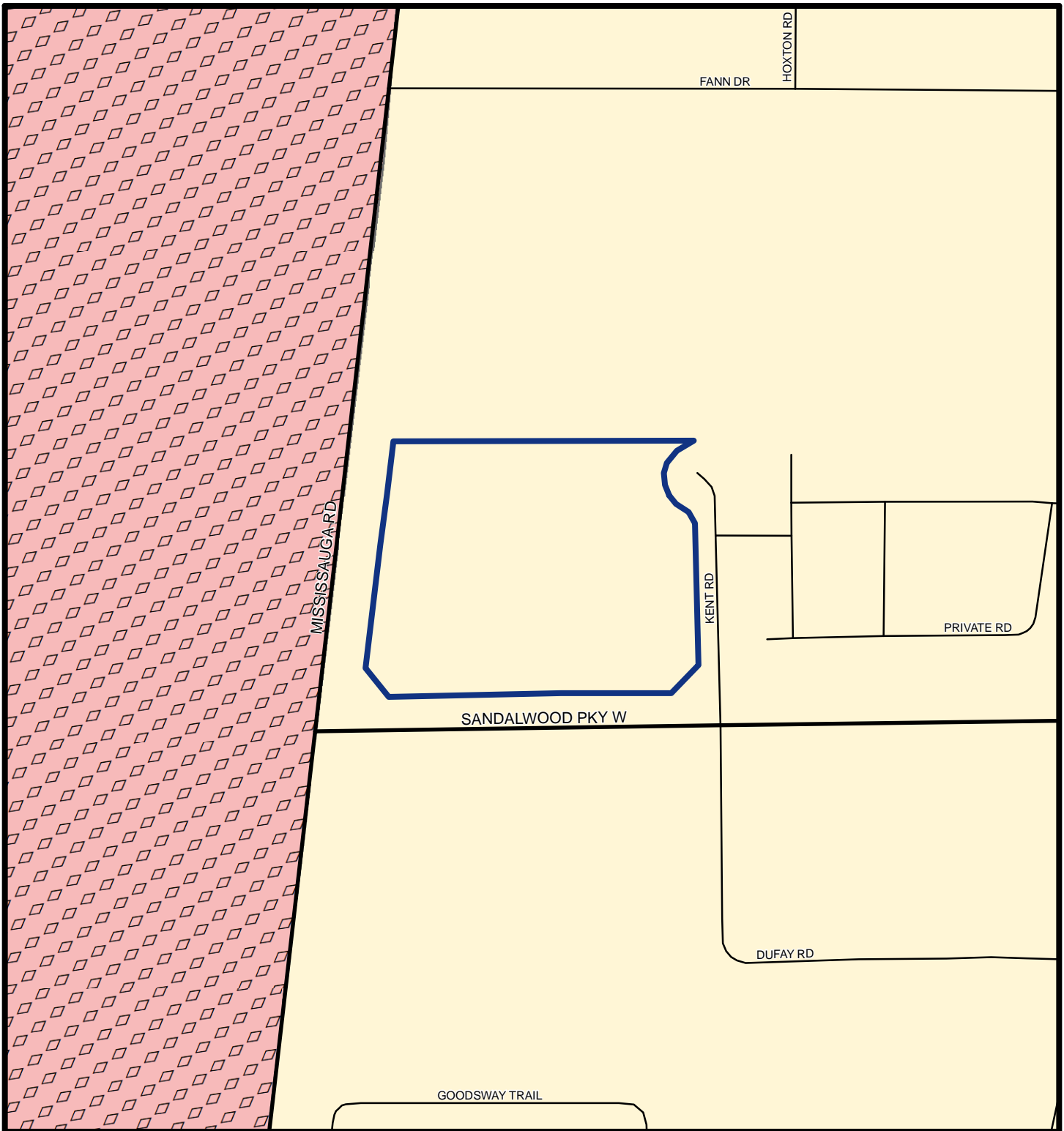
PRIMONT (M3 CONDOS) INC.

Page 184 of 554
CITY FILE: 029-2022-0002



- SUBJECT LAND
- RAILWAYS
- PROPERTY LINE
- + SCHOOLS





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



SUBJECT LAND



RESIDENTIAL



CORRIDOR PROTECTION AREA

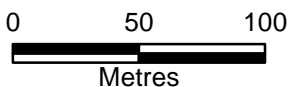


NW BRAMPTON URBAN DEVELOPMENT AREA



BRAMPTON
Flower City

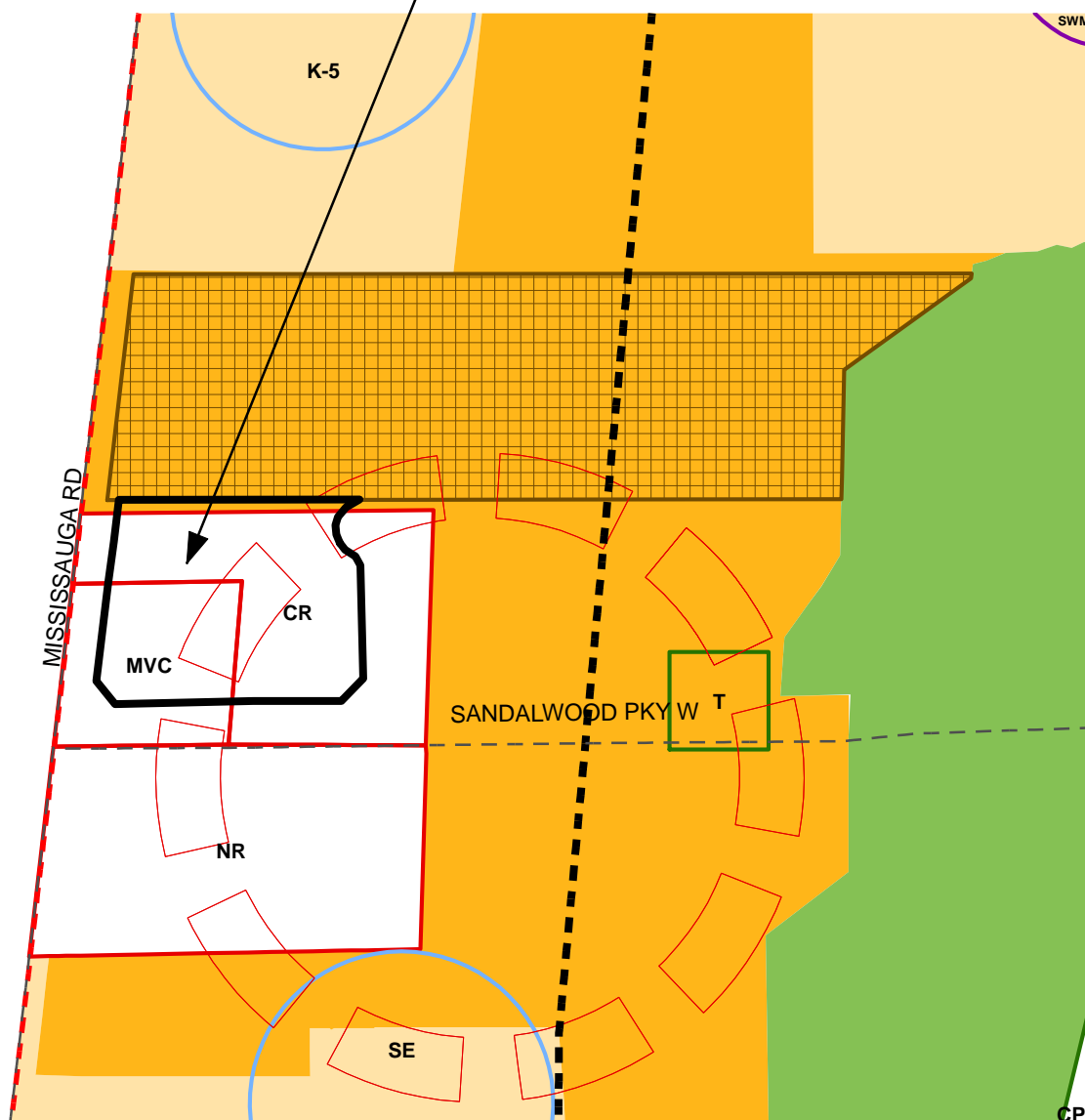
PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: ckovac
Date: 2023/02/27

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
PRIMONT PROPERTIES INC.
PRIMONT (M3 CONDOS) INC.

SUBJECT LANDS



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

ROAD NETWORK

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

NATURAL HERITAGE SYSTEM

- NATURAL HERITAGE SYSTEM AREA

RESIDENTIAL

- LOW / MEDIUM DENSITY
- MEDIUM DENSITY

INFRASTRUCTURE

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

INSTITUTIONAL

- K-5 Public Junior Elementary School Site
- S-4 Public Senior Elementary School Site
- SE Separate Elementary School Site
- PS Public Secondary School Site
- SP Separate Secondary School Site
- P Place of Worship

RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- Parkette
- T Town Square
- Vest Pocket

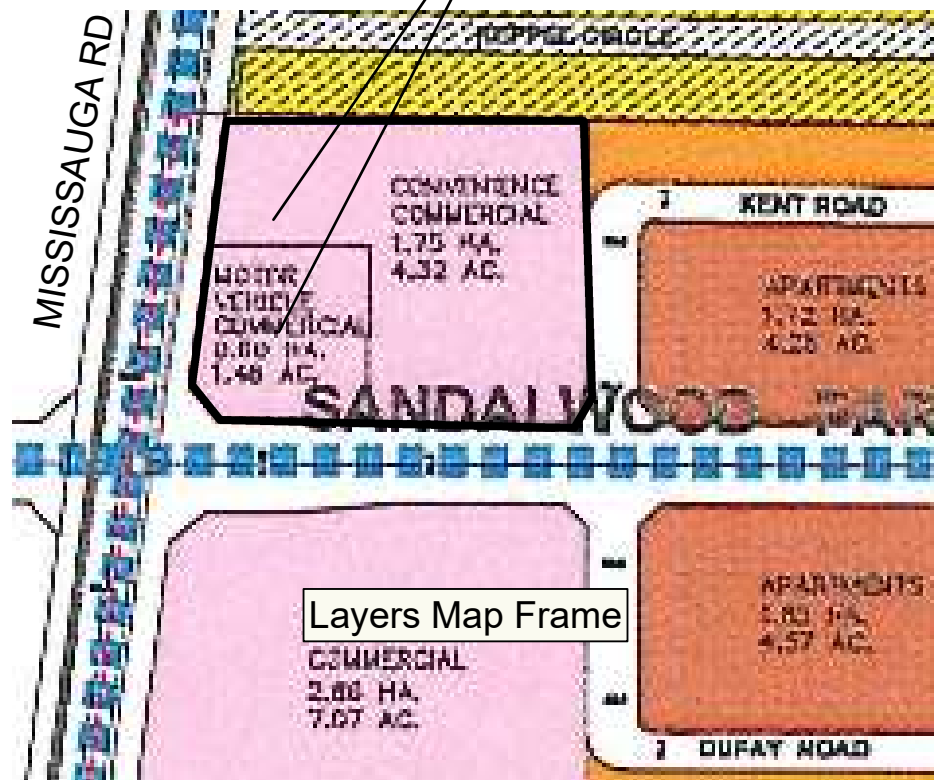
RETAIL

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

OTHER

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

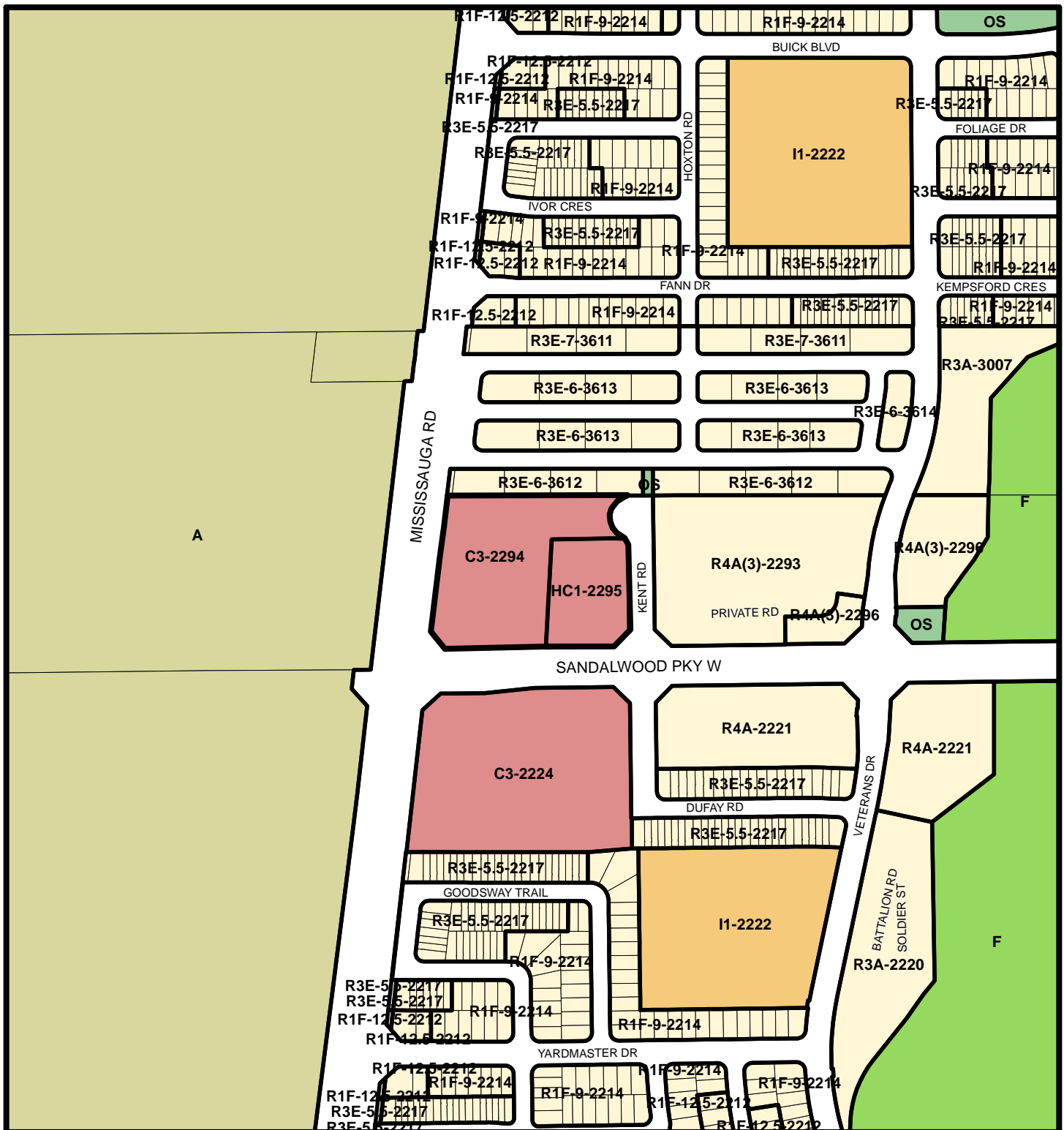
SUBJECT LANDS



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

LEGEND










—	BOUNDARY OF BLOCK PLAN AREA 51-1		LOW / MEDIUM DENSITY RESIDENTIAL		OPEN SPACE (NHS)/ BUFFERS/CHANNELS		POTENTIAL LOCATION OF HYDRO ONE BRAMPTON 5m x 7m SWITCH GEAR EASEMENT	MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
- - -	NODE BOUNDARY		MEDIUM DENSITY RESIDENTIAL		PARKS/ VEST POCKETS/ PARKETTES/ TOWN SQUARE			ON-STREET BIKE LANE (CLASS 2)
	NATURAL HERITAGE SYSTEM		HIGH DENSITY RESIDENTIAL		INSTITUTIONAL			POTENTIAL SIGNED BIKE ROUTE (CLASS 3)
	CITY PARK		COMMERCIAL		SPECIAL POLICY AREA			GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)
	GO STATION		SWM PONDS						
	NON PARTICIPATING PROPERTIES								
(F)	FIREHALL								
(L)	LIBRARY								



SUBJECT LAND
 COMMERCIAL
 AGRICULTURAL
 FLOODPLAIN
 RESIDENTIAL
 INSTITUTIONAL
 OPEN SPACE



Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		

AERIAL PHOTO DATE: SPRING 2022



Detailed Planning Analysis

OZS-2021-0002

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 Mount Pleasant Secondary Plan (Area 51) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical, well designed manner that supports sustainable long term economic viability.

Planning Act R.S.O 1990

The Planning Act provides guiding principals that is further reinforced in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. 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:

Section 2:

- (f) – the adequate provision and efficient use of communication, transportation, sewage and water and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The proposal makes efficient use of existing transportation and sewage systems.

The proposed development is within a walking distance of bus stops along Veterans Drive that is served by the 23 Sandalwood and 26 Mount Pleasant bus route. These bus routes provide connections within Brampton (including Heart Lake Terminal and Trinity Common Terminal). There are also two bus stops located by the site, at Mississauga Road and Sandalwood Parkway that will be serviced by future transit expansion.

The proposal also optimizes the site to facilitate development of safe and healthy communities while also providing a variety of housing to future residents. A range of studio, 1-bedroom to two-bedroom units are provided which offer a variety of choices and affordability.

A Functional Servicing Report has been prepared for the site and water, storm water and sanitary sewer connections are available. The proposed application will be serviced through an existing sanitary sewer on Sandalwood Parkway West that will service both buildings. Water servicing will be provided through an existing service connection along Sandalwood Parkway West as well as a secondary domestic and fire line connected to Kent Road.

The proposed application is oriented to the pedestrian through the provision of internal courtyards for each residential building that connects to the sidewalks along Mississauga Road and Sandalwood Parkway.

Provincial Policy Statement (PPS) (2020)

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 site is within a Settlement Area as defined by the PPS. The PPS policies that are applicable to this application are as follows:

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;

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;

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.

1.4.1 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:
 - i. 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

- ii. 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;

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.

1.8.1 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;
- c) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Provincial Policy Statement Analysis

The subject site is located within a settlement area, specifically located within a “Designated Greenfield Area” in the City of Brampton Official Plan, Schedule 1, City Concept.

The proposed application promotes healthy, liveable and safe communities. It optimizes the existing site, which is vacant, to take advantage of existing infrastructure (including water and sanitary servicing) to provide a compact mixed-use development that will provide both residential as well as ground floor commercial uses. This is consistent with Policies 1.1.1(a) to (g), 1.1.2 to 1.1.3.3, and 1.1.3.4.

Further to Policies 1.4.1 and 1.4.3, a range in the size of units are also provided within the two phases of the proposed development. This provides a variety of unit mix options to future residents that can accommodate a range of household sizes, ages and income. Further to Policies 1.5.1, 1.6.7.2 and 1.6.7.4, the proposed development uses the existing and future transit improvements to encourage use of transit, which is also a transportation demand management strategy to decrease dependence on vehicles. Existing transit in the area provides connections to Mount Pleasant GO Station, and regional connectivity. Other transportation demand management strategies used by this application including provision of bicycle parking spaces to encourage other modes of travel aside from vehicular use.

With regard to Policy 1.8.1, the proposal supports energy conservation and efficiency, improved air quality and reduced greenhouse gas emissions by maintaining a compact built form that is supported by connections to active transportation and transit-supportive.

Staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe provides a framework for building complete communities and direction on accommodating and forecasting growth in these communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes..

The subject lands are located within the "Designated Greenfield Area - Conceptual" of the Region of Peel within the Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure its conformity with the plan. The sections that apply to this application include, but are not limited to the following:

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;

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:
 - a. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - c. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - e. provide for a more compact built form and a vibrant public realm, including public open spaces;
 - f. Integrate green infrastructure and appropriate low impact development.

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.

2.2.5.3 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.

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

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
 - ii. establishing targets for affordable ownership housing and rental housing;
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

- c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
- d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
- e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning bylaws.

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

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

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

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

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

2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and

Places to Grow Growth Plan Analysis

Further to Policy 2.2.1.2, the proposal is located within a settlement area that has existing water and sanitary sewer systems as well as in area with planned transit. Currently, there is a bus stop located nearby the application and in the future, a züm BRT route that connects to Sandalwood Parkway will be provided between Williams Parkway and Mississauga Road. The Heritage Heights Secondary Plan also notes in the Conceptual Transit Services, Schedule 52-12, that a potential Transit Station will be located on Sandalwood Parkway between Williams Parkway and Court Road. Additionally, a portion of Mississauga Road between Mayfield Road and Yardmaster Drive is identified as a Base Grid Route that has a frequency of 5' to 15' Peak Frequency.

The proposal also provides a diverse mix of land uses, including three residential buildings that all have commercial uses at grade (Policy 2.2.1.4). Within the residential use provided, a variety of unit sizes are sold that accommodate people at all stages of life and can accommodate differing household sizes and incomes to meet their current and future needs (Policy 2.2.1.4 c and Policy 2.2.6.1a.i). The proposal also provides convenient access to a range of transportation options including options for use of active transportation by connecting to existing sidewalks, offering bicycle parking and providing connections from the site to the bus stop along Mississauga Road and Sandalwood Parkway (Policy 2.2.1.4d). The proposed application is a compact mixed-use built form that optimizes the use of the land to encourage active transportation use as well as provides different levels of affordability (Policy 2.2.1.4e).

The proposal supports the achievement of complete communities through provision of a range of studio and one to three bedroom units which contributes to the overall housing stock in the Mount Pleasant Community as well as within the City (Policy 2.2.6.2). The range of units provided is also consistent with Policy 2.2.6.3.

Lastly, the proposed development is consistent with the greenfield area policies provided in Section 2.2.7 of the Growth Plan. The proposal achieves and exceeds the minimum density targets of 50 residents and jobs combined per net hectare applicable to the City of Brampton. The proposed Official Plan Amendment contemplates a density of 606 units per net residential hectare, which will help achieve Regional greenfield density targets.

Staff is satisfied that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan (April 2022)

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” and “North West Brampton Urban Development Area” in Schedule E-1 (Regional Structure) ; “Urban System” in Schedule E-2, Strategic Growth Areas; and “Designated Greenfield Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

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

4.3 Population and Employment Forecasts

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

Municipality	2041			2051		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

Notes:

- 1) ¹ Population figures include a Census undercount of 3.3%.
- 2) Figures rounded to the nearest 5,000.

Table 3 – Population, Household and Employment Forecasts for Peel

5.4 Growth Management

Objectives

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.2 To establish minimum intensification, employment density and greenfield density targets.

5.4.4 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.

5.4.6 To optimize the use of the existing and planned infrastructure and services.

5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, 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.

Policies

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.

5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas

5.4.18 Intensification

Objectives

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.4 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

5.4.19 Greenfield Density

Objectives

5.4.19.2 To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.

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

Policies

5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per net hectare

5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

5.6 Urban System

Objectives

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

Policies

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal Official Plan.

5.6.20 Designated Greenfield Area

Objectives

5.6.20.7 To ensure development in the Designated Greenfield Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and age of households.

5.6.20.14.19 North West Brampton, Brampton

Objectives

5.6.20.14.19.1 To accommodate a significant portion of future growth of the Designated Greenfield Area of Peel Region.

5.6.20.14.19.2 To develop complete and transit-supportive communities.

Policies

5.6.20.14.19.7 The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

5.6.20.14.19.8 In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:

b) That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary and in accordance with the City's Growth Management Program;

5.9 Housing

5.9.1 Objectives

5.9.1 To promote the development of compact, complete communities by supporting intensification and high density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community by their choice.

Policies

Housing Options and Targets

Table 4 – Peel Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are <i>affordable housing</i> , of which 50% of all <i>affordable housing</i> units are encouraged to be <i>affordable to low income</i> households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, need assessments, and market studies.

Region of Peel Official Plan Analysis

The subject lands are designated “Urban System” and “North West Brampton Urban Development Area” in Schedule E-1 (Regional Structure) ; “Urban System” in Schedule E-2, Strategic Growth Areas; and “Designated Greenfield Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

The proposed development is consistent with the objectives, policies and targets of the Urban System, North West Brampton Urban Development Area and Designated Greenfield Area.

The proposal will assist in the achievement of healthy complete communities that provide a range of residential and commercial uses (Section 5.4.19.1, 5.4.19.3). The development will be a compact built form that is transit-supportive with pedestrian connections to the sidewalks that have bus stops (Section 5.4.12 and 5.4.19.2).

The proposed development will generate approximately 1515 residents and 42 employees and a density of 914 residents and jobs combined per hectare. Further to Designated Greenfield Area policies, this proposal achieves the minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 and more specifically, the minimum density of 71 residents and jobs combined per hectare in the City of Brampton (Section 5.4.19.6 and 5.4.19.7). This proposal will also contribute to the achievement of population, household and employment forecasts targeted in Table 1 that is discussed in Section 4.3.9.

The site is located within lands that are designated “North West Brampton Urban Development Area” that includes a portion of lands east and west of Mississauga Road along Sandalwood Parkway. This area is anticipated to accommodate a significant portion of future growth that will also be a part of complete and transit supportive communities (Section 5.6.20.14.19.1 – 5.6.20.14.19.2). Further direction regarding the development of these lands is further elaborated in the Mount Pleasant Secondary Plan (Area 51) and recently approved, Heritage Heights Secondary Plan (Area 52). While the Region of Peel identifies the subject lands being located within “Northwest Brampton Urban Development Area”, the City of Brampton notes only lands west of Mississauga Road as being located within that area. The proposal is consistent with the Regional policies for the North West Brampton Urban Development Area by contributing to formation of complete and transit-supportive communities.

Based on the above, Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan (September 2020):

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 property is designated “Residential” on Schedule A: General Land Use Designations. It is also identified as “Communities” and “Designated Greenfield Area” on Schedule 1: City Concept and “Convenience Retail” on Schedule A2: Retail Structure in the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

3.2.2.2 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.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.

3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- a) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- b) The development contributes to the City's desired housing mix;
- c) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- d) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- e) There is sufficient existing or planned infrastructure to accommodate the development
- f) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- g) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access
- h) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- i) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- j) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

k) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space; and

l) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

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

Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.

Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

It is the objective of the Residential Policies to:

Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;

Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;

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, care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses...

4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing

Mix and Density Categories

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

4.2.1.4 The City shall, for new secondary plan areas or portions thereof as identified on Schedule “G”, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre). New secondary plan areas within the Designated Greenfield Area as shown on Schedule “1” shall also have regard for the targets set out in Section 3.2.1.2. 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.

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;

(iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms (vi) Incorporation of multiple unit dwellings and apartments; and,

These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

4.3.2.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.

4.3.2.6 The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan:

b) Proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation;

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

4.3.2.9 The City shall interpret the location of Retail designations on Schedule “A2” of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including livework units in a residential area to be designated in Secondary Plans, where applicable.

4.3.5 Local Retail

4.3.5.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.5 Transportation and shall be easily accessible to the residential areas they are intended to serve.

4.3.5.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.

4.3.5.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.

4.3.5.5 The Local Retail uses are defined as follows:

b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).

4.3.5.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.

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

4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

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.

4.11.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.

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)

4.11.3.3.3 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 minimise walking distance and to provide easy accessibility to transit stops.

4.11.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.

4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.

4.11.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.

4.11.3.4.3 The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.

4.11.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

4.11.3.4.5 Transit and mixed-use are mutually supportive. Diversity of uses provides for round-the-clock use of transit and adds to vibrancy and economic vitality. The policies in

4.11.3.3 shall apply to promote transit-oriented design in mixed-use development. Consideration shall also be given to:

- Require transit shelters and/or transit stations within larger scale mixed use development/districts;
- Design transit facilities as focal points and amenities;
- Ensure direct pedestrian linkages to transit facilities;
- Include park and ride facilities;
- Include amenities for cyclists;
- Encourage shared parking; and,

- Allow a lower parking requirement to encourage use of alternative modes including transit, walking and cycling

City of Brampton Official Plan Analysis

The proposed mixed-use development consisting of residential units and commercial at the ground floor is consistent with the Residential permissions in the Official Plan. The proposal provides a variety of different sized residential units as well as commercial uses to facilitate the formation of complete communities. This satisfies 3.2.2.2 and 4.2.1.3 of the Official Plan

The application proposes greater density and height than what is noted in Section 3.2.8.3. Whereas Section 3.2.8.3 of the Official Plan provides that development shall generally be limited to 4 stories in height and 50 units per net hectare, the proposal contemplates a 12-storey as well as 27-storey and 30-storey development with a collective density of 593 units per net hectare. The draft Official Plan amendment notes a maximum density of 606 units per net residential hectare to provide accommodate any variations to the design at the site plan stage.

Justification has been provided as per Section 3.2.8.5 of how this proposal demonstrates that the City Structure will not be compromised. Staff have reviewed the justification for this proposal and evaluated the proposal against this criteria. Staff are satisfied that the application demonstrates the below criteria:

- Is consistent with the general intent and vision of the Mount Pleasant Secondary Plan as it provides a transit-supportive development that contains a variety of housing unit sizes to contribute to the housing mix.
- Contributes to the City's desired housing mix by proposing a variety of townhouse typologies.
- contributes towards the targets set out in the Growth Plan;
- Is located in an area envisioned as a Complete Community with convenient access to commercial, recreational and institutional uses. Existing commercial plaza is located opposite of the site, at the south side of Sandalwood Parkway West, which contains a variety of uses including a grocery store and coffee shop. The proposal will also contain additional commercial uses at the ground floor;
- has existing infrastructure to service the development;
- has vehicular access to two arterial roads, Mississauga Road, Major Arterial Regional Road and Sandalwood Parkway West, Major Arterial City Road;
- Direct access from local transit as well as pedestrian, bicycle and vehicular access; The site is in close proximity to two bus routes that travel to Mount Pleasant GO Station as well as other connections within the City. Future transit service is also planned which will be serviced by the existing bus stop along Sandalwood Parkway.
- Is compatible with the adjacent residential uses as it provides a 12-storey mid-storey apartment beside the future residential uses to the north of the development and proposes higher density development at the corner of Sandalwood Parkway and Mississauga Road;
- maintains transition in built form through height, massing, character, architectural design, siting and setbacks from the low density uses to the north;

- meets the City's minimum Bronze threshold for Sustainability Score

The proposed development is consistent with City policies regarding site design. An Urban Design Brief has been submitted and approved by Urban Design Staff. The proposal integrates with the adjacent and proposed land uses as well as maintains appropriate transitions in built form through appropriate height, massing, design, siting, setbacks and amenity space. The proposed twelve storey apartment building at the northern portion of the site is compatible with the future townhouse development that was approved for the former Peel Regional Police Lands. The proposed twenty-seven and thirty storey apartment on a 6-storey shared podium that fronts on Sandalwood Parkway West maintains an appropriate transition to the pedestrian realm by stepping back the buildings at the sixth storey. All buildings will contain ground floor commercial which will further provide further pedestrian friendly streetscape. This satisfies Sections 4.11.3.1.1 (regarding mid-rise buildings), 4.11.3.2 – 4.11.3.1.3, 4.11.3.2.5 - 4.11.3.2.7, 4.11.3.3.3 - 4.11.3.3.5, 4.11.3.4.1 - 4.11.3.4.5, 4.11.3.3,

A portion of the site is designated 'Convenience Retail'. The associated Draft Official Plan Amendment proposes to remove this "Convenience Retail" designation for this site and replace with "High Density Residential" designation to facilitate the development of the contemplated buildings. The mixed-use proposal continues to align with City's policies for local retail by including commercial uses at the bottom and residential at the upper stories (S. 4.3.2.8). As part of the proposal and in coordination with S. 4.3.2.6(b), a Market and Planned Function Assessment was prepared in support of the removal of the 'Convenience Retail' designation. The proposed deletion of this designation will result in a reduction of 20,000 square feet and not anticipated to significantly impact the market and planned function of retail commercial spaces in the study area. This has been reviewed and accepted by Policy Staff.

Based on the above summary, staff is satisfied that the proposal maintains the general intent and vision of the City of Brampton Official Plan.

Mount Pleasant Secondary Plan (Area 51) and Block Plan 51-1

The property is designated "Motor Vehicle Commercial" and "Convenience Retail" in the Mount Pleasant Secondary Plan (Area 51A). The eastern portion of the property is also located in the "Mixed-Use Areas 1". The applicable Secondary Plan policies include but are not limited to:

5.2.1.1. Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage. Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

5.2.1.2. Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors' residences, retail, commercial,

office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

5.2.1.6. A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.

5.2.1.7 The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.

5.2.1.9 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines. 5.2.1.10 Provision of on-street parking should be encouraged wherever feasible.

5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the Secondary Plans adjacent to the Mount Pleasant Secondary Plan, the commercial designations shown on Schedule SP 51(a) together with the Commercial designations in the Mixed-Use Areas, are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP 51(a) shall be permitted

5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations and commercial uses within the "Mixed-Use" designations on Schedule SP51 (a) shall be subject to the following policies:

i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of the Official Plan and this Chapter;

ii) Outdoor storage or display of goods or materials as the principal use shall be prohibited;

iii) Provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffering treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,

iv) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

5.3.4.1 The lands designated Convenience Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

5.3.4.3 The lands at the north-east intersection of Sandalwood Parkway West and Mississauga Road, designated "Convenience Retail" on Schedule SP 51- 1, shall have a maximum floor area of 4,645 square metres (50,000 square feet) and a supermarket shall not be permitted. Food related retail uses other than a supermarket are permitted up to a maximum floor area of 1,393 square metres (15,000 square feet).

5.3.5.1 Motor Vehicle Commercial Sites cannot be located within the centre of any Mixed-Use Nodes/Areas.

5.3.5.2 The lands designated Motor Vehicle Commercial on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.13 of the Official Plan, this Chapter and other relevant policies of the Official Plan.

5.3.5.3 Where a Motor Vehicle Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Natural Heritage System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

6.2.1 Roads in the Mount Pleasant Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan, the policies of this Chapter and the supporting Mount Pleasant Secondary Plan Area Transportation Master Plan.

6.2.5 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.

6.3.2 The road network for the Mount Pleasant Secondary Plan has been designed to integrate existing and proposed transit service and a strategy for transit oriented development in accordance with the Mount Pleasant Secondary Plan Area Transportation Master Plan. The Transit Spine Collector Road as shown on Schedule SP 51(a) is intended to function as a Primary Transit Corridor, and is a defining feature of the community through direct linkages to the Mount Pleasant GO Station. Development plans shall accommodate safe, effective and efficient modes of transportation including pedestrian, transit, bicycle and automobile. The function of the Transit Spine Collector Road is as a Primary Transit Corridor in accordance with the approved Transportation Master Plan.

6.3.6 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City of Brampton standards.

6.3.7 The City shall encourage a range of options for the development of the Mount Pleasant Secondary Plan as a transit oriented community through the Block Plan and Subdivision Approvals Stages, including, but not limited to the encouragement of transit supportive land uses, densities and the implementation of unique transit oriented development and community features in accordance with the policies included in Section 12.4.

Pedestrian/Cyclist Links

6.4.1 Pedestrian and cyclist links, facilities and infrastructure shall be provided, where appropriate, to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and Natural Heritage System, to provide comprehensive access to those systems and to serve as a recreational and aesthetic amenity to the community.

Mount Pleasant Secondary Plan Analysis

The Secondary Plan notes that the Mount Pleasant Secondary Plan is planned to be a transit oriented community and that the predominant form of development envisioned in the community is a variety of housing types and densities.

An amendment is required to redesignate the lands from 'Motor Vehicle Commercial' and 'Convenience Retail' in the Secondary Plan as well as portion of the lands are located in 'Mixed Use Area 1'.

The Secondary Plan refers back to Official Plan policies for permitted uses in the 'Motor Vehicle Commercial' and 'Convenience Retail' designation. Permitted uses in the 'Motor Vehicle Commercial' designation include gas bars and car washes, which are existing uses adjacent to the subject lands. Permitted uses in the 'Convenience Retail' designation include small scale retail stores, supermarkets and specialty stores. Both of these designations need to be amended to permit the contemplated residential use.

The 'Mixed Use' policies discuss development of compact, transit supportive and complete community and that higher density housing will be located in these areas to contribute to the overall Growth Plan target for the entire area. Policy 5.2.1.1 notes density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted subject to superior design and built form through approved Community Design Guidelines.

The draft Official Plan Amendment creates a 'High Density Residential' designation within Mixed Use Area 1 that is not identified in the Secondary Plan and provides site-specific density (Floor Space Index of 4.49 and maximum density of 606 units per net residential hectare), height (maximum building height of 30 storeys) and uses (apartment dwelling) to implement the proposed development.

An Urban Design Brief has been provided and deemed satisfactory by Staff. This Brief discusses how the application meets the principles in the City's Development Design Guidelines. This includes a discussion of

The proposed application maintains the objectives of the Secondary Plan by reinforcing the achievement of complete communities that are transit oriented and provide a variety of housing types and densities.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Mount Pleasant Secondary Plan.

Block Plan Area No. 51-1

The lands are designated "Convenience Retail" and "Motor Vehicle Commercial" in the Mount Pleasant (Area 51-1) Block Plan. An Amendment to the Block Plan is required to redesignate lands to 'High Density Residential' and facilitate this proposal.

This Block Plan provides design direction for the implementation of the vision and intent identified within the Mount Pleasant Secondary Plan (Area 51).

The application proposes a total of 1010 residential units that are provided through phased buildings, Phase 1 (Building B, 12-storeys) and Phase 2 (Buildings A1 and A2, 27-storey and 30-storey building with a shared podium). Each of these buildings contain ground floor commercial uses.

A built form rear transition is maintained from the 12-storey building to the adjacent residential through the application of a 45-degree angular plane, applied at a minimum rear yard setback of 7.5 metres and at a height of 10.5 metres.

The shared podium of Buildings A1 and A2 will not exceed six storeys in height to ensure development is scaled to the pedestrian.

These design principles are discussed further in the approved Urban Design Brief and implemented at the detailed design stage. Staff is satisfied that the proposed development is consistent with the general intent and vision of the Mount Pleasant Block Plan (51-1).

Zoning By-law:

The subject site is zoned 'Commercial Three – Section 2294 (C3-2294)' in the City of Brampton Zoning By-law 270-2004. The "C3-2294" Zone permits a variety of commercial uses such as restaurants, offices, retail establishments, commercial schools, and supermarkets. Residential uses of any kind are not permitted.

An Amendment to the Zoning By-law is required to facilitate the proposed development. The Zoning By-law amendment rezones the site to "Residential Apartment 4 – Section 3689" which permits apartment building with site-specific standards including maximum height and density. The draft By-law Amendment is attached as Appendix 11.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report (August 2022) including Housing Analysis

The Planning Justification Report (PJR) was submitted to the City by WSP Canada Inc. to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy.

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 Mount Pleasant Secondary Plan are satisfied, and the development represents good planning.

Staff also required that the applicant include a Housing Analysis in the report to describe how the proposal addresses Provincial legislation discussed above (including Provincial Policy Statement, Places to Grow Growth Plan, Region of Peel Official Plan and City of Brampton) but also the Peel Housing and Homelessness Plan (2018-2028), Peel's Housing Strategy, Housing Brampton and 2018 Housing Needs Assessment. The analysis noted that existing land use permissions don't permit residential development which can be used to provide a range and mix of housing opportunities.

Planning staff have reviewed the Planning Justification Report and found it satisfactory.

Traffic Impact Study (July 2022)

A Traffic Impact Study (TIS) was submitted by GHD, dated July 2022, to provide an assessment of the traffic related aspects of the proposed development including the existing and future background operating conditions and anticipated traffic volumes.

The Study identifies a total of 332 two-way trips during the a.m peak hour are anticipated including 86 inbound and 246 outbound trips as well as a 504 two-way trips during the p.m peak hour with 290 inbound and 214 outbound trips. Future operating characteristics were also provided for the site including transit improvements and operating capacities of the existing driveways and intersections. The Study identified that no traffic signals were needed for the intersection of Sandalwood Parkway and Kent Road/Dufay Road but a separate left turn lane on south approach would mitigate levels of delay during the p.m. peak hour.

The TIS has been reviewed by Traffic staff and found to be satisfactory.

Urban Design Brief including Sun/Shadow Analysis (August 2022)

An Urban Design Brief was prepared in support of the application by WSP Canada Inc., dated August 2022. The brief establishes a vision for the site as a high-rise residential infill development that will act as a gateway to Sandalwood Parkway West and linkage also to the Heritage Heights Community.

The principles in support of this vision include:

- Integration of development with surrounding context and transitioning of height;
- Mix of passive recreation opportunities through a shared landscape court;
- Common focal point for residents through a shared courtyard, outdoor gathering and recreation via rooftop terraces, communal activities, open space and seating areas;
- Pedestrian circulation through and around the site and connectivity to area amenities and local transit; and
- Sustainability principles

Sun/Shadow Analysis was also included within the Urban Design Brief that showed shadow impacts at hourly intervals from 9:18 AM to 6:18PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice). The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration and that the surrounding areas still have sun exposure. A summary of the shadowing impacts observed for the community is provided below.

In March and September, limited shadowing impacts on the surrounding residential properties were observed. Between 4:18PM – 5:18PM, shadowing impacts were identified on the southeast townhouse block located at Sandalwood Parkway and Dufay Road. At 6:30PM, shadowing impacts were cast on select homes located south of Sandalwood Parkway, west of Veterans Drive and north of Yardmaster Drive.

In June, no shadowing impacts were identified to residential properties.

In December, during 9:18AM interval, impacts were noted on residential units north of the development which passed over within the next hour. Between 12:18PM to 1:18PM, shadowing impacts were noted at the northern portion of townhouse development east of the development that then extended towards the southern portion of the development from 2:18 to 3:18PM. At 4:18PM, shadow impacts spread towards residential homes fronting on Sandalwood Parkway West and Veterans Drive.

Urban Design Staff have reviewed the proposal and found in conjunction with the Urban Design Brief and found them to be generally satisfactory.

Market Impact Study (June 24, 2022)

A Market Impact Study was prepared by Ward Land Economics Inc, dated June 24, 2022. The Study indicates that there is sufficient retail commercial space in the surrounding area including the Heritage Heights Secondary Plan area.

Policy Staff have reviewed this and find the reduction of approximately 20,000 sq. ft. acceptable. The impacts are noted to be minimal on the market and planned function of retail spaces in the area.

Geotechnical Investigation Report (November 2020)

A Geotechnical Investigation Report was prepared by Shad & Associates Inc. in November 11, 2020.

Purpose of the report was to determine information about the existing subsurface conditions at the site through the number of boreholes. The report makes recommendations based on findings and notes that once the project details are finalized, the applicant should follow up with them again regarding any additional comments.

Functional Servicing Report and Stormwater Management Report (November 2016, revised July 2022)

The applicant prepared a Functional Servicing Report in support of this application, written by Masongsong and Associates Engineering Limited. The Functional Servicing Report provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development. The report concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. The report has been reviewed by City and Regional engineering staff and found to be satisfactory.

Water

The proposed development is to be serviced by an existing West Brampton Reservoir/Pump Station W4 and the future Alloo Reservoir/Pump Station A5.

Sanitary

The development is to be serviced by an existing sanitary sewer along Sandalwood Parkway West.

Storm Drainage:

Major and minor storm runoff generated by 0.955 ha of the site will be guided to the existing 750mm diameter storm sewer system running along Kent Road, which connects to the existing 1200mm diameter storm sewer on Sandalwood Parkway West and a 1650 trunk storm sewer on Veterans Drive which then discharges into SWM Pond HE-4.

Acoustical Report

Noise Impact Study dated December 11, 2020 and revised June 29, 2022 prepared by Aeroustics was submitted to assess noise impacts related to the proposed development. The report recommended warning clauses and notes to be provided in purchase, rental and lease agreements for the units in the development. The study has been reviewed by Engineering staff and satisfactory for zoning purposes.

Arborist Report

The Arborist Report and Tree Preservation Plan were submitted by The Urban Arborist Inc. on February 8, 2022. Five trees were identified in the report, three trees are to be retained and two are to be removed. No replacement trees are required.

Open Space staff have reviewed the documents and found them satisfactory to support the rezoning application

Archaeological Assessment (March 2010)

An assessment was prepared by Archeoworks Inc. in March 2010. A total of 55 archaeological sites were discovered within a 2km radius of the study area. However, upon further investigation, due to the low archaeological potential of the disturbed areas, archaeological testing was not done.

Phase One Environmental Site Assessment (January 2020)

Phase One Environmental Site Assessment was prepared by WSP in January 2020.

The Study assessed the site and surrounding lands within a 250m radius for any potentially contaminating activities (PCAs) which could be potential environmental concerns.

To investigate this, a site reconnaissance, interviews, chain of title search, records review of aerial photographs, city directories search, fire insurance plans, geological mapping and an Environmental Risk Information Services database search were done. It was established that the site had historically been used for agricultural purposes.

Four PCAs were identified on site which resulted in four APECs at the site: two of which were associated with Gasoline and Associated Products Storage; a Gas station pump island and Importation of Fill Material of Unknown Quality.

The first three APECs did not require any further analysis as they were associated with the construction of a Petro Canada Gas Station which due its construction age (2017), didn't warrant any further review. The last APEC was traced to fill material from another neighbouring property of the developer and also confirmed as not requiring further investigation. As a result, the author confirmed that further environmental investigations for the site are not needed.

Phase Two Environmental Site Assessment (November 2021)

A Phase Two Environmental Site Assessment was prepared by WSP in November 2021.

This study was done to investigate APECs identified in the Phase One report prior to development of the site. As a result of the analysis, recommendations were made including that prior to or during construction, the soil stockpile on central portion will require removal and offsite management at an acceptable receiving site.

Record of Site Condition (February 6, 2012)

A Record of Site Condition was submitted by MMM Group, dated February 6, 2012. The RSC was filed on the Environmental Site Registry on February 2, 2012.

Wind Study

A Wind Study was not required for this application. However, through the site plan process, Urban Design Staff will require a Wind Study as a condition of site plan approval.

Sustainability Score & 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 39 points, which achieves the City's Bronze threshold.

Results of Public Meeting
OZS-2021-0002

Results of Public Meeting

City File: OZS-2021-0002

Monday, April 12, 2021

Members Present:

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

Staff Present:

David Barrick, Chief Administrative Officer
Richard Forward, Commissioner Planning, Building and Economic Development
Allan Parsons, Director, Planning, Building and Economic Development
Bob Bjerke, Director, Planning, Building and Economic Development
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Jeffrey Humble, Manager, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Yinzhou Xiao, Development Planner, Planning, Building and Economic Development
Claudia LaRota, Policy Planner, Planning, Building and Economic Development
Michelle Gervais, Policy Planner, Planning, Building and Economic Development
Dana Jenkins, Development Planner, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor, Legislative Services
Anthony-George D'Andrea, Legal Counsel, Legislative Services
Peter Fay, City Clerk, Legislative Services
Charlotte Gravlev, Deputy City Clerk, Legislative Services
Shauna Danton, Legislative Coordinator, Legislative Services

Members of the Public:

One member of the public made delegations to the Committee.

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on April 12, 2021, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to the property owners within 240 metres of the subject lands in accordance with City Council procedures and which exceeded the Planning Act notice requirements of 120 metres.

In addition to the delegation, correspondence was received from another member of the public.

The delegation to the Committee and the correspondence from the member of the public expressed concerns related to the proposal, including parking, traffic impact, open space, compatibility of the development, shadowing as well as capacity of Brampton Transit, emergency services, health care and schools. The following table addresses these concerns:

Concern Raised	Staff Response
A. Concerns regarding the proposed ratio of parking spaces	<p>A proposed parking rate of 1 space per residential unit and 0.20 spaces per unit for visitors has been found acceptable by Traffic Services Staff. This will results in total of 1,010 residential spaces, 73 commercial spaces and 203 visitor parking spaces. The commercial and visitor parking spaces will be shared.</p> <p>City Staff find this parking rate acceptable based on the site's proximity to existing and future upgrades to local transit as well as proximity to Mount Pleasant Go Station.</p>
B. Concerns regarding increased vehicular traffic in the area	<p>Traffic Impact Study prepared by GHD and dated July 2022 was prepared to analyze the existing and future traffic volume, capacity, trip generation and distribution, sight distance evaluation and traffic safety.</p> <p>The Traffic Impact Study has been reviewed by City Staff and found satisfactory. The Study notes that vehicular congestion and dependency on the car will be reduced through the implementation of Transportation Demand Management (TDM) strategies. TDM strategies include providing bicycle parking and providing interior walkway connections on the site that connect to the public sidewalk.</p> <p>The Study also confirmed that based on their analysis of parking demand in other municipalities and the proposed TDM strategies, that the reduced parking is appropriate. Through the site plan application (SPA-2022-0225), Traffic Staff have asked applicant to provide future improvements to the site. This includes cash-in-lieu for a future traffic signal at Sandalwood Parkway and Kent Road as well as to install a left turn lane on Kent Road.</p>
C. Concern regarding student capacity at local schools	<p>The Peel District School Board (PDSB) and Dufferin Catholic District School Board (DCDSB) have been circulated on this application and provided comments regarding available capacity.</p> <p>Both boards have provided conditions of draft approval that ensure satisfactory arrangements are in place between the applicant and School Board including that clauses are provided in agreements of purchase and sale that sufficient</p>

	<p>accommodation may not be available for all anticipated students.</p> <p>PDSB Staff advised that a yield of 110 students are expected from Kindergarden to Grade 8 and 14 students from Grade 9-12. The nearest Public School available is under an enrollment cap but the secondary school has enough capacity to accommodate the anticipated students.</p> <p>DPCDSB Staff advised that a yield of 41 students from Junior Kindergarden to Grade 8 are expected and 11 students from Grade 9-12. The existing catchment area for both elementary schools and secondary schools is over capacity.</p>
D. Concerns regarding hospital capacity and the impact of additional population.	<p>Hospital capacity is determined by many factors and anticipated growth from development proposals is only one potential influence.</p> <p>On January 22, 2020, Brampton City Council passed a motion to declare a Health Care Emergency in Brampton. This motion resolved several initiatives to address this such as working with all levels of government to provide healthcare funding to the Brampton Civic Hospital and Peel Memorial Service immediately.</p> <p>The Mount Pleasant Community is located adjacent to the Heritage Heights Secondary Plan (west side of Mississauga Road and beyond) where a future Hospital / Health and Wellness Center is anticipated along Sandalwood Parkway and Williams Parkway.</p> <p>Schedule 52-7, Land Use Structure of the Heritage Heights Secondary Plan identifies lands designated Mixed Use Area 'A' – Major Institutional which are planned to be the location of a future Hospital / Health and Wellness Center.</p>
E. Concerns regarding overflow parking at the Mount Pleasant Go Station	<p>Future residents of this application can access Mount Pleasant GO Station in variety of ways including by walking, taking local transit, cycling or through driving or being dropped off by car.</p> <p>A direct correlation can't be made that future residents will contribute to overcrowding at Mount Pleasant Go Station.</p>
F. Concerns regarding the capacity of Brampton Transit to support route and additional	<p><i>Current Capacity</i></p> <p>Current bus stops available close to the site are bus stop at Veterans Drive and Dufay Road that are served by Routes 23-324, 23 Sandalwood that provide east-west connection</p>

<p>expenses being incurred to support service</p>	<p>and Routes 26-324, 26 Mount Pleasant that provide north-south connection.</p> <p>There is an existing bus landing pad and bus shelter pad behind the sidewalk on Sandalwood Parkway. This stop is not currently serviced but it is anticipated to be in use once existing transit routes are expanded.</p> <p><i>Future Capacity</i></p> <p>In coordination with the widening of Mississauga Road, a new bus stop has also been provided at Mississauga Road.</p> <p>The Heritage Heights Secondary Plan (March 2022) also provides policy direction regarding the area west of Mississauga Road including Conceptual Transit Services (discussed in Schedule 52-12) that identifies the following:</p> <ul style="list-style-type: none"> - A züm BRT Route on Sandalwood Parkway West between Williams Parkway and Mississauga Road before route continues further north and south - Potential Transit Station (located between William Parkway and Court Road on Sandalwood Parkway West) ; and - A portion of Mississauga Road between Mayfield Road and Yardmaster Drive as a Base Grid Route (with a 5' to 15' Peak Frequency)
<p>G. Capacity of local fire services to service surrounding area will be compromised by historical pattern that high-rise developments result in more fire / emergency calls (including through pulling the fire alarm) which will then compromise ability of fire services to serve surrounding area.</p>	<p>The Functional Servicing Report provided by Masongsong Associates Engineering Limited discusses fire protection for the proposal. It notes that fire protection to the site will be provided through a private hydrant within the site as well as two existing hydrants located on Kent Road and Sandalwood parkway.</p> <p>When the application comes in for a site plan application, Building Staff will review the above measures further. Their comments will include review of adherence to fire protection provisions in the Ontario Building Code including location of and access to the fire route. This will ensure that fire protection is adhered to before applying for a Building Permit, where it will be further reviewed.</p>

<p>H. That pedestrians don't feel safe crossing Sandalwood Parkway using the designated crosswalks because it is very busy intersection and retail plaza is under construction as it expands further.</p>	<p>The intersection of Sandalwood Parkway West and Mississauga Road is signalized which pedestrians can use to cross safely.</p> <p>Sidewalks are also located along both sides of Sandalwood Parkway West offering convenient pedestrian connections within the commercial plaza and residential development.</p> <p>Through the site plan application (SPA-2022-0225), Traffic Staff have asked applicant to provide future improvements to the site that will increase pedestrian safety. This includes cash-in-lieu for a future traffic signal at Sandalwood Parkway and Kent Road as well as to install a left turn lane on Kent Road.</p>
<p>I. Concerns regarding the appropriateness of the proposed height and density</p>	<p>The applicant has provided appropriate justification for the increase in height and density based on the applicable Provincial, Regional and local policies.</p> <p>This includes the Provincial Policy Statement which supports the efficient use of land and resources through intensification, as well as the Growth Plan for the Greater Golden Horseshoe which promotes redevelopment and intensification in close proximity to transit supportive areas. The proposal will optimize the use of existing infrastructure including the existing and future transit network while also accommodating a significant portion of population growth.</p>
<p>J. Concerns regarding privacy for existing residents</p>	<p>Design strategies have been applied that strategically minimize shadowing impacts and also maintain privacy.</p> <p><i>Design Strategies</i></p> <p>A 45-degree angular plane has been applied at a rear yard setback of 7.5 metres from property line and at a height from 10.5 metres for Building B. This provides an appropriate transition between the future residential development north of the site and proposed Building B.</p> <p>Podium heights of all proposed buildings range between four to six storeys that provides a built form scaled to the pedestrian.</p> <p>Further compatibility between Building B and the surrounding low-rise residential development to the north is maintained through the gradual stepped back design of the building at the 6th and 10th storey.</p> <p><i>Shadowing</i></p> <p>A Sun/Shadow Analysis (included within the Urban Design Brief document) was prepared by WSP Canada Inc., dated</p>

	<p>August 2022, that showed shadow impacts at hourly intervals from 9:18 AM to 6:18PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice). The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration and that the surrounding areas still have sun exposure.</p>
<p>K. Concern about applicant expanding further development in the adjacent lands to the north</p>	<p>The owner of the subject site does not own these lands.</p> <p>A residential development (comprised of standard, back to back and rear lane townhouses) has already been approved at 10675 Mississauga Road.</p>
<p>L. Concerns regarding the lack of Green Space for local residents in the existing area</p>	<p>The Mount Pleasant Secondary Plan (that this site and surrounding area east of Mississauga Road are located within) provides direction on conceptual land uses anticipated for the area including where Recreational Open Space is to be located. The closest City Park to the site that is provided for all members of the public is Creditview Sandalwood Park.</p> <p>The proposed development also provides indoor and outdoor amenity space for residents of the proposed development. This has been reviewed and accepted by Urban Design and Open Space staff. This proposal is contemplated to be under condominium tenure which makes all amenities offered for this development to be private and only for condominium residents.</p>
<p>M. That the existing area is already very congested and towns are very close together.</p>	<p>The Mount Pleasant Secondary Plan (that this site and surrounding area east of Mississauga Road are located within) provides planning vision for the area that is based on a transit-oriented community.</p> <p>To support this transit-oriented community vision, Schedule SP 51(a) identifies land use designations for lands. The surrounding lands around the subject site are designated Medium Density, which permit uses including single detached as well as Medium Density typologies as townhouses, duplexes, triplexes.</p> <p>As part of the development standards associated with medium density built forms, setbacks can only be provided between blocks of townhouse units. Units within a townhouse block don't have any setbacks.</p> <p>Additionally, as per the Planning Act, all applications are reviewed for conformity with provincial, regional and</p>

	municipal policies, including the Mount Pleasant Secondary Plan.
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APPENDIX 9

Results of Application Circulation

OZS-2021-0002

January 26, 2023

Public Works

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

peelregion.ca

Tejinder Sidhu
Planner III, Development Services
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Tejinder.Sidhu@brampton.ca

**RE: Region of Peel Comments
 Official Plan Amendment and Rezoning Application
 10625 Mississauga Road, City of Brampton
 Primont (M3 Condos) Inc
 City File: OZS-2021-0002
 Regional File: OZ-21-002B**

Dear Mr. Sidhu,

Region of Peel staff have reviewed the third formal submission for the above noted local official plan amendment and rezoning application proposing to permit 1004 apartment units contained in three high-rise towers, and 75 stacked townhouse units (for a total of 1079 residential units) and have no objection.

Development Services Planning Requirements

- The Region of Peel may be a participant in the Site Plan Agreement. If it is determined we will be a party, we will require a processing fee prior to its execution (as per By-law 65-2021) in the form of a certified cheque made payable to the "Region of Peel".
 - We will accept Electronic Fund Transfers (EFT). Please contact Servicing Connection at siteplanservicing@peelregion.ca for the process to submit an Electronic Fund Transfer for your servicing application fees. You will be notified through Regional comments if you are required to be party to the agreement.

Servicing

- The revised FSR submitted July 26, 2022, is satisfactory.
- SWMR component is satisfactory, no flows are proposed to Mississauga Rd.
- Site has been looped as per OBC (water).
- Before Site Plan approval the \$515 Servicing Submission (C602198) fee needs to be paid, please arrange with Finance at eftadvice@peelregion.ca to make payment.

Traffic Development and Permits

- Regional Traffic staff has reviewed the TIS compiled by GHD dated July 2 and it to be satisfactory and will support the current proposed RI/RO access onto Mississauga Road.
- The Region requests that a functional design be provided which addresses auxiliary turn lane requirements and geometrics the proposed right-in/right-out access along Mississauga Road. The Region would prefer that this be submitted before Rezoning Approval. However, the Region is satisfied to make the functional design a condition prior to Site Plan approval.

Waste Management

The following Waste Comments are still outstanding and will have to be addressed before site plan approval.

- The waste collection vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the drawing according to Sections 2.0 and 4.1 of the Waste Collection Design Standards Manual for both Garbage Truck Loading areas in Tower A2 and B.
- 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.
- Overhead clearance outside of the Collection Point must be minimum of 4.4 metres from the top of the access road, along the Waste Collection Vehicle access and egress route is required.
- The proposed waste collection point for both Garbage Truck Loading areas is a safety concern for the vehicle to reverse out of. In addition to the flashing warning light system, a stop sign is required to prevent traffic from crossing the path of a reversing collection vehicle.
- The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site. Please label this on the drawing.
- A minimum 18 metre straight head-on approach to the concealed collection point areas is required. This approach is to be level and solid (+/- 2%) and the same width as the collection point. Please label this on the drawing.
- In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
- If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, or transformer cover) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.
- Both Staging Pad areas must also show 10 square meters for the set-out and storage of Bulky Items.
- Both collection areas should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.
- However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements:

Public Works

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

- a. The bins should be properly positioned in the collection area on the day of collection before 7 am.
- b. The driver is not required to exit the collection vehicle to facilitate collection.
- c. Property management is responsible for moving bins during collection.
- d. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
- e. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
- f. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
- g. Please indicate on the site plan that property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection.
- If jockeying is required, please provide the following jockeying notes stated above on the site plan:
 - All bins must be shown in the Garbage Storage Rooms. The number, size, and type (Garbage/ Recyclable Materials) of bins must be labelled.

Notes

Housing

- Table 4 of the recently adopted Peel 2051 Regional Official Plan identifies Peel-wide new housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy.
- It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing higher density apartment units. While it is also appreciated that the anticipated unit mix includes larger family-sized one bedroom plus den, two bedroom, two bedroom plus den, and three bedroom units, the applicant is encouraged to explore opportunities to incorporate more two bedroom, two bedroom plus den, and particularly three-bedroom units in the design. Phase 2, in particular, could have three-bedroom units incorporated in the design.
- While it is appreciated that the applicant notes that the proposal will introduce residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) and the varying unit sizes will further support the availability of housing for all income groups, the applicant is encouraged to provide units at prices that are affordable to low or moderate income households and are consistent with the definition of 'affordable housing' outlined in the Glossary section of the Peel 2051 Regional Official Plan and the Provincial Policy Statement to contribute to the affordability target. Information is needed on pricing and affordability period (i.e., 25 years or more). It is anticipated that units identified to address moderate income needs will be predominantly provided by the private sector. Partnerships between the applicant, the Region of Peel, the City of Brampton, and/or the non-profit sector could be explored to provide units that are affordable to lower income households.
- As part of the applicant's contribution to the affordability housing target, the applicant may also consider a contribution of land or units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the

Public Works

- applicant with a non-profit housing provider. Lands as a contribution shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.
- The applicant is encouraged to explore opportunities to incorporate purpose-built rental apartment units into this design, where possible.
 - The applicant is encouraged to explore the opportunity for co-locating a licensed child care centre within the proposed development, such as in the at-grade retail or podium spaces, where feasible. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.
 - Regional staff can meet with applicants to clarify housing objectives and policies as needed. We look forward to working with applicants to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.

If you have any questions or concerns, please contact me (Herman.Wessels@peelregion.ca 905.791.7800 X4209) at your earliest convenience.

Regards,



Herman Wessels
Intermediate Planner, Development Services
Region of Peel



February 19, 2021

VIA EMAIL

City of Brampton
Planning & Development Services Dept.
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Attention: Yin Xiao

Dear Yin,

**Re: Official Plan and Zoning By-law Amendments
City File: OZS-2021-0002 (CVC File: OPA 21/002)
Primont (M3 Condos) Inc. – WSP
10625 Mississauga Road
Part of Lot 14, Concession 4 WHS
City of Brampton**

Credit Valley Conservation (CVC) staff have received the City's request for comments on the proposed Official Plan Amendment and Zoning By-law Amendment to permit a residential townhouse development.

SITE CHARACTERISTICS

The subject property is located within Sub-Area 51-1 of the Mount Pleasant Secondary Plan and as such is subject to the Sub-Area 51-1 Environmental Implementation Report (EIR), Functional Servicing Report (FSR) and the Comprehensive Fisheries Compensation Plan (CFCP).

Although our online mapping indicates that a portion of the subject site (as shown on the plans provided) is regulated by CVC, I have had a chance to review and the subject site is not located within CVC's Regulated Area. As such, a CVC permit is not required for development on the subject site.

COMMENTS


CVC staff have reviewed the Functional Servicing and Stormwater Management Report prepared by Masongsong Associates and Engineering Limited (last revised December 2020), and find it to be generally acceptable. We defer review of on-site control requirements to the City.

Based on review of the Draft OPA, Draft ZBA, and Drawing A104a - Site Plan (prepared by Core Architects, last revised December 17, 2020), the subject site for this application is outside of CVC's regulated area. As such, a CVC permit is not required.

In this regard, we have no concerns and **no objection** to the proposed Official Plan Amendment and Zoning By-law Amendment.

I trust this is satisfactory, however if you need further assistance, please do not hesitate to contact the undersigned at 905-670-1615 ext. 325 or trisha.hughes@cvc.ca.

Sincerely,


Trisha Hughes
Planner

cc: Nicole Galati, Primont (M3 Condos) Inc.
Derrick Andreychuk, Primont (M3 Condos) Inc.

February 16, 2021

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

Re: Application to Zoning By-law Amendment – 10625 Mississauga Road - COB File: OZS-2021-0002

Dear Yinzhou:

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

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project.

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

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 1,500 kVA if connected to 27.6kV and 500kVA if connected to 13.8kV.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20 weeks.

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

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

for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

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

Yours Truly,

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

Sidhu, Tejinder

From: Trdoslavic, Shawntelle
Sent: 2022/11/08 4:56 PM
To: Sidhu, Tejinder
Cc: BramPlanOnline_Automated
Subject: FW: [EXTERNAL]RE: [OZS-2021-0002] REVISION 2: DUE NOV 22/2022

Importance: Low

FYI

Thanks,

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Growth Management

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



From: CA - Circulations <CA.Circulations@wsp.com>
Sent: 2022/11/08 4:26 PM
To: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Subject: [EXTERNAL]RE: [OZS-2021-0002] REVISION 2: DUE NOV 22/2022
Importance: Low

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Thank you for your circulation on [OZS-2021-0002] REVISION 2: DUE NOV 22/2022. Your email has been received and relayed to Bell staff for review. The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated at CA.Circulations@wsp.com on any future materials related to this development project or infrastructure/policy initiative.

Development Application Circulations

Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Infrastructure and Policy Initiative Circulations

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure/policy initiative circulation received at this time.

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

Please note that this circulations email account is managed by WSP on behalf of Bell Canada. All reviews and responses are always undertaken by Bell Canada.



wsp.com

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: Tuesday, November 8, 2022 9:21:51 PM

To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; Municipal Planning <municipalplanning@enbridge.com>; gtaw.newarea@rci.rogers.com <gtaw.newarea@rci.rogers.com>; CA - Circulations <CA.Circulations@wsp.com>; christopher.fearon@canadapost.ca <christopher.fearon@canadapost.ca>

Cc: Sidhu, Tejinder <Tejinder.Sidhu@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>

Subject: [OZS-2021-0002] REVISION 2: DUE NOV 22/2022

Good Afternoon,

Revision 2 document for **10625 Mississauga Road** with the assigned file number of **OZS-2021-0002** was submitted to City of Brampton for review and the applicant submitted materials are made public on **BramPlan Online** for review.

Please review and provide your comments to the assigned planner, **Tejinder by November 22, 2022**
If you have any concerns please contact Tejinder at Tejinder.Sidhu@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People

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-LAEHhHzdJzBITWfa4Hgs7pbKI

Archived: 2023/02/13 3:36:19 PM

From: [Municipal Planning](#)

Sent: Mon, 28 Nov 2022 16:19:24 +0000ARC

To: [Sidhu, Tejinder](#)

Subject: [EXTERNAL]RE: [OZS-2021-0002] REVISION 2: DUE NOV 22/2022

Sensitivity: Normal

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

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.

The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

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

Regards,

Jasleen Kaur

Municipal Planning Coordinator
Engineering

ENBRIDGE

TEL: 437-929-8083

500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: Tuesday, November 8, 2022 4:22 PM

To: ZZG-PlanningInfo <zzg-planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Jenkins, Dana <dana.jenkins@peelregion.ca>; Municipal Planning <MunicipalPlanning@enbridge.com>; gtaw.newarea@rci.rogers.com; circulations@wsp.com; christopher.fearon@canadapost.ca

Cc: Sidhu, Tejinder <Tejinder.Sidhu@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>

Subject: [External] [OZS-2021-0002] REVISION 2: DUE NOV 22/2022

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?

DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Good Afternoon,

Revision 2 document for **10625 Mississauga Road** with the assigned file number of **OZS-2021-0002** was

submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Tejinder by November 22, 2022**
If you have any concerns please contact Tejinder at Tejinder.Sidhu@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



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November 10, 2022

Tejinder Sidhu
Planning Department
City of Brampton,
Ontario

Re: 10625 Mississauga Road

Rogers Reference #: M210618

Dear Tejinder:

Thank you for your letter. Rogers Communications appreciates the opportunity to review and comment on future development within the City of Brampton.

We have reviewed the proposed area and do not have any comments or concerns at this time.

Rogers currently has existing communications within this area. Please contact Rogers at gtaw.newarea@rci.rogers.com prior to the commencement of construction.

Should you have any questions or require further information, please do not hesitate to contact GTAW New Area, Outside Plant Engineering.

Sincerely,

Anisha George

GTAW New Area
Outside Plant Engineering
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

February 6, 2023

Tejinder Sidhu
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Tejinder:

Re: Notice of Application and Request for Comments – Revision 2
Application to Amend the Official Plan and Zoning By-law
10625 Mississauga Road
Northeast corner of Sandalwood Pkwy and Mississauga Rd
File: OZS 2021-0002
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 1010 high-rise residential units, which are anticipated to yield:

- 41 Junior Kindergarten to Grade 8 Students; and
- 11 Grade 9 to Grade 12 Students

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Daniel Comboni	652	553	5
Secondary School	St. Edmund Campion	1785	1542	16

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'K. Koops', is positioned above the typed name.

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: Z. Tessaro, Peel District School Board (via email)

February 7, 2023

Tejinder Sidhu
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Tejinder Sidhu:

RE: **Application to Amend the Official Plan and Zoning By-law – Revision 2
OZS-2021-0002
Primont (M3 Condos) Inc. - WSP
10625 Mississauga Rd
Northeast corner of Mississauga Road and Sandalwood Parkway
City of Brampton (Ward 6)**

The Peel District School Board has reviewed the above-noted revised application (1,010 high-rise residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

110	K-8
14	9-12

The students are presently within the following attendance areas:

<u>School</u>	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Tribune Drive P.S.*	1,019	885	10
Jean Augustine S.S.	1,313	1,533	0

*An enrolment cap is currently in place at Tribune Drive P.S.

The Board requires the inclusion of the following conditions in the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:

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

3. PDSB also requests that the developer agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school accommodation pressures, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

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 nick.gooding@peelsb.com or 905-890-1010, ext. 2215.

Thank you,



Nick Gooding, BES
Intermediate Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To Adopt Amendment Number OP 2006 -

To the Official Plan of the
City of Brampton Planning Area

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

1. Amendment Number OP 2006 – _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of the Official Plan.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL
this day of 2023.

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

Patrick Brown, Mayor

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

Peter Fay, City Clerk

(OZS-2021-0002)

AMENDMENT NUMBER OP 2006 – _____

To the Official Plan of the
City of Brampton Planning Area

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

1.0 Purpose:

The purpose of this amendment is to permit the development of high density residential uses. The amendment removes a portion of the 'Convenience Retail' land use designation located at the north-east corner of Mississauga Road and Sandalwood Parkway on Schedule 'A2' – Retail Structure as identified on Schedule 'A'. The amendment also re-designates the subject lands from 'Convenience Commercial' and 'Motor Vehicle Commercial' to 'High Density Residential' in the Mount Pleasant Secondary Plan (Area 51) and Block Plan 51-1 as identified on Schedules 'B' and 'C'

2.0 Location:

The lands subject to this amendment are located on the east side of Mississauga Road and north of Sandalwood Parkway West. The lands are municipally known as 10629 Mississauga Road and are legally described as Part of Lot 14, Concession 4, West of Hurontario Street in the City of Brampton.

3.0 Amendments and Policies Relative Thereto:

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

- (1) By adding to the list of amendments pertaining to Secondary Plan Area Number 51: Mount Pleasant Secondary Plan as set out in Part Two: Secondary Plans, thereof, Amendment Number OP 2006-_____
- (2) By amending Schedule A2 'Retail Structure' to the Brampton Official Plan to delete a portion of the "Convenience Retail" designation that

applies to the subject lands as shown on Schedule 'A' to this amendment.

3.2 The document known as Secondary Plan Area 51 – Mount Pleasant Secondary Plan (Part Two: Secondary Plan, as amended, of the City of Brampton Official Plan) is hereby further amended as follows:

(1) By amending Schedule 1 of the Mount Pleasant Secondary Plan, as shown on Schedule 'B' to this Amendment, to add a new 'High Density Residential' designation and to re-designate the lands from '*Motor Vehicle Commercial*' and '*Convenience Retail*' to '*High Density Residential*'.

(2) By adding a new Section - 5.1.3.6 High Density Residential as follows:

"5.1.3.6 High Density Residential

Notwithstanding Section 5.2, the following shall apply to lands designated 'High Density Residential' within Mixed Use Area 1 at the northeast corner of Mississauga Road and Sandalwood Parkway West:

i) Permitted uses shall include an apartment dwelling.

ii) A maximum floor space index of 4.49.

iii) A maximum building height of 30 storeys.

iv) Retail, commercial, office and restaurant uses shall be provided on the ground floor of each apartment building to provide active and animated uses that have direct access to the sidewalk along Mississauga Road and Sandalwood Parkway West.

v) Residential amenity space and access to residential uses above the ground floor are permitted along the Mississauga Road and Sandalwood Parkway West frontages.

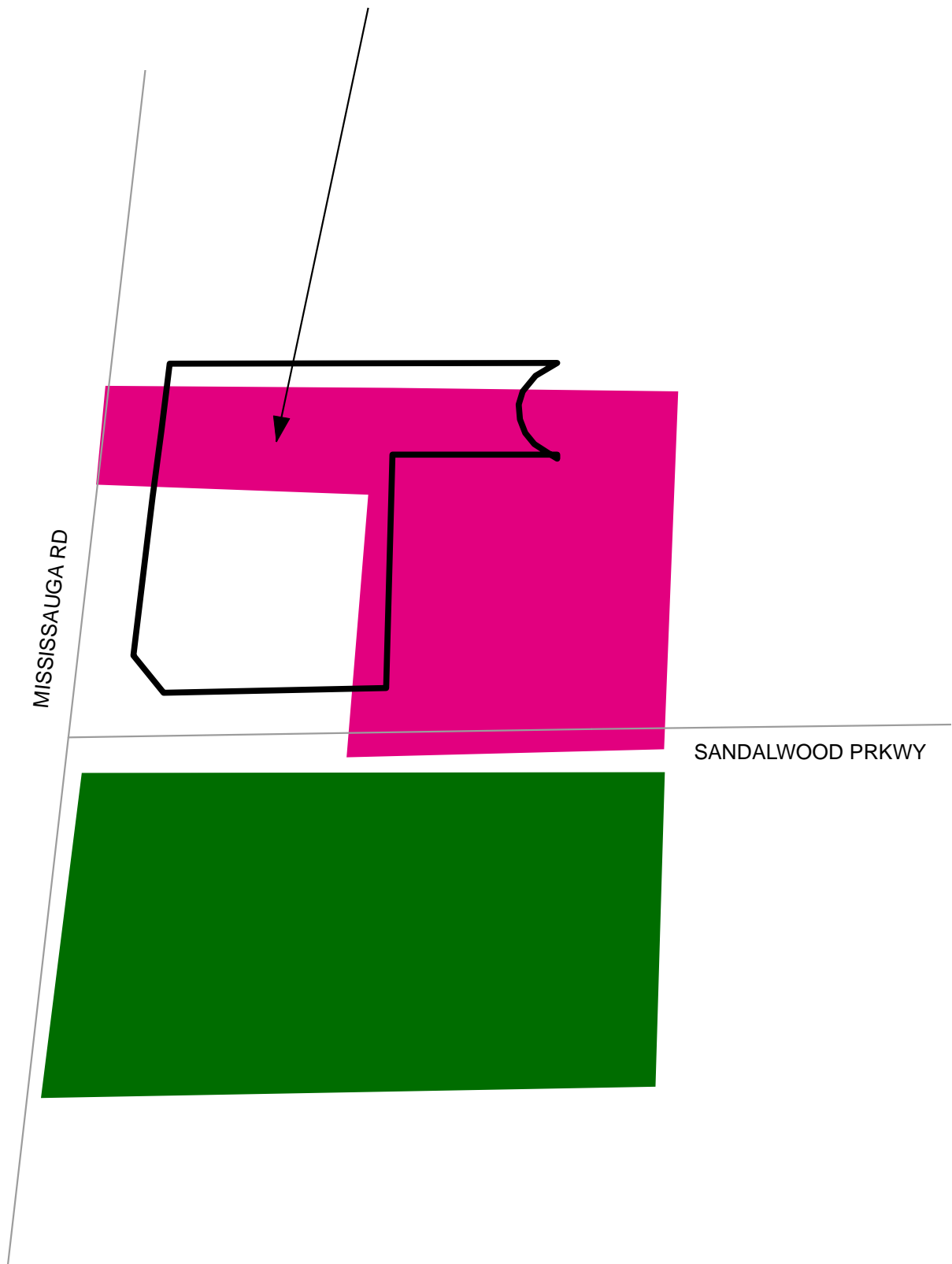
vi) Development will be characterized by high-quality architecture, landscaping, and urban design that will contribute to the character and identity of the Secondary Plan Area.

vii) The building shall include appropriately scaled podiums and tower heights to successfully transition to adjacent lower scale uses.”

3.3 The document known as Mount Pleasant Block Plan Sub-Area 51-1 of Chapter 51 of the Mount Pleasant Secondary Plan (Part III Block Plan of the City of Brampton 2006 Official Plan of the City of Brampton, as amended) is hereby further amended:

(1) By changing the land uses shown on Community Block Plan 51-1 from *‘Convenience Commercial’* and *‘Motor Vehicle Commercial’* to *‘High Density Residential’* as shown on Schedule ‘C’ to this amendment.

LANDS TO BE REMOVED FROM "CONVENIENCE RETAIL"



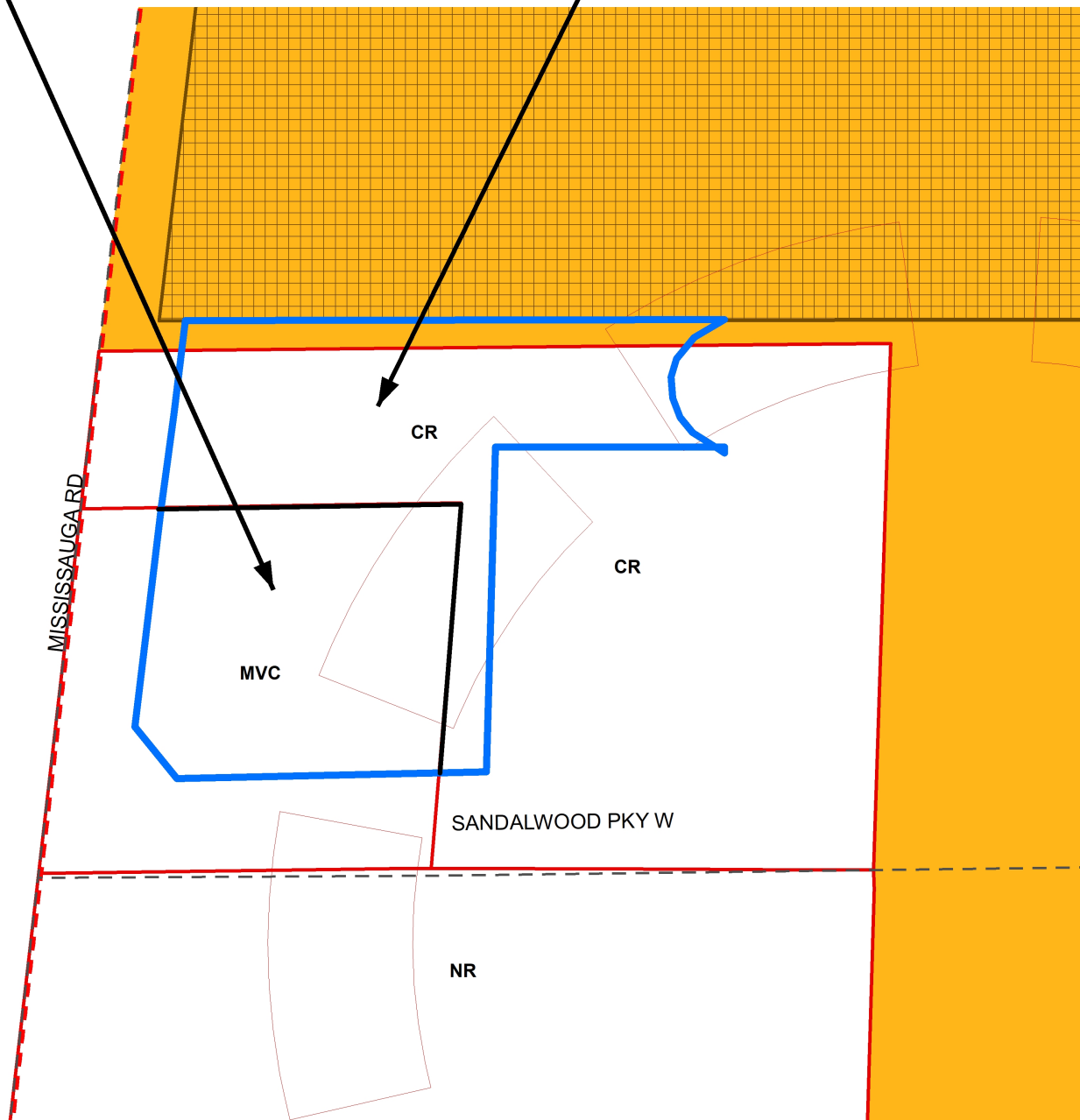
EXTRACT FROM SCHEDULE A2 (RETAIL STRUCTURE) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

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



LANDS TO BE REDESIGNATED FROM "MOTOR VEHICLE COMMERCIAL" TO "HIGH DENSITY RESIDENTIAL"

LANDS TO BE REDESIGNATED FROM "CONVENIENCE RETAIL" TO "HIGH DENSITY RESIDENTIAL"



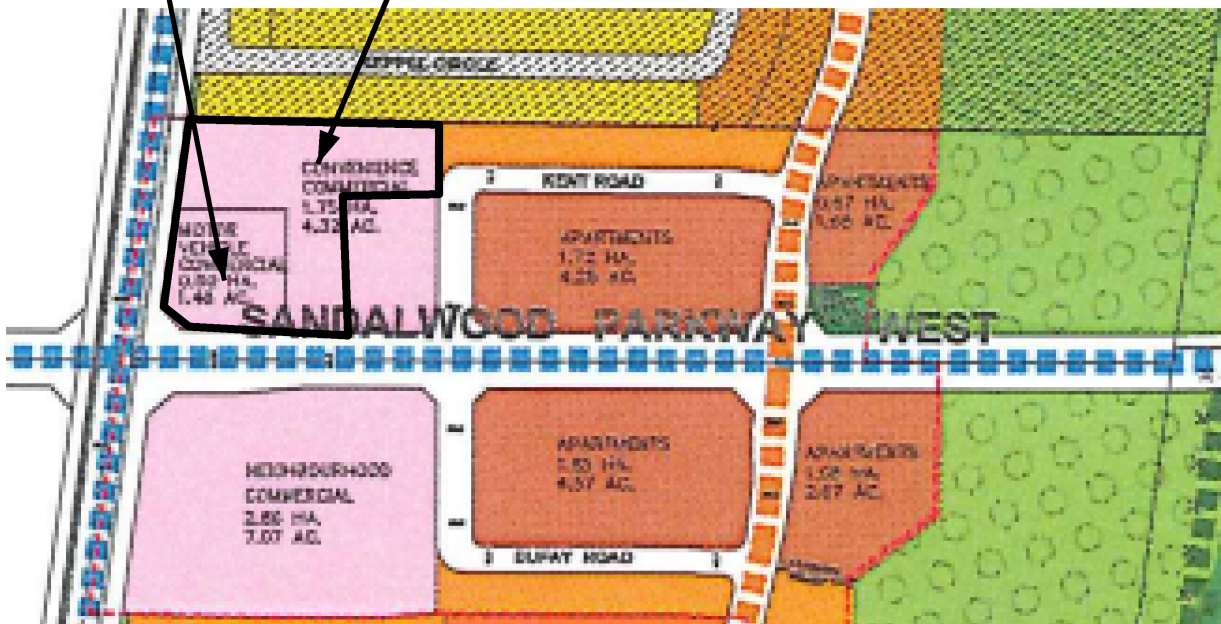
EXTRACT FROM SCHEDULE SP51(A) OF THE DOCUMENT KNOWN AS THE MOUNT PLEASANT SECONDARY PLAN

ROAD NETWORK	INFRASTRUCTURE	RECREATIONAL OPEN SPACE	OTHER
<ul style="list-style-type: none">Transit Spine Collector RoadArterial RoadCollector RoadPotential Connection	<ul style="list-style-type: none">TransCanada Gas PipelineCNR Rail LineGrade SeparationStormwater Management Facility	<ul style="list-style-type: none">City ParkLocal ParkParketteTown SquareVest Pocket	<ul style="list-style-type: none">Heritage Resource Designation under the Ontario Heritage ActHeritage Resource Listed on the City of Brampton Register of Heritage PropertiesMixed Use AreaSpecial Policy Area 1-2Peel Regional Police Association Special Policy AreaArea Subject to this AmendmentOsmington Special Policy Area (Mixed Use Centre)
NATURAL HERITAGE SYSTEM	INSTITUTIONAL	RETAIL	
<ul style="list-style-type: none">NATURAL HERITAGE SYSTEM AREA	<ul style="list-style-type: none">Public Junior Elementary School SitePublic Senior Elementary School SiteSeparate Elementary School SitePublic Secondary School SiteSeparate Secondary School SitePlace of Worship	<ul style="list-style-type: none">District RetailConvenience RetailNeighbourhood RetailMotor Vehicle Commercial	
RESIDENTIAL			
<ul style="list-style-type: none">LOW / MEDIUM DENSITYMEDIUM DENSITY			



LANDS TO BE REDESIGNATED FROM "MOTOR VEHICLE COMMERCIAL" TO "HIGH DENSITY RESIDENTIAL"

LANDS TO BE REDESIGNATED FROM "CONVENIENCE COMMERCIAL" TO "HIGH DENSITY RESIDENTIAL"



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

LEGEND

- | | | | | |
|----------------------------------|----------------------------------|---|---|---|
| BOUNDARY OF BLOCK PLAN AREA 51-1 | LOW / MEDIUM DENSITY RESIDENTIAL | OPEN SPACE (NHS) BUFFERS/CHANNELS | POTENTIAL LOCATION OF HYDRO ONE BRAMPTON 5m x 7m SWITCH GEAR EASEMENT | MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK) |
| NODE BOUNDARY | MEDIUM DENSITY RESIDENTIAL | PARKS/ VEST POCKETS/ PARKETTES/ TOWN SQUARE | | ON-STREET BIKE LANE (CLASS 2) |
| NATURAL HERITAGE SYSTEM | HIGH DENSITY RESIDENTIAL | INSTITUTIONAL | | POTENTIAL SIGNED BIKE ROUTE (CLASS 3) |
| CITY PARK | COMMERCIAL | SPECIAL POLICY AREA | | GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES) |
| GO STATION | SWM PONDS | | | |
| NON PARTICIPATING PROPERTIES | | | | |
| FIREHALL | | | | |
| LIBRARY | | | | |



PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2021-0002_OPA_C

Date: 2023/02/15

Author: ckovac

SCHEDULE C TO OFFICIAL PLAN AMENDMENT
OP2006# _____

BY-LAW

Number _____

To amend By-law 270-2004, as amended

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

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

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

From:	To:
Commercial Three (C3 – 2294)	Residential Apartment A (R4A-3689)

(2) by adding thereto the following Section:

3689 The lands zoned R4A-3689 on Schedule A to this By-law:

3689.1 Shall only be used for the following purposes:

(1) Residential Uses:

a. An apartment dwelling

(2) Only in conjunction with or accessory to an apartment dwelling, the following non-residential uses shall be permitted on the ground floor of an apartment dwelling:

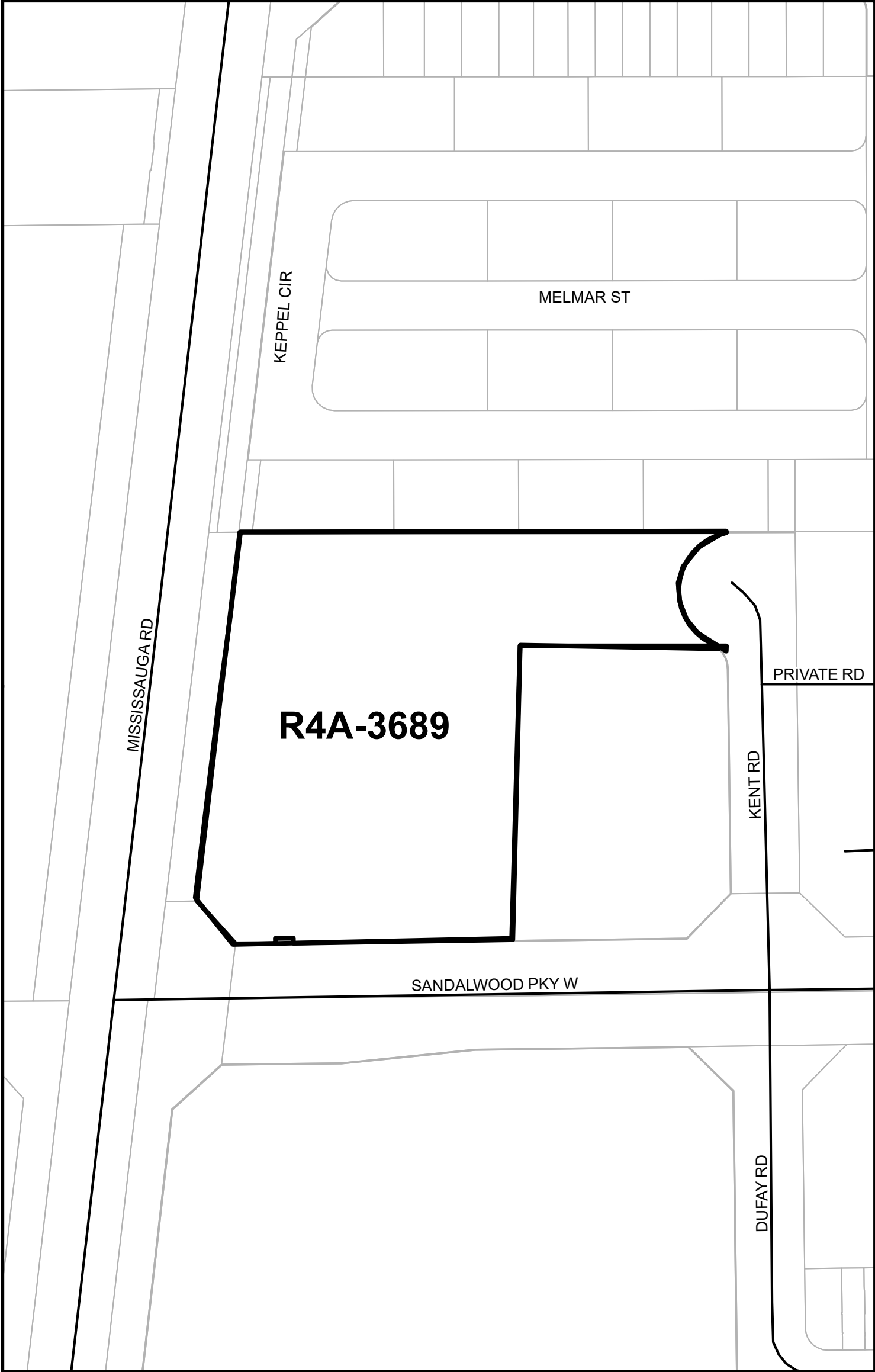
- A. Retail establishment having no outside storage;
- B. A bank, trust company, or finance company;
- C. A parking lot;
- D. An animal hospital and or a veterinary clinic;
- E. A commercial school;
- F. A community club;
- G. A custom workshop;
- H. A dining room restaurant, convenience restaurant, a take-out restaurant;
- I. An outdoor patio associated with a restaurant use;
- J. A dry cleaning establishment and laundry distribution station;
- K. An office;
- L. A personal service shop;
- M. A printing or copying establishment;
- N. A medical professional office; and,
- O. A health centre.

(3) Purposes accessory to other permitted uses.

3689.2 Shall be subject to the following requirements and restrictions:

- 1) For the purpose of this section, the lot line abutting Mississauga Road shall be deemed the front lot line.
- 2) For the purpose of this section, the lot line abutting Kent Road shall be deemed the rear lot line.
- 3) For the purpose of this section, the mezzanine level of any proposed building shall be included as part of the first floor level.
- 4) All lands shown on Schedule A to this By-law shall be treated as one lot for zoning purposes..
- 5) Minimum setback to a hydro transformer: 1.0 metres
- 6) Minimum setback to a daylight triangle at the intersection of Mississauga Road and Sandalwood Parkway West: 3 metres
- 7) Notwithstanding Section 6.13 of the By-law, the permitted maximum encroachments for the structures listed in Table 6.13A shall be to the lot line.
- 8) Notwithstanding Section 10.10 of the By-law, windscreens are permitted on the lands shown on Schedule A to this By-law to a maximum height of 2.0 metres.
- 9) All lands shown on Schedule A to this By-law shall be permitted to share parking below grade.
- 10) Minimum Underground Garage Entrance Setbacks:
 - a. Front Yard Depth: 107 metres
 - b. North Interior Side Yard Width: 22.0 metres
 - c. South Interior Side Yard Width: 5.0 metres
 - d. Rear Yard Depth: 20.0 metres
- 11) Minimum below grade setback to underground parking garage: 0 metres
- 12) Minimum Building Setbacks:
 - a. Front Yard Depth:
 - I. For the first 2 storeys: 3.0 metres
 - II. For Any portion above the 2nd storey up to and including 7th storey: 4.0 metres
 - III. For Any portion above the 7th storey and including the 30th storey: 6.0 metres
 - b. North Interior Side Yard Width:
 - I. For the first five storeys: 24.0 metres
 - II. For Any portion above the 5th storey up to and including the 9th storey: 25.0 metres
 - III. For Any portion above the 9th storey up to and including the 27th storey: 34.0 metres
 - c. East Interior Side Yard Width: 15.0 metres
 - d. South Exterior Side Yard Width:
 - I. For the first seven storeys: 3.5 metres
 - II. For Any portion above the 7th storey up to and including the 30th storey: 4.0 metres

- 13) Minimum Separation
- a. Minimum separation distance between buildings for first seven storeys: 15.0 metres
 - b. Minimum separation distance between buildings or portions thereof above 7th storey: 25.0 metres
- 14) Maximum Building Height:
- a. For an Apartment Dwelling located within 68.0 metres of the exterior side lot line: 30 storeys (95.8 metres) based on an established grade of 250.80 metres (above sea level)
 - b. For an Apartment Dwelling located within the remainder of the lot: 12 storeys (42.0 metres) based on an established grade of 251.95 metres (above sea level)
- 15) Notwithstanding Section 3689.2(14), maximum building height excludes the mechanical equipment and architectural features
- 16) Maximum Lot Coverage: 35%
- 17) Maximum Floor Space Index: 4.5
- 18) Minimum Landscape Open Space: 35% of the lot area
- 19) Parking for all uses shall be provided in accordance with the following:
- a. Resident Spaces:
 - I. Minimum of 1.0 spaces per dwelling unit
 - b. Visitor and Non-residential Spaces (Shared Rate):
 - I. Visitor and Non-residential Parking: Minimum of 0.20 spaces per dwelling unit
 - II. Non-residential gross floor area is exempted from the calculation of any minimum parking space requirement.
- 20) Definitions – For the purpose of this section:
- “Windscreen” refers to a physical feature or barrier with a maximum of two vertical sides or segments, that is affixed to, and designed to mitigate impact of wind.



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PLANNING, BUILDING AND GROWTH MANAGEMENT



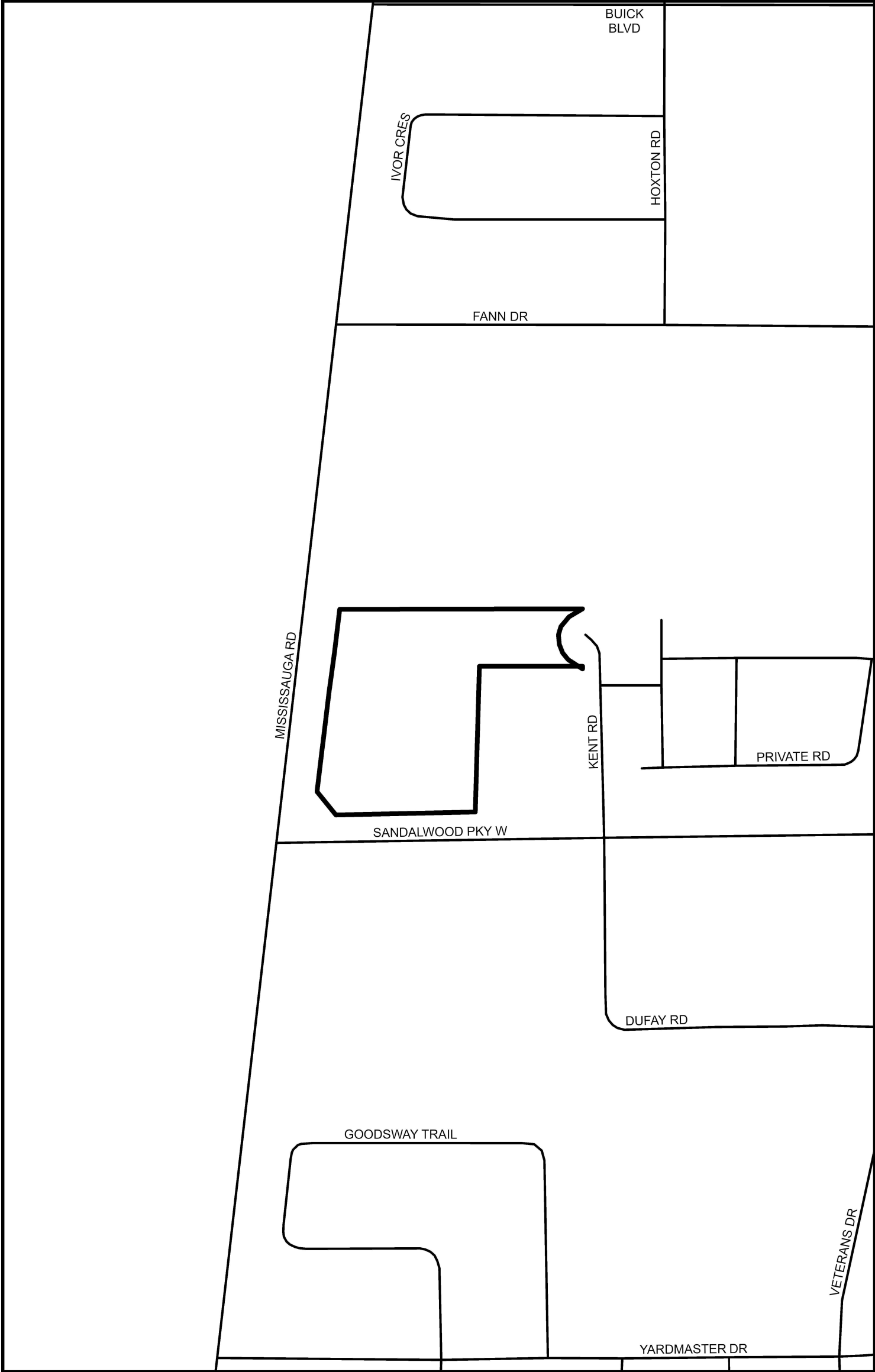
PART LOT 4, CONCESSION 5 W.H.S.

File: OZS-2021-0002_ZBLA

Date: 2023/02/15 Drawn by: ckovac

BY-LAW Page 256 of 554

SCHEDULE A



SUBJECT LANDS



brampton.ca
PLANNING, DEVELOPMENT AND GROWTH MANAGEMENT

File: OZS-2021-0002_ZKM
Date: 2023/02/15

Drawn by: ckovac



KEY MAP

BY-LAW _____



Planning & Development

SUSTAINABILITY SCORE SNAPSHOT

General Information

User Name:*

primont

Company Name:*

Primont Homes

Project Name:*

Primont (M3 Condos) Inc.

City File Number:*

OZS-2021-0002

Type of Development Site:*

Greenfield

Plan Type:*

Site Plan

Type of Development Properties:

Ground Related Residential:

Yes

Multi-Unit Buildings (4 stories or greater):

Yes

Commercial / Industrial / Institutional:

Yes



Email Address:*

@ marib@primont.com

Confirm Email Address:*

@ marib@primont.com

Last Modified:

Feb 14, 2023

Sustainability Score

20 of 21 Mandatory Metrics Are Satisfied

27 of 80 Minimum Targets Are Satisfied

22 of 87 Aspirational Targets Are Satisfied

Application

Overall 39 of 151

25%

Energy 0 of 55

0%

Water 8 of 28

28%

Walkability 23 of 38

60%

Natural Systems 2 of 4

50%

Community

Overall 49 of 167

29%

Energy 0 of 55

0%

Water 8 of 28

28%

Walkability 37 of 54

68%

Natural Systems 2 of 4

50%

FINAL SUSTAINABILITY SCORE 39



Bronze

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

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

Site Accessibility - Universal Design

- [Minimum] 20% of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent).
- [Aspirational] 30% of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent).

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

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

Parking - Off-Street Parking

- [Minimum] All new off-street parking has been located beside or behind a building.
- [Aspirational] Less than 20% of the total developmental area has been dedicated to new off-street surface parking facilities.

Parking - Surface Parking

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

Pedestrian Connections - Proximity to School

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

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

Cultural Heritage Resources - Cultural Heritage Conservation

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

Site Permeability - Connectivity

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

Transit Supportive - Distance to Public Transit - Site Plans

- [Minimum] The site is within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or the site is within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] The site is within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or, the site within 200 m walking distance to 1 or more bus stops with frequent service

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Walkability - Promote Walkable Streets

- [Aspirational] 100% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.
- [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Stormwater - Stormwater Management Quality and Quantity

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

Stormwater - Rainwater Re-Use

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

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

- [Minimum] There is expected energy savings of 5% for the proposed building relative to MNECB compliance.
- [Aspirational] All commercial, institutional and multi-residential buildings over three storeys are commissioned.
- [Aspirational] Building electricity sub-meters will be required for all office tenants and residential suites.

Potable Water - Reduce Potable Water Used for Irrigation

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

Materials and Solid Waste Management - Solid Waste

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

Date: 2023-02-24

Subject: **Supplementary Recommendation Report**
Application to Amend the Official Plan and Zoning By-law
(To permit the development of a phased retirement community consisting of two 12-storey towers housing a total of 518 retirement home suites and seniors apartments; and a one-storey Main Street building connecting the towers and containing ancillary personal service, dining, medical and recreational uses)
Wellings Planning Consultants Inc – Schlegel Villages Inc
425 Great Lakes Drive at Sandalwood Parkway East
Ward: 9

Contact: François Hémon-Morneau, Development Planner, Development Services, (905) 874-5252 x18258,
Francois.HemonMorneau@brampton.ca

Angelo Ambrico, Manager, Development Services, 905-874-2953,
Angelo.Ambrico@brampton.ca

Report Number: Planning, Bld & Growth Mgt-2023-174

Recommendations:

1. **THAT** the report titled: **Supplementary Recommendation Report**, Application to Amend the Official Plan and Zoning By-law, **Wellings Planning Consultants Inc – Schlegel Villages Inc**, 425 Great Lakes Drive, south side of Sandalwood Parkway East, Ward 9 (OZS-2020-0009), dated February 24, 2023 to the Planning and Development Committee Meeting of March 20, 2023, be received;
2. **THAT** the Official Plan and Zoning By-law Amendment submitted by Wellings Planning Consultants Inc on behalf of Schlegel Villages Inc Ward: 9, File: OZS-2020-0009, be approved, on the basis that they represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report, dated February 24, 2023;
3. **THAT** the amendments to the Official Plan generally in accordance with the attached Appendix 11 to this report be adopted;

4.THAT the amendments to the Zoning By-law generally in accordance with the attached Appendix 12 to this report be adopted; and

5.THAT no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22(6.1) and 34(17) of the Planning Act, R.S.O. cP. 13.

Overview:

- A Recommendation Report in support of this proposal was considered by Planning and Development Committee on July 25, 2022 (Appendix 14). The report was deferred at the request of the applicant to allow further consideration and discussions with stakeholders. Since the deferral, the applicant has made no changes to the development proposal. Since that time some administrative changes to the attached draft Official Plan Amendment and draft Zoning By-law Amendment were made by staff.
- This supplementary report recommends approval of the proposal to amend the Official Plan and Zoning By-law.
- The property is designated 'Residential' as per Schedule A of the Official Plan. An Official Plan Amendment is required to facilitate the proposed development.
- The property is designated 'Institutional Special Site Area 4' in the Springdale Secondary Plan (Area 2). The policies for this Special Site Area specify that the site may be used for a nursing home, a retirement home, apartment dwelling purposes and ancillary uses. An amendment to the 'Special Site Area 4' designation in the Springdale Secondary Plan (Area 2) is required to facilitate the proposed development.
- The property is zoned 'Institutional Two – Section 1067 (I2-1067)' under Bylaw 270-2004, as amended. The "Institutional Two – Section 1067" zone permits an apartment dwelling, a nursing home, a retirement home, and accessory uses. An amendment to the Zoning By-law is required to facilitate the proposed development.
- A statutory public meeting for the application was held on July 27, 2020. A total of 3 members of the public spoke at the meeting and 32 written submissions were received. Details of the Statutory Public Meeting including concerns raised by the public are included in Appendix 9 of this report.

Background:

Wellings Planning Consultants Inc. submitted an application to amend the Official Plan and Zoning By-law on behalf of Schlegel Villages Inc. on April 9, 2020. 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 May 28, 2020.

The Statutory Public Meeting for the application was held at the July 27, 2020 Planning and Development Committee. Since the time of the receipt of the application and the public meeting, the applicant has submitted two submission packages to refine the technical details associated with the proposal. The applicant also spent additional time engaging with the Rosedale Village community between submissions based on the concerns heard at the public meeting.

A Recommendation Report was considered by Planning and Development Committee on July 25, 2022. The report was deferred at the request of the applicant to accommodate additional consideration and discussions with stakeholders. Since the deferral, the applicant has made no changes to the development proposal, but staff understands that they have engaged in additional discussions with the surrounding community. Upon further review of the application, some administrative changes have been made to the Draft Official Plan Amendment and Draft Zoning By-law Amendment from the version included in the previous Recommendation Report.

Current Situation:**Proposal:**

The application to amend the Official Plan and Zoning By-law has been filed with the City to allow the expansion of the existing retirement community development, on the lands municipally known as 425 Great Lakes Drive. The site currently contains a two-storey, 120-bed Long Term Care facility including 45 surface parking spaces known as the Village of Sandalwood Park. The applicant is proposing a multi-phase development of two 12-storey towers with a three-storey podium wings comprised a total of 518 retirement suites and seniors apartments; a one-storey amenity building connecting the towers and 316 parking spaces including surface parking and two levels of underground parking.

Proposed Development:

- Two (2) 12-storey towers with 3-storey podium wings intended to be constructed in two separate phases consisting of:
 - A total of 518 retirements dwelling units;
 - A one-storey amenity building linking phases 1 to 3;

- Total number of parking spaces: 316;
- Vehicular access on Great Lakes Drive;
- A Floor Space Index (FSI), which is the ratio of the building area to the site, of 2.03.

Property Description and Surrounding Land Use

The subject property has the following characteristics:

- Is located at the southeast corner of Sandalwood Parkway East and Great Lakes Drive and is municipally known as 425 Great Lakes Drive.
- Has a site area of approximately 2.85 hectares (7.04 acres); frontage along Great Lakes Drive of approximately 186 metres (610 feet), and frontage along Sandalwood Parkway East of approximately 126 metres (413 feet).
- Is currently occupied by a two-storey 120-bed long-term care facility of approximately 3,490 square metres (37,566 square feet).
- Has an existing access on Great Lakes Drive for the long-term care site.

The surrounding land uses are described as follows:

North: Sandalwood Parkway, and beyond is the Rosedale Estates residential community (adult living community)

South: Institutional (public secondary school), and beyond are low density residential housing

East: Recreational uses (cricket grounds and soccer centre)

West: Great Lakes Drive, and beyond is a service station including car wash and convenience store, and low density residential housing

Summary of Recommendations

This report recommends that Council approve the proposed amendment to the Official Plan and Zoning By-law attached to this Report as Appendix 11 and Appendix 12. The proposal and the implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan.

Planning Analysis Summary

This proposal has regard for matters of provincial interest that are set out in the Planning Act. It is located in an area intended for institutional uses including nursing home, retirement home, apartment dwelling purposes and ancillary uses in the City of Brampton Official Plan. The proposal will result in the development of an underutilized site creating new housing stock and retirement housing accommodation as encouraged by the policies within the City's Official Plan. The property is also located within the '*Built-up Area*' as defined through the Region of Peel Official Plan, and will adequately and efficiently use existing servicing and transit infrastructure. The proposed development will be transit-supportive and offer a pedestrian-friendly design with high quality architectural treatment.

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

The proposed Official Plan and Zoning By-law Amendment 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.

For more information with respect to the planning analysis for this proposal, please refer to Appendix 7 – Detailed Planning Analysis.

Planning Act

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water resources, as well as waste management. It ensures the orderly development of safe and healthy communities by providing an appropriately scaled age friendly community on an underutilized site. The development 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.

Provincial Policy Statement (2020)

Section 3 of the Planning Act requires that decisions affecting planning matters "*shall be consistent with*" policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The PPS includes a number of policies encouraging intensification within appropriate areas. The application provides an appropriate range of housing addressing demographic changes of an aging population. The proposal involves the completion of a campus of care, with an existing long-term care facility on site and the addition of a residential development comprised of retirement residences which will accommodate seniors housing. This proposal will help provide 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.

The PPS provides policies requiring planning authorities to provide for an appropriate mix and range of housing opportunities. The proposed development will add to the variety of housing options in the area by providing a range of age-friendly apartment units. The application is consistent with the policy statements in this section. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

The development is consistent with the policies outlined in the Provincial Policy Statement 2020.

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

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 land uses and prioritizing intensification. The Growth Plan seeks to address challenges associated with the need for more age-friendly development that can address their unique needs and circumstances. The development proposal addresses this challenge by delivering a more appropriate range and mix of housing options, easier access to health care and other amenities, walkable built environments, and an age-friendly approach to community design that meets the needs of people of all ages.

The Growth Plan includes policy and direction intended to accommodate and forecast growth in complete communities. Complete communities are places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

The proposed development is intended to be 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 proposal also contributes to the goals of the Growth Plan by improving social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes

The proposal conforms to the policies of the Growth Plan by supporting complete communities and expanding choices in residential growth, particularly with respect to diversifying the overall range and mix of housing options responding to demographic changes. The development proposal conforms to the applicable sections of the Growth Plan.

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” and “Built-up Area”.

The proposed development conforms to the “Urban Systems” designation with respect to directing urban development on lands within the 2031 Regional Urban Boundary, and planning for complete communities that provide access to transit. The proposal further conforms to the objectives of the “Urban Systems” designation including that of Section 5.6.7 by providing for the needs of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age.

Moreover, the development conforms to the “Built-up Area” designation as it utilizes existing servicing and transit infrastructure, provides a compact built form, offers direct access to transit, incorporates a site design that provide a high-quality public realm and supports active transportation. The application conforms to the related policies with respect to healthy communities, efficient use of resources, and locating residential development near accessible transportation systems.

The development also has regards for the policy objectives relating to “Age Friendly Planning” by providing for the needs of Peel’s aging population and allow opportunities for seniors to age within their community including the integration of community facilities and services with residential land uses. Given the location and surrounding context of the site, the proposal will promote active aging for older adults by establishing healthy, complete, and accessible communities that are in close proximity to amenities, support services, and transit.

The proposed development is consistent with the Region of Peel Official Plan policies.

City of Brampton Official Plan (2006)

The City of Brampton Official Plan and associated Secondary Plans are intended to guide development and infrastructure decisions on issues related to land use, built form, transportation and environment. The intent of the Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet current and future needs of residents.

The property is designated as 'Residential' on Schedule A - General Land Use Designations of the Official Plan as well as 'Institutional' and 'Special Policy Area 4' in the Springdale Secondary Plan (Area 2). It is noted that lands designated Institutional in the Springdale Secondary Plan shall include the range of uses and be developed in accordance with the Institutional and Public Uses policies of Section 4.9 and other relevant policies of the Official Plan.

Section 4.9 of the Official Plan include policies directing the development of lands designated Institutional. The policies permit residential care facilities and long-term care centres with complementary uses so long as they do not detract from the development of the area for the main permitted use. In order to ensure that the residential component of the overall institutional development remains a secondary use as per Official Plan policy 4.9.1.2, the proposed amendment to Special Site Area 4 permits apartment dwelling purposes as a secondary use so long as they do not detract from the primary institutional use.

The proposed amendment to the Official Plan is to permit an increase in the maximum permitted height to twelve stories. Given that the proposal exceeds the limits established in Section 3.2.8.3, the amendment submitted is required to meet the criteria as identified in Section 3.2.8.5. In this regard, the amendment demonstrates that the proposal:

- is consistent with the Secondary Plan;
- contributes to the City's housing mix, population and employment forecasts, planned complete communities;
- has sufficient access and infrastructure to accommodate the development; and
- the development is compatible with adjacent land uses with regard to building design and setbacks as demonstrated with the approved Urban Design Brief.

The development will provide a new form of housing in the area (senior apartments) connected to active transportation and transit routes, therefore supporting a complete community.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0. The development is proposing a density of approximately 181 units per net hectare and a proposed Floor Space Index of 2.03 which is within an appropriate density range. The proposal will result in the development of an underutilized site within the built-up area and the applicant has demonstrated that the proposal meets the appropriate density requirements for development located outside of the Central Area and Urban Growth Centre. Staff is satisfied that this proposal conforms to the overall intent of the City's Official Plan.

The proposal is consistent with the Official Plan as it meets the general objective of adding to the housing mix within the City, and helping to achieve a complete community with proximity to existing and planned infrastructure and compatible land uses. The proposed amendment to facilitate the development is consistent with the policies and provisions of the Official Plan. Staff is satisfied that the general intent of the Official Plan is met.

Springdale Secondary Plan (Area 2)

The subject property is located within the Springdale Secondary Plan (SPA 2). Within this plan the property is designated as 'Institutional, Special Site Area 4'. This designation permits nursing homes, retirement homes, apartment dwellings, and ancillary uses. The Secondary Plan also calls for attention to design and buffering to minimize impacts on surrounding uses. To that end, the applicant has received approval of an Urban Design Brief addressing compatibility with lower rise development in the area.

An amendment to the 'Special Site Area 4' policies is required to permit a maximum building height of twelve (12) storeys to facilitate an integrated senior's development. In addition, apartment dwelling purposes are permitted as a secondary use so long as they do not detract from the primary institutional use. This policy is included to ensure that the institutional use remains the primary use of the property.

The proposed amendment is consistent with the general intent and vision of the Secondary Plan and is proposing to apply a permitted density in accordance with Policy 3.2.8.5 and 3.2.8.6 (as mentioned above) in the Official Plan, and therefore conforms to the Secondary Plan.

Staff is satisfied that the proposal is in keeping with the stated goals of the Springdale Secondary Plan.

City of Brampton Zoning By-law 270-2004

The subject property is zoned 'Institutional Two – Section 1067 (I2-1067)' in the City of Brampton Zoning By-law 270-2004, as amended. As such, a Zoning By-law Amendment is required to permit the proposed integrated senior's development.

The Zoning By-law amendment proposes to rezone the property to a new site-specific Institutional Two zone. The Zoning By-law amendment includes site-specific zoning provisions, including but not limited to building and daylight triangle setbacks, maximum building height, maximum number of dwelling units, and reduced parking ratio per bed for a nursing home and a retirement home.

The detailed planning analysis (Appendix 7) includes a detailed overview of the Zoning By-law Amendment. The development standards are included in the proposed Zoning By-law Amendment as shown in Appendix 12 – Draft Zoning By-law Amendment.

Staff is satisfied with the proposed Zoning provisions for the development of the lands.

Public Meeting Notification Area:

The application was circulated to City departments and external agencies for comment and notification was provided to property owners within 240 metres of the subject lands, exceeding the Planning Act requirement of 120 metres for such applications, as well as notice was issued in the Brampton Guardian. Notice signs were also placed on the subject lands to advise members of the public that the proposed applications were filed with the City. The correspondence received from commenting agencies are included as Appendix 9 – Results of Application Circulation.

A Statutory Public Meeting for this application was held on July 27, 2020. There were three (3) delegations at the public meeting and thirty-two (32) written submissions 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 9 of this report. A summary chart of stated concerns of the public and Council is provided below:

Concern Raised at Public Meeting	Staff Response
Access and Emergency Services:	A second access point on Great Lakes Drive has been added to the plan. Traffic Services and the

<p>Concern that the single access point on Great Lakes Drive serving the existing long term care facility is not adequate to accommodate emergency access and vehicular trip generation for proposed second and third phases of the campus.</p>	<p>Fire Department have reviewed the revised plan and advise that all future buildings on the site will be accessible to emergency vehicles and served by Stations 205, 208, and 209.</p>
<p>Concern regarding building height, built form and compatibility with existing neighbourhood.</p>	<p>The current zoning allows for a maximum of seven storeys with five storey maximum within 40 metres of Sandalwood Parkway. The proposed development consists of two 12-storey residential towers that incorporates 3-storey podiums. The upper nine floors of the residential building are set back from the ends of the three storey podium, providing differentiation between the apartment block and the residences. This setback also provides transition between the low-rise residential areas located west and north of the site, and the taller elements of the proposed building.</p>
<p>Concern regarding privacy and shadowing impacts</p>	<p>Impacts from shadowing have been assessed using 3D modelling software, and is included in the Urban Design Brief. The shadow study evaluates the impacts of the building on surrounding uses. The study concludes that the proposed development will have a minimal temporary impact on the opposite side of Sandalwood Parkway, and on the adjacent playing fields.</p>
<p>Public Consultation:</p> <p>Concerns were expressed that the virtual format of the Statutory Public Meeting conducted on July 27, 2020 did not make the meeting accessible to all residents.</p>	<p>Subsequent to the Public Meeting, two additional meetings were held between representatives of Schlegel Villages and representatives of Rosedale Village to the north of the subject lands. More recently, a public engagement meeting was held between representatives of Schlegel Villages and residents in January 2023.</p>

<p>Community Amenities:</p> <p>Concerns were expressed that the future growth may not provide appropriate or adequate amenities for the area.</p>	<p>The applicant has confirmed that they are intending to incorporate a medical clinic and pharmacy at ground level. The clinic and pharmacy will serve residents as well as the general public. The additional uses will be subject to market conditions, and will be permitted uses in the Zoning By-law.</p>
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Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were completed. The application as proposed reflects a Sustainability Score of 55 points, which achieves the City's Silver threshold. The Sustainability Snapshot is included as Appendix 13 to this report.

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 the applications that have not been noted elsewhere

Term of Council Priorities:

The application and the associated public meeting facilitate compliance with the Term of Council Priorities 2022-2026 "A Well-run City (Good Government)" priority, with respect to encouraging public participation by actively engaging the community. The future development of the vacant lands will make efficient use of land and resources and takes advantage of existing infrastructure and will provide a transit supportive, pedestrian friendly development.

Living the Mosaic – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. The proposed seniors housing development aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres offering a full range of housing options for all segments of the City’s population.

Conclusion:

The proposal provides an opportunity to complete a campus of care in an area with access to transit and transportation corridors. The proposal represents an appropriate use of land in providing housing compatible with the needs of the community and also supporting the City’s vision of directing intensification toward growth areas.

The proposed development has regard for matters of Provincial interest, is consistent with the Provincial Policy Statement (2020), and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), Region of Peel Official Plan and the City’s Official Plan. Staff is satisfied that the application represents good planning and recommends approval of the Official Plan and Zoning By-law Amendment.

Further, the proposal is consistent with the “2022-2026 Terms of Priorities: A Compass for Our Community” and supports the “City of Opportunities” theme. The proposal is consistent with the direction of building complete communities.

This report recommends that Council enact the Official Plan Amendment attached hereto as Appendix 11 and the Zoning By-law Amendment attached hereto as Appendix 12.

In summary, the applications are appropriate for the orderly development of the lands and represent good planning.

Authored by:

François Hémon-Morneau
Development Planner

Reviewed by:

Allan Parsons, MCIP, RPP.
Director, Development Services

Approved by:

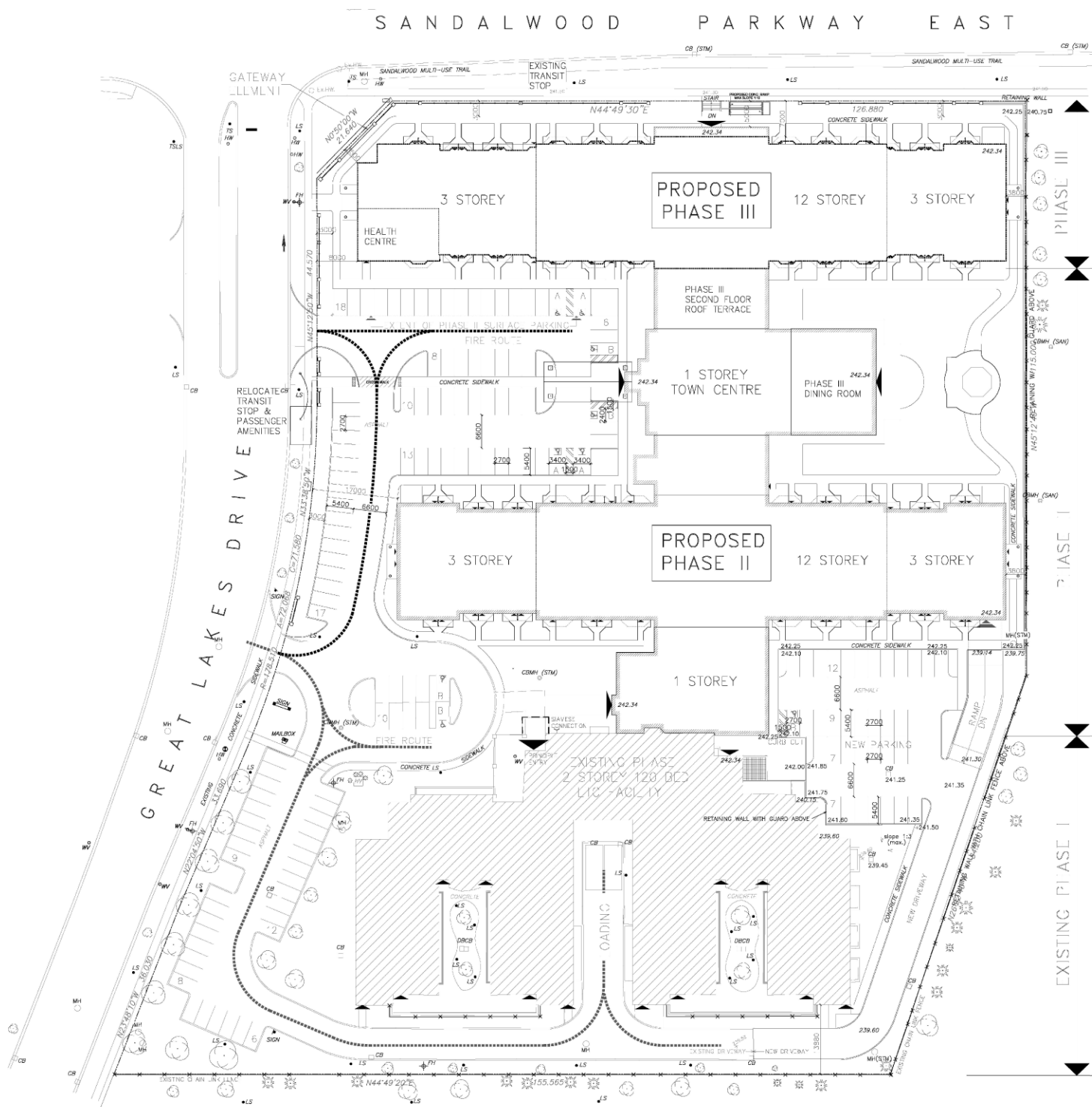
Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building
and Growth Management

Approved by:

Marlon Kallideen
Chief Administrative Officer
City of Brampton

Attachments:

Appendix 1:	Concept Plan
Appendix 1A:	Building Renderings
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning By-law Designations
Appendix 6:	Aerial & Existing Land Use Map
Appendix 7:	Detailed Planning Analysis
Appendix 8:	Results of the Public Meeting
Appendix 9:	Public Correspondence
Appendix 10:	Results of the Circulation
Appendix 11:	Official Plan Amendment
Appendix 12:	Zoning By-law Amendment
Appendix 13:	Sustainability Score Snapshot
Appendix 14:	Recommendation Report (dated July 7, 2022)





View from the Northwest



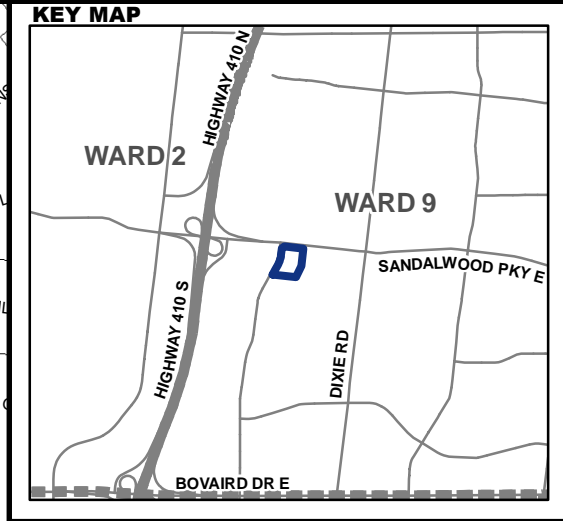
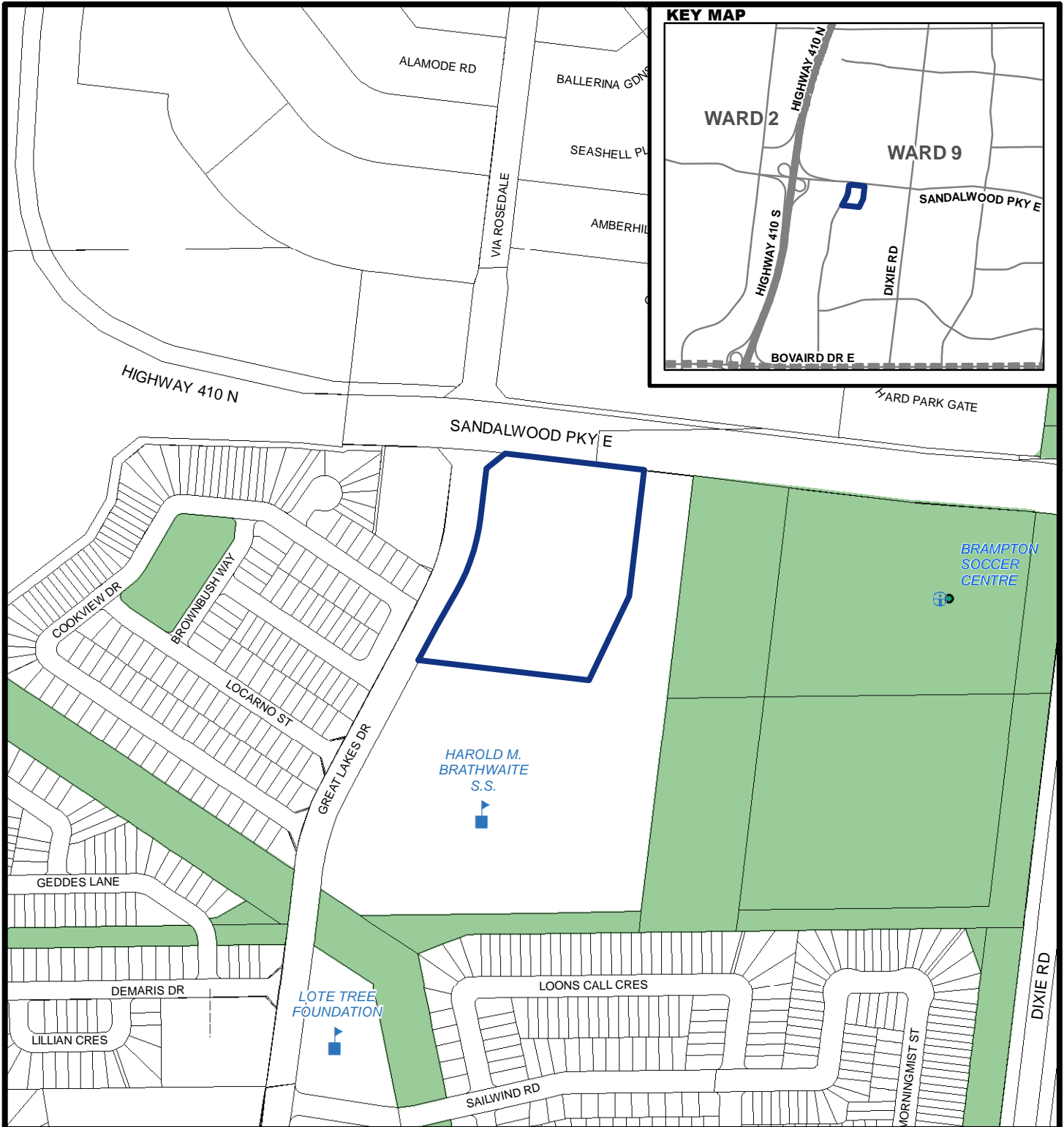
View from the East



View of Main Entrance from Great Lakes Drive

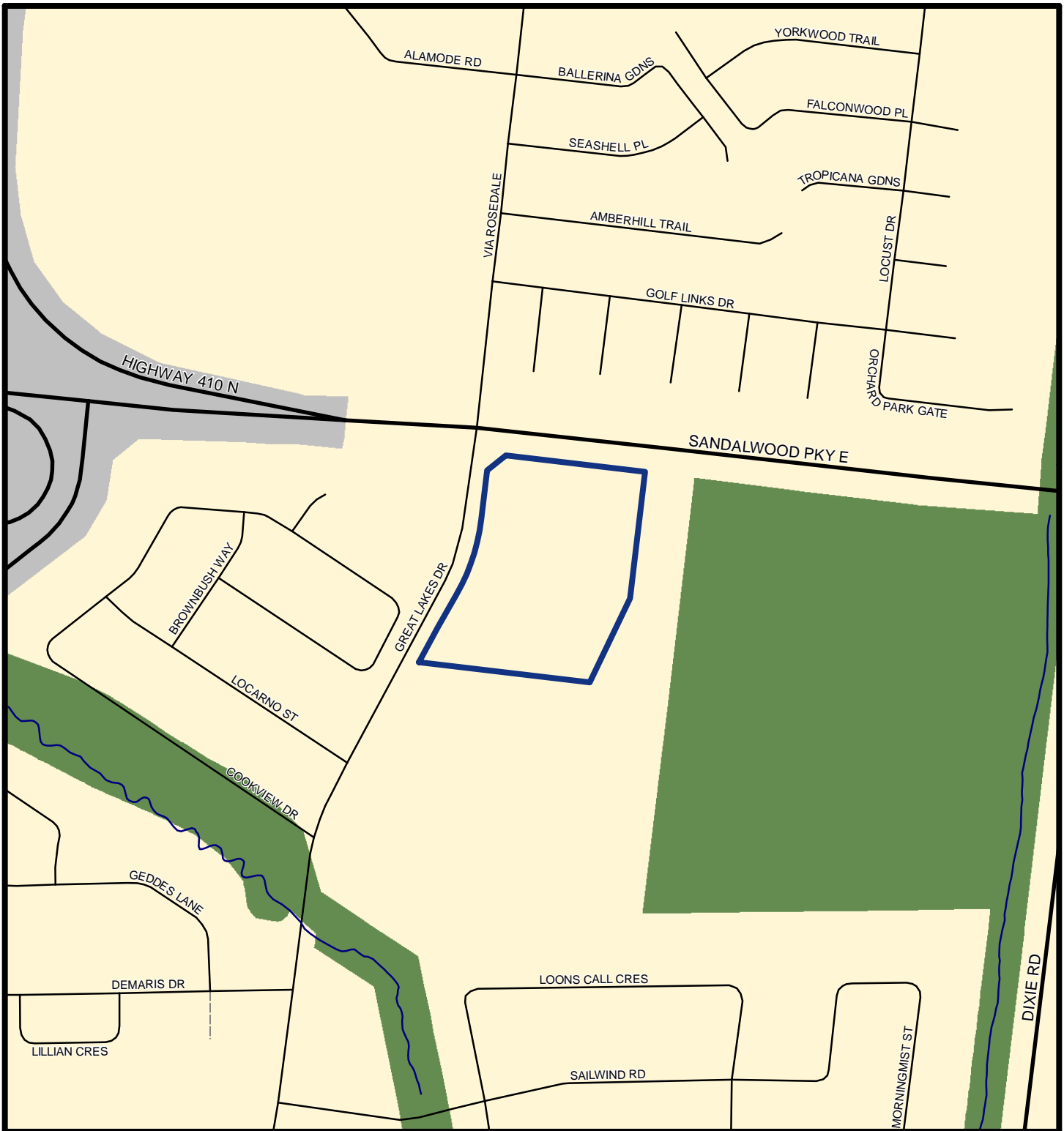


Gateway View from Sandalwood Parkway and Great Lakes Drive



- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- SCHOOLS



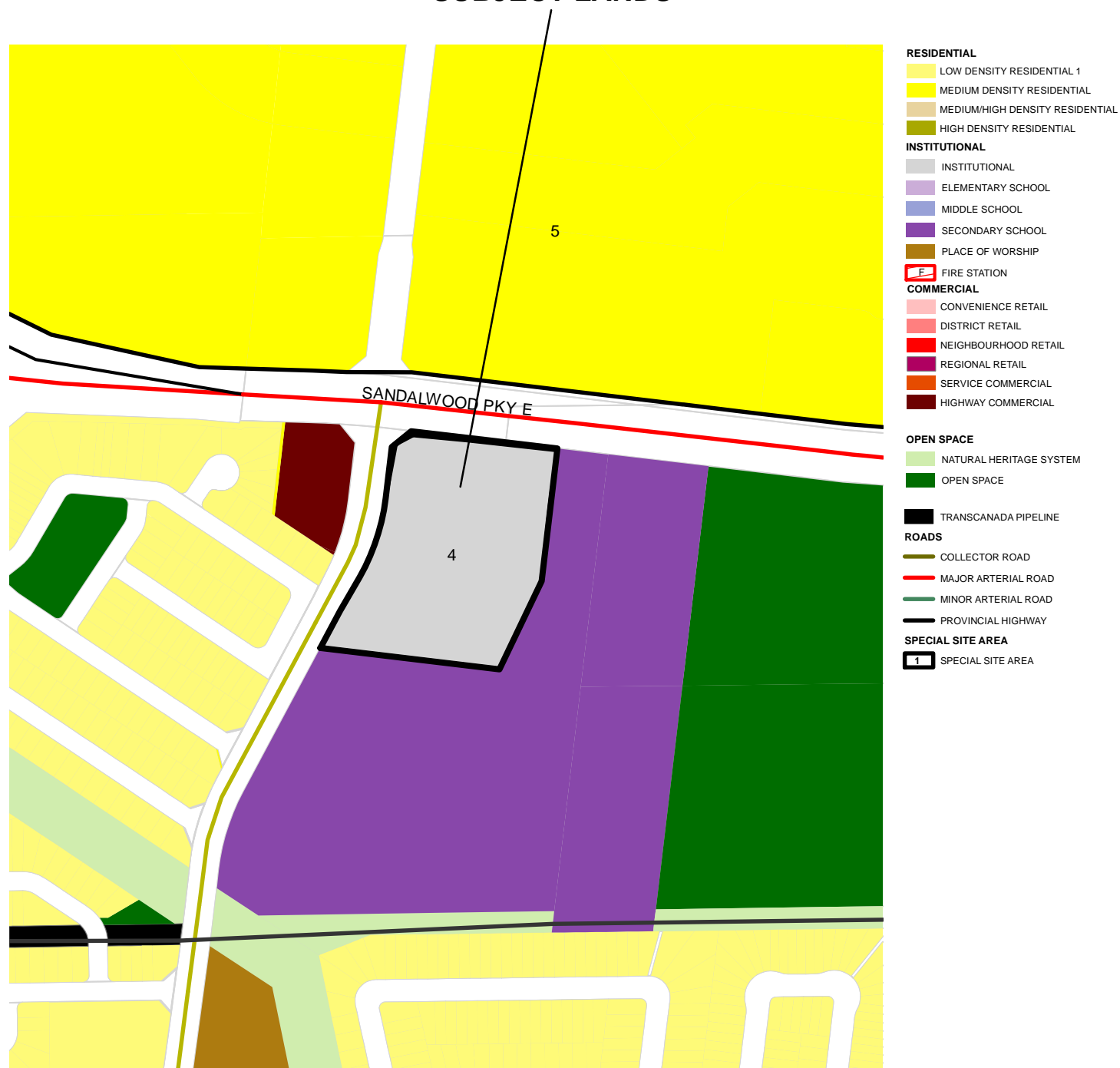


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- PROVINCIAL HIGHWAYS
- RESIDENTIAL
- OPENSAPCE



SUBJECT LANDS



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



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





AERIAL PHOTO DATE: SPRING 2019

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				



Detailed Planning Analysis**City File Number: OZS-2020-0009**

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 Springdale Secondary Plan (Area 2) provide direction and policies that encourage compact, efficient and sustainable development through intensification, and use of existing infrastructure to provide an appropriate mix of housing types and land uses. The proposed development at 425 Great Lakes Drive conforms to the general intent of these plans, as well as specific policies and objectives.

Planning Act

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

Section 2 (h) – the orderly development of safe and healthy communities;

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

Section 2 (k) – the adequate provision of employment opportunities;

Section 2 (p) – the appropriate location of growth and development;

Section 2 (q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and

Section 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.

The proposal has regard for matters of Provincial interest as it contributes to the continued development of a safe and healthy community by adding to the provision of senior housing options and essential ancillary personal services, commercial and medical uses to serve future residents. Further, the location in which this growth is proposed is considered to be appropriate by promoting a development that is well designed while addressing the needs arising from demographic changes of an aging population.

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;*

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

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

- (a) efficiently use land and resources;*
- (c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*

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;*
- (d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;*

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

- (a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- (b) *maintain at all times where new development is to occur, land with servicing available through lands suitably zoned*

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

(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.

The proposed development provides an appropriate range of housing addressing demographic changes of an aging population. The proposal involves the completion of a campus of care, with an existing long-term care facility on site and the addition of a residential development comprised of retirement residences which will accommodate seniors housing. This development will help provide 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. The

proposed development will add to the variety of housing options in the area by providing a range of age-friendly apartment units.

Through the use of zoning controls and urban design guidelines, the built form of the proposed development will integrate into the existing and planned neighbourhood, and further goals of intensification. The development also represents a compact built-form which will provide of mix of seniors housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area. Existing water and wastewater infrastructure can accommodate the proposal's expected demand.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment is consistent with the policies of the Provincial Policy Statement.

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

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:

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;*
- 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;*

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*

2.2.6. (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.*

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area intended for institutional residential uses that is planned to accommodate this type of growth, has good

access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1.2 c) of the Growth Plan.

The proposed development represents an appropriate level of intensification of lands planned for future growth. The proposal will provide new residential and ancillary commercial and medical uses for the area. The proposal also provides adequate landscape areas and appropriate building setbacks along the street frontages of Sandalwood Parkway East and Great Lakes Drive to create a pedestrian friendly environment.

Approving the proposed development will help achieve the intensification targets as set out in the City's Official Plan. The proposed development will accommodate growth through intensification and contribute to the diversification of Brampton's senior housing stock. Therefore, staff is satisfied that the proposed application conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

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 and managing resources. It provides a basis for efficiently managing growth. The application has been evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

- 5.6.3 *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.*
- 5.6.7 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*
- 5.6.11 *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.*
- 5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.*
- 5.4.1 *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.

- 5.4.10 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.*
- 5.4.11 Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.9.51 Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.*
- 6.4.1 To recognize the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, support needs, and income.*
- 6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age within their community including the integration of community facilities and services with residential land uses.*
- 6.4.3 To promote the use of universal accessibility design in Peel region's built environment to enhance safety, mobility, and independence of seniors.*
- 6.4.4 To promote active aging for older adults by establishing healthy, complete, and accessible communities that are in close proximity to amenities, support services, and transit.*

The proposed Official Plan and Zoning By-law amendment will facilitate the development of an integrated senior's development consisting of two (2) twelve (12) storey towers with three (3) storey podium located within the Urban System and Regional Urban Boundary as defined by the Regional Official Plan. Staff is satisfied that the site design will result in the development of an underutilized site into a compact built form while creating an attractive public realm surrounding the development. The proposal will also contribute to the overall supply of seniors housing options in Brampton. This will help diversify the housing options for older adults in the City, further supporting the creation of complete communities. This satisfies the above mentioned Regional Official Plan policies.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the Plan is to guide development and infrastructure

decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The property is designated as 'Residential' on Schedule A of the Official Plan as well as 'Institutional' and 'Special Policy Area 4' in the Springdale Secondary Plan (Area 2). It is noted that lands designated Institutional in the Springdale Secondary Plan shall include the range of uses and be developed in accordance with the Institutional and Public Uses policies of Section 4.9 and other relevant policies of the Official Plan.

The proposed Official Plan and Zoning By-law amendment to implement this proposal conforms to the following policies of the Brampton Official Plan:

3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place.

3.2.8.5 Where the City has deemed that the City structure would not be compromised, as required by Section 3.2.4, development outside the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- (ii) The development contributes to the City's desired housing mix;*
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
- (v) There is sufficient existing or planned infrastructure to accommodate the development;*
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages,*

height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

(ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

(x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

(xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

(xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential downstream watercourses.

3.2.8.6 The extent to which a development satisfied the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

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

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

4.2.1.6 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 areas.

4.2.7.1 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 4.9 of the Official Plan include policies directing the development of lands designated Institutional. The policies permit residential care facilities and long-term care centres with complementary uses so long as they do not detract from the development of the area for the main permitted use. In order to ensure that the residential component of the overall institutional development remains a secondary use as per Official Plan policy 4.9.1.2, the proposed amendment to Special Site Area 4 permits apartment dwelling purposes as a secondary use so long as they do not detract from the primary institutional use.

The proposed amendment to the Official Plan is to permit an increase in the maximum permitted height to twelve stories. Given that the proposal exceeds the limits established in Section 3.2.8.3, the amendment submitted is required to meet the criteria as identified in Section 3.2.8.5. Hence, the amendment demonstrates that the proposal is consistent with the Secondary Plan; contributes to the City's housing mix, population and employment forecasts, planned complete communities; has sufficient access and infrastructure to accommodate the development; and the development is compatible with adjacent land uses with regard to building design and setbacks as demonstrated with the approved Urban Design Brief. The development will provide a new form of housing in the area (senior apartments) connected to active transportation and transit routes, therefore supporting a complete community.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0. The development is proposing a density of approximately 181 units per net hectare and a proposed Floor Space Index of 2.03 which is within an appropriate density range. The proposal will result in the

development of an underutilized site within the built-up area and the applicant has demonstrated that the proposal meets the appropriate density requirements for development located outside of the Central Area and Urban Growth Centre. Staff is satisfied that this proposal conforms to the overall intent of the City's Official Plan.

The proposal is consistent with the Official Plan as it meets the general intent of the plan adding to the housing mix within the City, and helping to achieve a complete community with proximity to existing and planned infrastructure and compatible land uses. Further, the proposed development of the lands makes efficient use of land and resources and will provide on-site ancillary service commercial and medical office uses to support the future residents of the development.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conforms to the City of Brampton Official Plan.

Springdale Secondary Plan (Area 2)

The subject property is located within the Springdale Secondary Plan (SPA 2). Within this plan the property is designated as 'Institutional, Special Site Area 4'. This designation permits nursing homes, retirement homes, apartment dwellings, and ancillary uses. The Secondary Plan also calls for attention to design and buffering to minimize impacts on surrounding uses. To that end, the applicant has received approval of an Urban Design Brief addressing compatibility with lower rise development in the area.

An amendment to the 'Special Site Area 4' policies is required to permit a maximum building height of twelve (12) storeys to facilitate an integrated senior's development. In addition, apartment dwelling purposes are permitted as a secondary use so long as they do not detract from the primary institutional use. This policy is included to ensure that the institutional use remains the primary use of the property.

The proposed amendment is consistent with the general intent and vision of the Secondary Plan and is proposing to apply a permitted density in accordance with Policy 3.2.8.5 and 3.2.8.6 (as mentioned above) in the Official Plan, and therefore conforms to the Secondary Plan.

The proposed amendment is also supported by Policy 3.2.8.5 of the Official Plan in terms of demonstrating the general intent of the secondary plan to permit both residential and commercial uses on the site, as well as other considerations previously mentioned in the section above. The maximum density of 200 units per net hectare or a floor space index of 2.0 is also maintained, and is therefore consistent with Policy 3.2.8.6 in the Official Plan.

Based on the above, Staff is satisfied that the proposed Official Plan and Zoning By-law Amendment conforms to the City of Brampton Official Plan.

City of Brampton Zoning By-law 270-2004

The subject property is zoned 'Institutional Two – Section 1067 (I2-1067)' in the City of Brampton Zoning By-law 270-2004, as amended. The 'Institutional Two – Section 1067' zone permits an apartment dwelling, a nursing home, a retirement home, and accessory uses. As such, a Zoning By-law Amendment is required to permit the proposed residential development.

In order to facilitate the proposed development consisting of two 12-storey towers with a three-storey podium wings comprised a total of retirement suites and seniors apartments, a new special section to the Zoning By-law is being proposed. The Zoning By-law amendment proposes to rezone the property to a new site specific Institutional Two zone. The Zoning By-law amendment includes site specific zoning provisions, including but not limited to building and daylight triangle setbacks, building height and maximum number of dwelling units.

Building Setback

The current 'Institutional Two – Section 1067 (I2-1067)' includes a minimum setback from a property line of 6.0 metres. The amendment seeks to reduce the minimum setback from a property line to 3.8 metres. This request is to accommodate reductions to the western extent of the proposed 3-storey podiums where the building footprint exceeds the minimum setback requirement resulting in a 2.2 metres reduction from what the current by-law allows. Further, the amendment seeks to reduce the minimum setback to a daylight triangle to 3.5 metres. This reduction reflects the area located between the building and proposed gateway element at the corner of Sandalwood Parkway East and Great Lakes Drive.

Building Height

The current maximum building height is 7 storeys but restricted to 5 storeys within 40 metres of Sandalwood Parkway East. The amendment seeks to permit a maximum building height of twelve (12) storeys for the entirety of the site. This increase to the maximum building height requirements in the by-law will facilitate the development of the two (2) twelve (12) storey towers.

Density:

Density is regulated by the Floor Space Index (ratio of the building area to the site area), as well as the number of permitted units. The proposed zoning calls for the introduction of a maximum number of units of 138. The requested density permissions are appropriate in this context in implementing the objectives of the Growth Plan for the Greater Golden Horseshoe.

Parking:

A reduced parking rate is requested to facilitate the proposed development. The amendment proposes a 0.33 parking spaces per bed for a nursing home and a retirement home. Given the nature of the proposed institutional development, this parking rate is considered appropriate for the proposed uses

Staff is satisfied with the proposed Zoning provisions for the development of the lands.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were completed. The application as proposed reflects a Sustainability Score of 55 points, which achieves the City's Silver threshold.

Documents Submitted in Support of the Application

The applicant has submitted and received approval for the following studies and plans in support of the application:

Planning Rationale and Justification Report

The planning justification report was submitted to provide the policy context and planning 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 Springdale Secondary Plan are satisfied. It is satisfactory to support the proposed Official Plan and Zoning By-law Amendment.

Functional Servicing Report and Stormwater Management Report

A Functional Servicing Report prepared by MTE Consultants was completed in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Noise Impact Study

A Noise Feasibility Study was prepared by IBI Group to determine noise impacts on the proposed development. The Report concludes that the development can be accommodated with mitigation measures. With the implementation of the recommended mitigation measures, the proposed development will be in conformance with the MECP noise guidelines. Engineering staff are satisfied with the results of this study and find it capable of supporting the requested Official Plan and Zoning By-law amendment.

Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared by Shaheen & Peaker Limited in support of the proposed Planning Act applications. The purpose of the Phase One Environmental Site Assessment is to determine the likelihood of contamination affecting the Subject Lands. The Assessment was prepared in accordance with the requirements of Ontario Regulation No.153/04, as amended, to support the filing of a Record of Site Condition for the Subject Lands. The Report did not identify any potential environmental concerns for the property. The Phase 1 Environmental Site Assessment has been approved by City Staff.

Geotechnical / Soils Report

A Geotechnical investigation was prepared by Shaheen & Peaker Limited to determine subsurface conditions in support of the proposed Planning Act applications. Engineering staff are satisfied with the results of this study and find it capable of supporting the requested Official Plan and Zoning By-law amendment.

Urban Design Brief

An Urban Design Brief was prepared by Anderson Wellsman Architects Incorporated in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly mixed use development that achieves diversity in residential housing. The Urban Design Brief has been approved by Urban Design Staff.

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 55 points that satisfies the City's Silver Threshold. The Sustainability Score Snapshot has been included in the Appendix.

Traffic Impact Study

A Traffic Impact Study prepared by GHD Limited (GHD) was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes,

parking, vehicle maneuverings and circulation. The study concluded that the site's generated traffic is not expected to result in adverse impacts requiring mitigation at nearby intersections. It is expected the studied intersections are currently operating with acceptable delays and sufficient capacity to accommodate the proposed development. The parking supply is also adequate to support expected parking demands generated by the proposed development.

Tree Assessment Report, Tree Preservation Plan and Landscape Plan

A Tree Assessment Report, Tree Preservation Plan, and Landscape Plan were prepared by Ron Koudys Landscape Architects Inc. (RKLA) in support of the proposed development. The purpose of the plans and Tree Assessment Report is to detail the tree inventory process, quantify required tree removals, outline the potential impacts of the proposed development on trees to be preserved, and make recommendations for construction impact mitigation and monitoring. A total of 83 trees were inventoried and a removal of 22 trees is required to facilitate the construction of the proposed development. The Tree Assessment Report has been approved by City staff and will be implemented through the site plan approval process.

Monday, July 27, 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 (joined
meeting at 7:03 p.m.; left at 7:25 p.m. – technical issues)
Regional Councillor M. Palleschi – Wards 2 and 6
City Councillor D. Whillans – Wards 2 and 6
City Councillor J. Bowman – Wards 3 and 4
City Councillor C. Williams – Wards 7 and 8
City Councillor H. Singh – Wards 9 and 10

Members Absent:

Regional Councillor G. Dhillon – Wards 9 and 10 (personal)

Staff Present:

D. Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R. Forward, Commissioner
A. Parsons, Director, Development Services
B. Bjerke, Director, Policy Planning
C. Owusu-Gyimah, Manager, Development Planning
D. VanderBerg, Manager, Development Planning
C. Caruso, Manager, Development Services
A. McNeill, Strategic Leader, Policy Planning
M. Michniak, Development Planner
D. Jenkins, Development Planner
K. Henderson, Development Planner
A. Balram, Policy Planner
S. Shah, Policy Planner

Corporate Services:

A. Wilson-Peebles, Legal Counsel

City Clerk's Office:

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

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Note In consideration of the current COVID-19 public health orders prohibiting public gatherings of more than 5 people and requirements for physical distancing between persons, in-person attendance at this Committee of Council meeting was limited to Members of Council and essential City staff only. Physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 7:00 p.m. and adjourned at 10:17 p.m.

1A. Call to Order

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

Members present during roll call: Councillor Vicente, Councillor Whillans, Councillor Palleschi, Councillor Bowman, Councillor Medeiros, Councillor Fortini, and Councillor Singh

Members absent during roll call: Councillor Santos (technical difficulty, joined meeting at 7:03 p.m.), Councillor Dhillon

1B. Approval of Agenda

Peter Fay, City Clerk, noted that a request to withdraw from the agenda was received from the delegates re. Item 5.1 – Delegation from Jotvinder Sodhi, Sukhwinder Dhillon, Harinder Cheema and Sukjot Naroo, Home Owners Welfare Association, re: **Affordable Housing, Public/Road Safety, Stop Employment Zoning Transfer To Residential, Driveway Extension Penalties To Be Extended Due to COVID-19**. The delegates have requested to go to a meeting in September.

The following motion was considered:

PDC085-2020 That the Agenda for the Planning and Development Committee Meeting of July 27, 2020, be approved as amended as follows:

To add:

- 5.5. Delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037):**
1. Bruce McCall-Richmond, Glen Schnarr & Associates Inc.
 2. Jamie Payne, Habitat for Humanity Greater Toronto Area

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- 9.1. Staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037)**

To withdraw:

- 5.1. Delegation from Jotvinder Sodhi, Sukhwinder Dhillon, Harinder Cheema and Sukjot Naroo, Home Owners Welfare Association, re: **Affordable Housing, Public/Road Safety, Stop Employment Zoning Transfer To Residential, Driveway Extension Penalties To Be Extended Due to COVID-19**

Carried

Note: Later in the meeting on a two-thirds majority vote, Approval of the Agenda was reopened and the following was added to the Agenda:

- Re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037):**

- Delegation from Agnes Szekely, Brampton resident

- Re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037):**

Correspondence from:

- Agnes Szekely, Brampton resident, dated July 27, 2020
- Andrew Szekely, Brampton resident, dated July 27, 2020
- Kerri O'Callaghan, Brampton resident, dated July 27, 2020
- Horchover Giles, Brampton resident, dated July 27, 2020
- Nick Gavican, Brampton resident, dated July 27, 2020
- Al Nault, Brampton resident, dated July 27, 2020
- Kate Boardman, Brampton resident, dated July 27, 2020
- Michelle White, Brampton resident, dated July 27, 2020

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Additional Business and Changes related to the Published Agenda (*no vote was required*):

- 5.2. Delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009):**
 - 2. Brad Schlegel, Schlegel Villages Inc.; Glenn Wellings, Wellings Planning Consultants Inc.; and Robert Anderson, Anderson Wellsman Architects Inc.
 - 3. Rick Wesselman, Chairman, The Villages of Rosedale Inc.
- 5.3. Delegations re: **Application to Amend Zoning By-law and Draft Plan of Subdivision (to permit development of industrial and commercial uses) – Glenshore Investments Inc. – MHBC Planning Urban Design & Landscape Architecture – 5203 Old Castlemore Road, North of Castlemore Road and West of Highway 50 – Ward 10 (I 71/2020 and File OZS-2020-0010):**
 - 1. Melinda MacRory and Oz Kemal, MHBC Planning, Urban Design and Landscape Architecture, via pre-recorded video
- 5.4. Delegations re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)**
 - 1. Sony Rai, Sustainable Vaughan
 - 2. Sylvia Roberts, Brampton resident
 - 3. David Laing, Brampton resident
 - 4. Alexander Adams, Planning Student/Brampton Centre Community Lead for Future Majority
 - 5. James Reed, Brampton resident, via pre-recorded video
 - 6. Keith Brooks, Program Director, Environmental Defence
 - 7. Chris Drew, Brampton resident
 - 8. Peter Miasek, Transport Action Ontario
- 13.1. Correspondence re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers**

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with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009):

12. Bob Bergey, Terry Miller, Kerry Byam, Bill Sterritt and Kulu Hunjan, PCC564 Board of Directors, dated July 16, 2020
 13. Hank Braun and Carol Festa, Brampton residents, dated July 17, 2020
 14. Patricia and John Lee, Brampton residents, dated July 18, 2020
 15. Jack Crossley, Brampton resident, dated July 18, 2020
 16. Don and Shirley McKay, Brampton residents, dated July 18, 2020
 17. Raymond and Juliana Desouza, Brampton residents, dated July 21, 2020
 18. Sharon and Tom Wall, Brampton residents, dated July 21, 2020
 19. Rick Wesselman, Brenda Blaber, Paul Robin, and Martin Guthrie, The Villages of Rosedale Inc., dated July 21, 2020
 20. John Nevins, Brampton resident, dated July 22, 2020
 21. Nancy and Terry Doherty, Brampton residents, dated July 21, 2020
 22. Pervez Iqbal, Brampton resident, dated July 22, 2020
 23. Gillian and Kerry Byam, Brampton residents, dated July 21, 2020
 24. Eileen Sindrey, Brampton resident, dated July 13, 2020
 25. Marian Sheard and Gayle Wilding, Brampton residents, dated July 23, 2020
 26. Mee Kin Wong, Brampton resident, July 23, 2020
 27. Carol Downing, Brampton resident, dated July 23, 2020
 28. Pat Todd, Brampton resident, dated July 24, 2020
 29. Ron and Joan MacGibbon. Brampton resident, dated July 24, 2020
 30. Pam Templeman, Brampton resident, dated July 25, 2020
 31. Ann Girvan, Brampton resident, dated July 26, 2020
 32. Charles and Jody Mercer, Brampton residents, dated July 27, 2020
- 13.3. Correspondence re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020):**
2. Rob Chanona, DSV Solutions Inc., dated July 17, 2020

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3. Todd Letts, CEO, Brampton Board of Trade, dated July 17, 2020
 4. Nando Iannicca, Regional Chair and CEO, Region of Peel, dated July 22, 2020
 5. Mark Flowers, Davies Howe, dated July 23, 2020
 6. Sam Bottner, Brampton resident, dated July 24, 2020
 7. Emma West, Bousfields Inc, dated July 24, 2020
 8. Michael Gagnon, Gagnon Walker Domes Ltd., and Colin Chung, Glen Schnarr & Associates Inc., dated July 24, 2020
 9. Michael Gagnon and Andrew Walker, Gagnon Walker Domes Ltd., dated July 24, 2020
 10. David Faye, David Faye and Associates Inc., dated July 26, 2020
- 13.4. Correspondence re: **Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to create twelve (12) single detached residential lots) – 830460 Ontario Ltd. – Candevcon Ltd. – 150 Don Minaker Drive – West side of Don Minaker Drive, North of Ebenezer Road – Ward 8 (R 163/2020 and File C09E06.008):**
1. Mohan and Sherly Kangappaden, Brampton residents, dated July 23, 2020
 2. M.A. Rafey Kaleem, Brampton resident, dated July 27, 2020

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

Regional Councillor Vicente declared a conflict of interest with respect to Items 5.5 and 9.1 as he owns property on the subject street.

3. Consent

- * The following items listed with an asterisk (*) were considered to be routine and non-controversial by the Committee and were approved at one time.

(7.2, 7.3, 7.4)
(Item 7.1 was removed from Consent)
(Item 13.4 was added to Consent)

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4. Statutory Public Meeting Reports

- 4.1. Staff report re: **Application to Amend the Official Plan, Secondary Plan and Zoning By-law (to permit the development of a phased retirement community with a 5-storey building housing 70 assisted living/ independent living units; a 2-storey medical office/pharmacy/convenience commercial building; a 5-storey seniors condominium building with 60 2-bedroom units; and 121 parking spaces) – Chacon Retirement Village Inc. – Candevcon Ltd. – 9664 Goreway Drive – Ward 8 (I 74/2020 and File OZS-2020-0008)**

Dana Jenkins, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Following the presentation, it was indicated that there were no questions of clarification from Committee or pre-registered delegations.

The following motion was considered:

- PDC086-2020 1. That the staff report re: **Application to Amend the Official Plan, Secondary Plan and Zoning By-law (to permit the development of a phased retirement community with a 5-storey building housing 70 assisted living/ independent living units; a 2-storey medical office/pharmacy/convenience commercial building; a 5-storey seniors condominium building with 60 2-bedroom units; and 121 parking spaces) – Chacon Retirement Village Inc. – Candevcon Ltd. – 9664 Goreway Drive – Ward 8 (I 74/2020 and File OZS-2020-0008)** to the Planning and Development Committee Meeting of July 27, 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.

Carried

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- 4.2. Staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009)**

Dana Jenkins, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information

Following the presentation, the following members of the public addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application:

1. Susan Melito, Brampton resident
2. Brad Schlegel, Schlegel Villages Inc.; Glenn Wellings, Wellings Planning Consultants Inc.; and Robert Anderson, Anderson Wellsman Architects Inc.
3. Rick Wesselman, Chairman, The Villages of Rosedale Inc.;

In response to a question from Committee, Brad Schlegel, Schlegel Villages Inc., noted the estimated number of staff the proposal would employ.

The following motion was considered:

- PDC087-2020
1. That the staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 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;

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3. That the following delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009)** to the Planning and Development Committee Meeting of July 27, 2020, be received:
 1. Susan Melito, Brampton resident
 2. Brad Schlegel, Schlegel Villages Inc.; Glenn Wellings, Wellings Planning Consultants Inc.; and Robert Anderson, Anderson Wellsman Architects Inc.
 3. Rick Wesselman, Chairman, The Villages of Rosedale Inc.;
4. That the following correspondence re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009)** to the Planning and Development Committee Meeting of July 27, 2020, be received:
 1. Terrence and Rosemary Miller, Brampton residents, dated July 10, 2020
 2. Maria and Eugenio Isabella, Brampton residents, dated July 10, 2020
 3. Kenneth and Marilyn Benson, Brampton residents, dated July 11, 2020
 4. Ratilal and Hansa Haria, Brampton residents, dated July 13, 2020
 5. David and Adrienne Mascarenhas, Brampton residents, dated July 13, 2020
 6. Muriel Cox, Brampton resident, dated July 13, 2020
 7. Cathy Field, Brampton resident, dated July 7, 2020 and July 14, 2020
 8. Shieva P. Eccles, Brampton resident, dated July 13, 2020

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9. Patrick Kua, Brampton resident, dated July 14, 2020
10. Chris and Bob Hyndman, Brampton resident, dated July 10, 2020
11. Linda Borsato, Pat Kindree, Robert Desoisa, Board of Directors – PSCC 1060, Brampton residents, dated July 16, 2020
12. Bob Bergey, Terry Miller, Kerry Byam, Bill Sterritt and Kulu Hunjan, PCC564 Board of Directors, dated July 16, 2020
13. Hank Braun and Carol Festa, Brampton residents, dated July 17, 2020
14. Patricia and John Lee, Brampton residents, dated July 18, 2020
15. Jack Crossley, Brampton resident, dated July 18, 2020
16. Don and Shirley McKay, Brampton residents, dated July 18, 2020
17. Raymond and Juliana Desouza, Brampton residents, dated July 21, 2020
18. Sharon and Tom Wall, Brampton residents, dated July 21, 2020
19. Rick Wesselman, Brenda Blaber, Paul Robin, and Martin Guthrie, The Villages of Rosedale Inc., dated July 21, 2020
20. John Nevins, Brampton resident, dated July 22, 2020
21. Nancy and Terry Doherty, Brampton residents, dated July 21, 2020
22. Pervez Iqbal, Brampton resident, dated July 22, 2020
23. Gillian and Kerry Byam, Brampton residents, dated July 21, 2020
24. Eileen Sindrey, Brampton resident, dated July 13, 2020
25. Marian Sheard and Gayle Wilding, Brampton residents, dated July 23, 2020
26. Mee Kin Wong, Brampton resident, July 23, 2020
27. Carol Downing, Brampton resident, dated July 23, 2020
28. Pat Todd, Brampton resident, dated July 24, 2020
29. Ron and Joan MacGibbon. Brampton resident, dated July 24, 2020
30. Pam Templeman, Brampton resident, dated July 25, 2020
31. Ann Girvan, Brampton resident, dated July 26, 2020
32. Charles and Jody Mercer, Brampton residents, dated July 27, 2020

Carried

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- 4.3. Staff report re: **Application to Amend Zoning By-law and Draft Plan of Subdivision (to permit development of industrial and commercial uses) – Glenshore Investments Inc. – MHBC Planning Urban Design & Landscape Architecture – 5203 Old Castlemore Road, North of Castlemore Road and West of Highway 50 – Ward 10 (I 71/2020 and File OZS-2020-0010)**

Mark Michniak, Development Planner, Planning, Building and Economic Development presented an overview of the application that included location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Melinda MacRory and Oz Kemal, MHBC Planning, Urban Design and Landscape Architecture, via pre-recorded video, presented an overview of the details of the application.

The following motion was considered:

- PDC088-2020
1. That the staff report re: **Application to Amend Zoning By-law and Draft Plan of Subdivision (to permit development of industrial and commercial uses) – Glenshore Investments Inc. – MHBC Planning Urban Design & Landscape Architecture – 5203 Old Castlemore Road – North of Castlemore Road and West of Highway 50 – Ward 10 (I 71/2020 and File OZS-2020-0010)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 2. That Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal;
 3. That the delegation from Melinda MacRory and Oz Kemal, MHBC Planning, Urban Design and Landscape Architecture, via pre-recorded video re: **Application to Amend Zoning By-law and Draft Plan of Subdivision (to permit development of industrial and commercial uses) – Glenshore Investments Inc. – MHBC Planning Urban Design & Landscape Architecture – 5203 Old Castlemore Road, North of Castlemore Road and West of Highway 50 – Ward 10 (I 71/2020 and File OZS-2020-0010)** to the Planning and Development Committee Meeting of July 27, 2020, be received.

Carried

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5. Delegations

- 5.1. Delegation from Jotvinder Sodhi, Sukhwinder Dhillon, Harinder Cheema and Sukjot Naroo, Home Owners Welfare Association, re: **Affordable Housing, Public/Road Safety, Stop Employment Zoning Transfer To Residential, Driveway Extension Penalties To Be Extended Due to COVID-19**

Dealt with under Approval of Agenda – Recommendation PDC085-2020

- 5.2. Delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009):**
1. Susan Melito, Brampton resident
 2. Brad Schlegel, Schlegel Villages Inc.; Glenn Wellings, Wellings Planning Consultants Inc.; and Robert Anderson, Anderson Wellsman Architects Inc.
 3. Rick Wesselman, Chairman, The Villages of Rosedale Inc.

Dealt with under Item 4.2 – Recommendation PDC087-2020

- 5.3. Delegation from Melinda MacRory and Oz Kemal, MHBC Planning, Urban Design and Landscape Architecture, via pre-recorded video, re: **Application to Amend Zoning By-law and Draft Plan of Subdivision (to permit development of industrial and commercial uses) – Glenshore Investments Inc. – MHBC Planning Urban Design & Landscape Architecture – 5203 Old Castlemore Road, North of Castlemore Road and West of Highway 50 – Ward 10 (I 71/2020 and File OZS-2020-0010)**

Dealt with under Item 4.3 – Recommendation PDC088-2020

- 5.4. Delegations re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)**
1. Sony Rai, Sustainable Vaughan
 2. Sylvia Roberts, Brampton resident
 3. David Laing, Brampton resident
 4. Alexander Adams, Planning Student/Brampton Centre Community Lead for Future Majority
 5. James Reed, Brampton resident, via pre-recorded video
 6. Keith Brooks, Program Director, Environmental Defence
 7. Chris Drew, Brampton resident

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8. Peter Miasek, Transport Action Ontario

Dealt with under Item 6.1 – Recommendation PDC089-2020

5.5. Delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037):**

1. Bruce McCall-Richmond, Glen Schnarr & Associates Inc.
2. Jamie Payne, Habitat for Humanity Greater Toronto Area

Dealt with under Item 9.1 – Recommendation PDC095-2020

6. Staff Presentations

6.1. Staff presentation by Anand Balram, Senior Policy Planner, Planning and Development Services, re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51&52) – Ward 6 (P 25/2020)**

Anand Balram, Senior Policy Planner, Planning and Development Services, and Andrew McNeill, Strategic Leader, Policy Planning, Planning, Building and Economic Development, presented an overview of the proposed land use plan.

Items 7.5, 5.4, and 13.3 were brought forward at this time.

The following the following members of the public addressed Committee and expressed their views, suggestions, concerns and questions with respect to the proposed land use plan:

1. Sony Rai, Sustainable Vaughan
2. Sylvia Roberts, Brampton resident
3. David Laing, Brampton resident
4. Alexander Adams, Planning Student/Brampton Centre Community Lead for Future Majority
5. James Reed, Brampton resident, via pre-recorded video
6. Keith Brooks, Program Director, Environmental Defence
7. Chris Drew, Brampton resident
8. Peter Miasek, Transport Action Ontario

The following motion was considered:

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- PDC089-2020
1. That the staff report re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 3. That Council endorse the Heritage Heights Concept Plan and direct staff to continue to engage relevant stakeholders, adjacent municipalities, other levels of government and the public to continue to refine the plan and advance the policy framework that will implement the principles of the concept plan as part of the Heritage Heights Secondary Plan;
 4. That Council direct staff to work with the Mayor and Members of Council to engage the Province to seek provincial support for the Heritage Heights concept plan and make adjustments to the GTA West Corridor and Transmission Corridor planning as appropriate through the Heritage Heights community;
 5. That the presentation by Anand Balram, Senior Policy Planner, Planning and Development Services, and Andrew McNeill, Strategic Leader, Policy Planning, Planning, Building and Economic Development, re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51&52) – Ward 6 (P 25/2020)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 6. That the following delegations re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)** to the Planning and Development Committee Meeting of July 27, 2020, be received:
 1. Sony Rai, Sustainable Vaughan
 2. Sylvia Roberts, Brampton resident
 3. David Laing, Brampton resident
 4. Alexander Adams, Planning Student/Brampton Centre Community Lead for Future Majority
 5. James Reed, Brampton resident, via pre-recorded video
 6. Keith Brooks, Program Director, Environmental Defence
 7. Chris Drew, Brampton resident
 8. Peter Miasek, Transport Action Ontario
 7. That the following correspondence re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)** to the Planning and Development Committee Meeting of July 27, 2020, be received:

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1. Darren Vella, Innovative Planning Solutions, President and Director of Planning, dated July 16, 2020
2. Rob Chanona, DSV Solutions Inc., dated July 17, 2020
3. Todd Letts, CEO, Brampton Board of Trade, dated July 17, 2020
4. Nando Iannicca, Regional Chair and CEO, Region of Peel, dated July 22, 2020
5. Mark Flowers, Davies Howe, dated July 23, 2020
6. Sam Bottner, Brampton resident, dated July 24, 2020
7. Emma West, Bousfields Inc, dated July 24, 2020
8. Michael Gagnon, Gagnon Walker Domes Ltd., and Colin Chung, Glen Schnarr & Associates Inc., dated July 24, 2020
9. Michael Gagnon and Andrew Walker, Gagnon Walker Domes Ltd., dated July 24, 2020
10. David Faye, David Faye and Associates Inc., dated July 26, 2020

A recorded vote was requested and the motion carried as follows:

<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
Vicente		Santos
Whillans		Fortini
Palleschi		Dhillon
Bowman		
Medeiros		
Williams		
Singh		
		Carried
		7 Yeas
		0 Nays
		3 Absent

7. Planning

- 7.1. Staff report re: **Application to Amend the Zoning By-law (to permit a 402-unit residential development) – Nyx Capital Corp. – Nyx Henderson Ltd. – 12 Henderson Avenue – Ward 3 (File C01W05.044 and R 87/2020)**

Committee consideration of the matter included questions of clarification with respect to the next steps of the application, and consensus to defer the matter to the next meeting of the Planning and Development Committee.

The following motion was considered:

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PDC090-2020 That the staff report re: **Application to Amend the Zoning By-law (to permit a 402-unit residential development) – Nyx Capital Corp. – Nyx Henderson Ltd. – 12 Henderson Avenue – Ward 3 (File C01W05.044 and R 87/2020)** be **deferred** to the Planning and Development Committee Meeting of September 14, 2020.

A recorded vote was requested and the motion carried as follows:

<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
Vicente		Santos
Whillans		Dhillon
Palleschi		
Bowman		
Medeiros		
Fortini		
Williams		
Singh		
		Carried
		8 Yeas
		0 Nays
		2 Absent

^ 7.2. Staff report re: **Application to Amend the Zoning By-law (to facilitate a new residential development – Medium density residential including apartments and stacked townhouses, and an amenity area) – Brampton (Northeast) Shopping Centres Limited & Brampton Bramalea Christian Fellowship Inc. (c/o LIV (Bramalea) Ltd.) – KLM Planning Partners Inc. – Southeast of Bramalea Road and Inspire Boulevard – Ward 9 (R 123/2020 and File C05E17.006)**

- PDC091-2020 1. That the staff report re: **Application to Amend the Zoning By-law (to facilitate a new residential development – Medium density residential including apartments and stacked townhouses, and an amenity area) – Brampton (Northeast) Shopping Centres Limited & Brampton Bramalea Christian Fellowship Inc. (c/o LIV (Bramalea) Ltd.) – KLM Planning Partners Inc. – Southeast of Bramalea Road and Inspire Boulevard – Ward 9 (R 123/2020 and File C05E17.006)** to the Planning and Development Committee Meeting of July 27, 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

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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 July 3, 2020;

3. That the amendments to the Zoning By-law, generally in accordance with the attached Appendix 10 to the report be adopted; and,
4. That pursuant to Section 34 (17) of the Planning Act, R.S.O. c. P13 no further notice of public meeting is required.

Carried

[^] 7.3. Staff report re: **Façade and Building Improvement Grant – Sunita Kapil – Kapwin Holdings Inc. – 6 George Street South – East side of George Street South and south of Queen Street West – Ward 3 (R 159/2020 and File BFIP-2020-0001)**

- PDC092-2020
1. That the staff report re: **Façade and Building Improvement Grant – Sunita Kapil – Kapwin Holdings Inc. – 6 George Street South – East side of George Street South and south of Queen Street West – Ward 3 (R 159/2020 and File BFIP-2020-0001)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 2. That application BFIP-2020-0001 be approved for a maximum grant of \$15,505.86 under the Downtown Façade Improvement Program and a maximum grant of \$30,000.00 under the Downtown Building Improvement Program, for a total grant of \$45,505.86, subject to the applicant maintaining the rules of the programs as set out in the approved Implementation Guidelines and meeting the following conditions on or before September 10, 2020 failing which this approval shall be null and void:
 - a) That satisfactory detailed drawings for the façade and building improvements be submitted to the City of Brampton; and,
 - b) That the applicant enters into the necessary agreements with the City of Brampton.
 3. That notwithstanding the above, the Façade Improvement grant may increase by up to 10%, as permitted under the Implementation Guidelines for the program, if the applicant , provides the required documentation for architectural/design

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fees, to the satisfaction of the Director of Development Services;

4. That the Director of Development services be authorized to grant extensions to the September 10, 2020 deadline provided in Recommendation 2 for the provisions of satisfactory drawings if, in the opinion of the Director of Development Services, adequate progress has been demonstrated towards fulfilling the conditions; and,
5. That the Commissioner of the Planning and Development Services Department be authorized to sign the Façade and Building Improvement Program Agreements in relation to the approved projects with content satisfactory to the Commissioner of the Planning and Development Services Department, or designate, and in a form approved by the City Solicitor, or designate, and that staff be authorized to take the necessary steps to implement the terms of the agreement.

Carried

[^] 7.4. Staff report re: **Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to create twelve (12) single detached residential lots) – 830460 Ontario Ltd. – Candevcon Ltd. – 150 Don Minaker Drive – West side of Don Minaker Drive, North of Ebenezer Road – Ward 8 (R 163/2020 and File C09E06.008)**

- PDC093-2020
1. That the staff report re: **Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to create twelve (12) single detached residential lots) – 830460 Ontario Ltd. – Candevcon Ltd. – 150 Don Minaker Drive – West side of Don Minaker Drive, North of Ebenezer Road – Ward 8 (R 163/2020 and File C09E06.008)** to the Planning and Development Committee Meeting of July 27, 2020, be received;
 2. That the application to amend the Official Plan and Zoning By-law and proposed Draft Plan of Subdivision submitted by Candevcon Limited on behalf of 830460 ONTARIO LIMITED, Ward: 8, File: C09E06.008 & 21T-19010B, as revised, be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, it conforms to the Growth Plan for the Greater Golden Horseshoe, The Region of Peel Official Plan, and the

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general principles of the City of Brampton Official Plan for the reasons set out in the Recommendation Report;

3. That the amendments to the Official Plan, generally in accordance with Appendix 10 attached to the report, be adopted;
4. That the amendments to the Zoning By-law, generally in accordance with Appendix 11 attached to the report, be adopted;
5. That Council authorize the Mayor and Clerk to sign the subdivision agreement; and,
6. That the following correspondence re: **Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to create twelve (12) single detached residential lots) – 830460 Ontario Ltd. – Candevcon Ltd. – 150 Don Minaker Drive – West side of Don Minaker Drive, North of Ebenezer Road – Ward 8 (R 163/2020 and File C09E06.008)**:
 1. Mohan and Sherly Kangappaden, Brampton residents, dated July 23, 2020
 2. M.A. Rafey Kaleem, Brampton resident, dated July 27, 2020

Carried

- 7.5. Staff report re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020)**

Dealt with under Item 6.1 – Recommendation PDC089-2020

- 7.6. Staff report re: **Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Proposed Land Needs Assessment Methodology (R178/2020)**

The following motion was considered:

- PDC094-2020 1. That the staff report re: **Proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Proposed Land Needs Assessment Methodology (R178/2020)** to the Planning and Development Committee Meeting of July 27, 2020, be received;

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2. That the comments responding to the Ministry of Municipal Affairs and Housing (MMAH) regarding Proposed Amendment 1 to *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* and the *Proposed Land Needs Assessment Methodology*, included as Appendix 'A' and 'B' to the report, be submitted as the City of Brampton's formal response; and
3. That a copy of the report be sent to the Region of Peel for information.

Carried

8. **Minutes** – nil

9. **Other/New Business**

- 9.1. Staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037)**

Item 5.5 was brought forward at this time.

The following the following members of the public addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application:

1. Bruce McCall-Richmond, Glen Schnarr and Associates Inc.
2. Agnes Szekely, Brampton resident

In response to a question from Committee, Peter Fay, City Clerk, outlined the timeline and ratification process with respect to Council approval of the Planning and Development Committee's recommendations.

Peter Fay, City Clerk, noted that a number of items of correspondence were received by the City Clerk's Office after the subject report was added to the agenda. The correspondence was circulated to staff and Members of Committee via email.

The following motion was considered:

- PDC095-2020 1. That the staff report re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil**

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Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037) to the Planning and Development Committee Meeting of July 27, 2020, be received;

2. That the Official Plan and Zoning By-law Amendment application submitted by Habitat for Humanity GTA on behalf of Macedil Holdings Inc., Ward 1, File: C01E07.037, as revised be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan;
3. That the amendments to the Downtown Brampton Secondary Plan (Area 7) generally in accordance with Appendix 12 to the report be adopted;
4. That the amendments to the Zoning By-law, generally in accordance with Appendix 13 to the report be adopted; and
5. That no further notice or public meeting be required for the attached Official Plan Amendment and Zoning By-law Amendment pursuant to the *Planning Act*, as amended;
6. That the following delegations re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037)** to the Planning and Development Committee Meeting of July 27, 2020, be received:
 1. Bruce McCall-Richmond, Glen Schnarr and Associates Inc.
 2. Agnes Szekely, Brampton resident
7. That the following correspondence re: **Application to Amend the Official Plan and Zoning By-law (to permit 12 stacked townhouse dwelling units) – Habitat for Humanity GTA – Macedil Holdings Inc. – 25 William Street – Ward 1 (R 101/2020 and File C01E07.037)** to the Planning and Development Committee Meeting of July 27, 2020, be received:
 1. Agnes Szekely, Brampton resident, dated July 27, 2020
 2. Andrew Szekely, Brampton resident, dated July 27, 2020
 3. Kerri O'Callaghan, Brampton resident, dated July 27, 2020
 4. Horchover Giles, Brampton resident, dated July 27, 2020
 5. Nick Gavican, Brampton resident, dated July 27, 2020

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6. Al Nault, Brampton resident, dated July 27, 2020
7. Kate Boardman, Brampton resident, dated July 27, 2020
8. Michelle White, Brampton resident, dated July 27, 2020.

Carried

10. **Referred Matters** – nil

11. **Deferred Matters** – nil

12. **Notice of Motion** – nil

13. **Correspondence**

13.1. Correspondence re: **Application to Amend the Official Plan and Zoning By-law (to permit the development of a phased retirement community with two 12-storey towers with 3-storey podium wings housing a total of 518 retirement homes suites and seniors apartments; a one-storey Main Street connecting the phases and providing ancillary personal service, dining, medical and recreational uses; and 316 parking spaces) – Schlegel Villages Inc. – Wellings Planning Consultants Inc. – 425 Great Lakes Drive – Ward 9 (I 75/2020 and File OZS-2020-0009):**

1. Terrence and Rosemary Miller, Brampton residents, dated July 10, 2020
2. Maria and Eugenio Isabella, Brampton residents, dated July 10, 2020
3. Kenneth and Marilyn Benson, Brampton residents, dated July 11, 2020
4. Ratilal and Hansa Haria, Brampton residents, dated July 13, 2020
5. David and Adrienne Mascarenhas, Brampton residents, dated July 13, 2020
6. Muriel Cox, Brampton resident, dated July 13, 2020
7. Cathy Field, Brampton resident, dated July 7, 2020 and July 14, 2020
8. Shieva P. Eccles, Brampton resident, dated July 13, 2020
9. Patrick Kua, Brampton resident, dated July 14, 2020
10. Chris and Bob Hyndman, Brampton resident, dated July 10, 2020
11. Linda Borsato, Pat Kindree, Robert Desoisa, Board of Directors – PSCC 1060, Brampton residents, dated July 16, 2020
12. Bob Bergey, Terry Miller, Kerry Byam, Bill Sterritt and Kulu Hunjan, PCC564 Board of Directors, dated July 16, 2020
13. Hank Braun and Carol Festa, Brampton residents, dated July 17, 2020
14. Patricia and John Lee, Brampton residents, dated July 18, 2020
15. Jack Crossley, Brampton resident, dated July 18, 2020
16. Don and Shirley McKay, Brampton residents, dated July 18, 2020
17. Raymond and Juliana Desouza, Brampton residents, dated July 21, 2020
18. Sharon and Tom Wall, Brampton residents, dated July 21, 2020

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19. Rick Wesselman, Brenda Blaber, Paul Robin, and Martin Guthrie, The Villages of Rosedale Inc., dated July 21, 2020
20. John Nevins, Brampton resident, dated July 22, 2020
21. Nancy and Terry Doherty, Brampton residents, dated July 21, 2020
22. Pervez Iqbal, Brampton resident, dated July 22, 2020
23. Gillian and Kerry Byam, Brampton residents, dated July 21, 2020
24. Eileen Sindrey, Brampton resident, dated July 13, 2020
25. Marian Sheard and Gayle Wilding, Brampton residents, dated July 23, 2020
26. Mee Kin Wong, Brampton resident, July 23, 2020
27. Carol Downing, Brampton resident, dated July 23, 2020
28. Pat Todd, Brampton resident, dated July 24, 2020
29. Ron and Joan MacGibbon. Brampton resident, dated July 24, 2020
30. Pam Templeman, Brampton resident, dated July 25, 2020
31. Ann Girvan, Brampton resident, dated July 26, 2020
32. Charles and Jody Mercer, Brampton residents, dated July 27, 2020

Dealt with under Item 4.2 – Recommendation PDC087-2020

- 13.2. Correspondence from David Laing, Member, Brampton Environment Advisory Committee, re: **Williams Parkway Reconstruction Project**

The following motion was considered:

- PDC096-2020 That the correspondence from David Laing, Member, Brampton Environment Advisory Committee, re: **Williams Parkway Reconstruction Project** to the Planning and Development Committee Meeting of July 27, 2020, be received.

Carried

- 13.3. Correspondence re: **Conceptual Land Use Plan – Heritage Heights Secondary Plan (Areas 51 & 52) – Ward 6 (R 154/2020):**
1. Darren Vella, Innovative Planning Solutions, President and Director of Planning, dated July 16, 2020
 2. Rob Chanona, DSV Solutions Inc., dated July 17, 2020
 3. Todd Letts, CEO, Brampton Board of Trade, dated July 17, 2020
 4. Nando Iannicca, Regional Chair and CEO, Region of Peel, dated July 22, 2020
 5. Mark Flowers, Davies Howe, dated July 23, 2020
 6. Sam Bottner, Brampton resident, dated July 24, 2020
 7. Emma West, Bousfields Inc, dated July 24, 2020
 8. Michael Gagnon, Gagnon Walker Domes Ltd., and Colin Chung, Glen Schnarr & Associates Inc., dated July 24, 2020
 9. Michael Gagnon and Andrew Walker, Gagnon Walker Domes Ltd., dated July 24, 2020

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10. David Faye, David Faye and Associates Inc., dated July 26, 2020

Dealt with under Item 6.1 – Recommendation PDC089-2020

13.4. Correspondence re: **Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to create twelve (12) single detached residential lots) – 830460 Ontario Ltd. – Candevcon Ltd. – 150 Don Minaker Drive – West side of Don Minaker Drive, North of Ebenezer Road – Ward 8 (R 163/2020 and File C09E06.008):**

1. Mohan and Sherly Kangappaden, Brampton residents, dated July 23, 2020
2. M.A. Rafey Kaleem, Brampton resident, dated July 27, 2020

Dealt with under Item 7.4 – Recommendation PDC093-2020

14. **Councillor Question Period** – nil

15. **Public Question Period** – nil

16. **Closed Session** – nil

17. **Adjournment**

The following motion was considered:

PDC097-2020 That the Planning and Development Committee do now adjourn to meet again on September 14, 2020, at 7:00 p.m., or at the call of the Chair.

Carried

Regional Councillor M. Medeiros (Chair)

**PUBLIC COMMENT
FILE OZS-2020-0009
425 GREAT LAKES DRIVE
Wellings Planning Consultants Inc
on behalf of Schlegel Villages Inc**

I would like to be kept informed of this development on Great Lakes and Sandalwood.

Could I please receive the site and elevation plan, landscape concept etc.

I wonder if you had some more information about this application. Is this an exclusive seniors retirement residence and how does this fit with the Ontario Human Rights code?

Also the application calls for two 12 stories and I assume that this amend the holding zone on the property. What is the zoning now on the property and what does the Official Plan designate this land to be?

We have just been informed that Schlegel Villages Inc., has filed a revised application for a permit to build two 12-storey towers with 3 storey podium wings at 425 Great Lakes Drive. According to site plan this is an addition of 512 retirement home suites and seniors apartments with 316 parking spaces. I am a resident of Rosedale Village and I am concerned about the traffic at in this area, which is already at times overly congested and with numerous accidents happening at Great Lakes Dr. & Sandalwood Parkway.

There is a high school and two elementary schools in this area, which during 3:30pm and 4:00pm cars are parked on the street to pick-up students and children crossing the street who live in the area .

Another point is that people going to the existing 2 storey Facility with only 120 bed, on most days can not find parking and are parking at the High School parking lot. We know this as a fact since my husband is a volunteer at the Village of Sandalwood Park. Adding this number of units and only 316 parking spaces is outrageous.

We are also concerned that since it is 12-story tower, in case of a fire, how will seniors be able to go down that many story via the staircase. Most seniors have mobility issues. We can not see this clearly being only for seniors, do they intend to sell units to young people and if so, this would mean even more traffic in the area.

As a resident of Rosedale Village directly north of this site, I would like to see the original plan & application and what is the reason given for the modified/revised plan.

How can you help us with this matter?

I am a resident of Rosedale Village which is an adult life style community located directly across the street from the site of a proposed zone amendment application.

Initially I would like to say that this is an inappropriate time for a zone amendment which would allow for the construction of two 12 storey apartments in an already established area of Brampton. Due to Covid-19 restrictions, it is very difficult to communicate effectively with all residents who could be affected by this proposed amendment. Normally we could hold meetings, get petitions signed and attend, in person, the public meetings of the Planning and Development Services Committee.

The construction of these 12 storey apartment buildings would not be in keeping with the other buildings and residences and would change the whole ambiance of the area. They would overlook many homes and deteriorate real estate values. Several years ago, a project to develop high rise condo apartments on the corner of Sandalwood and Conestoga was abandoned due to the successful efforts of area residents. The developer replaced it with condo townhomes which are more favourable to the area.

The addition of 512 retirement suites and apartments and the traffic associated with the additional capacity would be significant in an area which already has high traffic volumes. Sandalwood and Great Lakes is already one of the most dangerous intersections in Brampton. We are also looking at significantly more traffic when the sports complex at the Brampton Soccer Centre is completed. There will be increased risk to the children who attend the three schools in the area (Great Lakes Public School, St. Isaac Jogues, and Harold Braithwaite SS) not to mention the worshippers at the Mosque on Great Lakes where there is already a parking problem.

The operation of for-profit retirement and long-term care facilities is already questionable and under scrutiny during this pandemic. The construction of two 12 storey apartment buildings looks like a money grab by the developer. Hopefully they can come up with a better plan more conducive to an area with already established zoning by-laws.

Your comments would be appreciated.

I have cc'd Rick Wesselman, president of Villages of Rosedale Inc. and also Mike Woolley, president of Phase 4B.

Thankyou.

After reviewing the Schlegel Village application I am perplexed not knowing what the current OPA and zoning bylaw allows on that site now. The applicant admits to increasing the density of the site and creating two very large and high building sites. He mentions senior and retirement residential units but I am not aware of that class of buildings in Ontario. Quick calculations tell me that over a thousand people could be housed on that site and the buildings would tower over the adjacent communities up to 120 feet when all the equipment is installed. Obviously the applicant has tailored his application to show how everything fits but people who live there are not sure that all the homework has been done.

Could you structure your response to comment on my observations

Thank you

Thank you for your response. It seems like quite a jump from 4 stories to 12 and I am surprised at the designations

[Sent from Rogers Yahoo Mail for iPhone](#)

On Friday, July 3, 2020, 8:46 PM, Jenkins, Dana <Dana.Jenkins@brampton.ca> wrote:

Hello Mr. and Mrs. ,

Thank you for your messages, and apologies on not getting back to you earlier. You have posed several questions I am unable to answer at this point, including the human rights and building classification angle of the proposal. I do not know that a maximum unit count has been calculated under the current zoning; however, the unit count proposed with this application is noted below:

Phase II

- 81 retirement care suites
- 109 retirement apartments
- 68 seniors independent living apartments
- 96 surface parking spaces (including 5 accessible)
- 84 underground parking spaces on one level (including 2 accessible)

Phase III

- 81 retirement care suites
- 109 retirement apartments
- 70 seniors independent living apartments
- 16 surface parking spaces (including 2 accessible)
- 120 underground parking spaces on two levels (including 1 accessible)

The Zoning By-law currently allows a height of seven storeys except for the portions of the site within 40 metres of Sandalwood, where a maximum of five storeys are permitted. The application proposes to amend the zoning by-law to allow a building height of twelve storeys. The zoning currently has a parking standard ranging from 1.23 – 2.0 spaces per units and the application proposes a rate of 1.25 per all apartment units.

The Official Plan currently limits building height to four storeys outside of intensification areas. The applicant is seeking an amendment to the Official Plan to allow the building height of twelve storeys.

Addressing your written comments, as well as any others than come to the City, will become part of any future recommendation report to the Planning and Development Committee. You also of course have the opportunity to speak at the Virtual Public Meeting the Committee will conduct on July 27 at 7pm.

It appears you may have already accessed the documents available on the City's website, but I am attaching a link below for your convenience. Should you have any specific questions or concerns with what you find there, please let me know either here via email or leaving a message at 905-874-2069 and I will get back to you as soon as I am able.

Regards,

Dana

<https://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Submitted-Documents.aspx?FileNo=OZS-2020-0009>

Thank you for the kind reply to my e-mail and the information on the Public Meeting that Council will conduct, I did not know about it. I already have the documents you attached, which I found on the City's Planning website. After send you my e-mail this afternoon, I was looking through other reference documents pertaining to Schlegel Villages Inc. and found a one expressing that the original building was a 7-storey building, could you confirm this? Also is there a reason given for the increase to 12-storey building or tower as they call it?

How many people will be allowed to attend the Public Meeting that Council will conduct a on July 27 ?

Hello M_ ,

You are correct that there is underground parking being proposed. For you reference I have including a breakdown of the applicant's proposed phasing of units and parking:

Phase II

- * 81 retirement care suites
- * 109 retirement apartments
- * 68 seniors independent living apartments
- * 96 surface parking spaces (including 5 accessible)
- * 84 underground parking spaces on one level (including 2 accessible)

Phase III

- * 81 retirement care suites
- * 109 retirement apartments
- * 70 seniors independent living apartments
- * 16 surface parking spaces (including 2 accessible)
- * 120 underground parking spaces on two levels (including 1 accessible)

Hope this helps. Let me know if any other info is required at this point.

I'm registering my opposition to the proposed changes to the zoning by law that would allow the construction of two 12 story buildings. This is a very residential area and buildings of that height would definitely be an abomination. To keep it in line with the surrounding areas I think a maximum of 3 to 4 stories would be adequate.

I am a resident of Rosedale Village in Brampton. Please register my opposition. Thank you.

Hi Andrew,

I'm putting you in touch with the assigned planner for this application, Dana Jenkins, who can provide you with these details.

Staff to get details from Wellings on inquiry below

Dana,

Can you pls follow up with Andrew VonHolt re this.

Hi Allen ,

I know you are also involved in this matter, quick question do you know if this is a proposed care and treatment facility or just a seniors residence with no care and treatment provided? Or is it a mix of both senior residence with some care and treatment ?

Thanks

Andrew von Holt
Division Chief, Fire Prevention, Enforcement, and Public Education
Chief Fire Official
Brampton Fire and Emergency Services
t: 905 874-2741
f: 905 874-2735
c: 416 795-0564
e: andrew.vonholt@brampton.ca

We have 3 stations that would respond to this address depending on the incident type. Station 205 coming from the west, 208 from the south and 209 from the east. I'm confident we can have a timely response to this address for any incident with adequate resources.

Bill Boyes

Fire Chief

Brampton Fire and Emergency Services

8 Rutherford Road South

Brampton, ON L6W 3J1

Office: (905) 874-2722

Cell: (416) 402-9496

Hello M____,

Thank you for your comments regarding the development proposal (City File:)ZS-2020-0009) for the Schlegel Villages site at 425 Great Lakes. The City's Development Services staff are currently reviewing the application and the various technical studies and documents that are provided in conjunction with the application. We are also currently scheduling a Statutory Public Meeting to receive resident comments regarding the application so that we can take these into consideration in our review and processing of the application as well. The public meeting is expected to be held on July 27th, which will be held virtually through video conferencing software. Notice of the meeting will be provided to all landowners within 240 metres of the subject property and will also be advertised in the Brampton Guardian.

The various technical issues that staff will be reviewing will include traffic safety matters, and we expect to be receiving comments from the City's Traffic Planning staff.

Subsequent to our fulsome review of technical documents and resident comments staff will then be providing a Recommendation Report to the Planning Committee and Council which will provide a detailed response to any and all questions, comments or concerns that were provided to staff. A date for the Recommendation Report will be scheduled at a later time.

I am passing your contact information and concerns noted below to the assigned City Planner on the file, Ms. Dana Jenkins, and also to the Supervisor of Traffic Planning, David Monaghan asking that your comments be formally documented in the file and that you are made aware of a future Recommendation Report.

Regards,

Allan A. Parsons, MCIP., RPP.

Good afternoon M_____,

Thank you for your email and for bringing forward your concerns.

In terms of safely evacuating a 12 story building that houses seniors, the building will be built to include all applicable Ontario Building Code requirements, which include many life safety parameters. Some examples include a two stage fire alarm system with voice communication, a sprinkler system on all levels, and fire zone separations on all floors. This will allow the safe movement of residents to separate fire zones on each floor, if needed. Furthermore, the building owner will be required to have an approved Fire Safety Plan, which will include evacuation procedures for the residents of the building.

Also, our Fire Prevention team completes annual inspections on high rise buildings in addition to the legislated requirements set out in the Ontario Fire Code with respect to Vulnerable Occupancies (those identified as care and treatment facilities).

In addition, we have three fire stations located within less than 4 km of this address to allow for five fully staffed fire apparatus to quickly respond. Those are Stations 205, 208 and 209 with access from both Great Lakes Drive and Sandalwood Parkway. Our firefighters regularly prepare for and train to respond to all types of emergency responses including incidents at multi story buildings.

In terms of accidents at the intersection of Great Lakes and Sandalwood Parkway and how it would impact our response, we do not expect or have experienced any response time delays in this area. This area is served by the three aforementioned fire stations that respond from the west (Station 205), south (Station 208) and east (Station 209). Furthermore, our firefighters have on board computer mapping plus they have detailed knowledge of their response areas. Moreover, BFES would be aware of any road closures or blockages when responding to another incident and we would ensure an alternate route is considered.

I hope you and your family are staying safe during COVID. Have a good evening.

Best,

Bill Boyes

Fire Chief

Attached please find our letter of objection to the above application. We are at a loss to know how the OPA and the Zoning Bylaw presently in place (2003) can be different and we believe the application tries to fit two very large buildings on a small site changing the neighbourhood.

We also believe, that the city of Brampton following the Heart Lake ruling on intensification, changed intensification policy by allowing major high rise development on corridors that supported high density. In our opinion the Sandalwood Great Lakes corridors doesn't do that.

Can you clear up the difference between the present OPA and the present zoning bylaw?

Hello M_____,

I believe that you might be referring to the fact that the zoning by-law currently allows either a 5 or 7 storey structure (depending on distance from Sandalwood Parkway), while the Official Plan restricts building height to 4 stories outside intensification areas. If this is indeed what you are referring to, it is one of several components of the background of the site I am looking into myself as you and other residents have brought your concerns forward.

I will relay any particulars I find on this (how both standards came to apply to the site), but if I am not understanding your request, please advise.

Regards,

Dana

Can't see a purpose in meeting with the applicant unless they are prepared to down size which I doubt

Good day Dana,

We are sending you this e-mail to be read at the meeting, this will give voice to our objection to Schlegel Villages Inc.-Wellings Planning Consultants Inc. Zoning By-Law Amendment application for the following reasons:

The construction of two 12 storey apartment buildings would not conform to the neighbour structures. The residential low density in this neighbourhood would be great change having unfavourable effect on the people living here.

These building would increase the traffic on Sandalwood and Great Lakes which already have a high volume and is one of the most dangerous intersection where ther have been numerous accidents. There are three schools, a Mosque, gas station and Trinity Common Mall in this area which produce the high volume of traffic.

It is not only the matter of the 512 units having cars, but also people coming to visit them which would also cause more traffic and not to mention that there is not enough parking to accommodate the numbers. You also need to consider parking for vistors, PSW and other service people, since these will be assisted living units. There also seem to be only one entrance and exit which is also a problem in case of an accident at the intersection.

Please take a look at the attached site plan and you will see that there is no green/parkette area, there should be a place for people to get out and sit to enjoy a garden.

We are also concerned for the future residents of these towers, which are usually seniors and seniors have mobility problems and other problems that is why they move to these places. How do they expect these seniors in case of a fire to go down 12 storey staircase? I understand the Ontario Building Code requires many safety parameters, and the Fire Dept. has many procedures for high rises, but there is always that unknown factory. These are very important life issues to consider.

With COVID-19 we have seen retirement and long-term facilities in the province of Ontario having questionable operations. The construction of two 12 storey buildings is just to capitalize as much as possible in a small area for this plan.

There seem to be a lack of conserns about the people that will be living there, we need companies that look at more than just the bottom line. We need care and compassion starting at the top, after all we may be the people living there in the not to distant future.

Dana, we thank you for all that you do regarding this matter!

I am opposed to 2- 12 story towers on this property. There is already too much traffic due to 3 schools.a mosque and Trinity Commons shopping mall along with Rosedale Village. I would not be opposed to a 4

storey building or two and why not have underground parking-seniors don't want outdoor parking-it poses a safety issue re slipping on ice. Thank you for considering my opinions.

Attention :Dana Jenkins.

Please note that my husband and I are greatly opposed to the development of Schlegel Villages as currently proposed.

We are against having 2 twelve story or any twelve story buildings. 3 story and 6 story would be ample and be more fitting with the surroundings.

This is an extremely busy corner already with Sandalwood Residence, 3 schools, a temple and a very busy Trinity Commons Mall on Great Lakes.

Traffic is already a nightmare without adding another 512 retirement homes, suites and senior apartments.

I sincerely hope you will listen to the Brampton residents who live in the area and make changes to the current development plans.

Thank you,

Dear Sir:

We are very upset with this proposed amendment. The intersection of Sandalwood, Great Lakes and Via Rosedale is already hazardous and two additional 12- story towers would create such a horrific traffic situation at this site! Making a left turn from Via Rosedale is already very dangerous.

We are concerned about these towers overlooking the yards of those homes in Rosedale Village and robbing residents of their privacy. Also there would be blockage of light and shadows from such tall buildings would be cast everywhere.

We vehemently oppose this application!

While many of the Corporations within Rosedale Village will draft responses, I feel so strongly about this matter that I also want to express my individual concern.

I could reiterate concerns already expressed about many areas, but prefer to focus on traffic ,noise pollution, and safety.

At the best of times the cross roads of Sandalwood Parkway and Great Lakes Dr. is a driving nightmare . There have been many accidents in the past, and increasing traffic on either street will only increase the existing problem. This excessive traffic is primarily a result of poor planning and lack of future vision : namely the density of the number of existing homes and schools within the neighborhood, and the exits to the 410. On a school day, morning or night, you have line ups of folks waiting to pick up their children and dodging in and out of traffic, making illegal U-turns trying to cut through Rosedale Village etc. Getting through a traffic light may take waiting for 3 or 4 light changes at the best of times, and encourages folks in a hurry to take risks. Adding greatly to this existing traffic fiasco does not make good sense.

While I would have liked to include the accident statistics, due to time constraints and limitations with acquiring data from City Hall due to COVID, I will ask you to kindly review those numbers with the appropriate parties within City Hall.

I also request that you review, with the appropriate parties at City Hall, the recent noise study conducted on Sandalwood, as it indicates clearly that there is excessive noise 24/7, and putting up noise barriers, while appreciated, only helps in a limited capacity.

My understanding is that there is not a shortage of Senior Villages in Brampton e.g. Greenway, Amica, where high rates are charged for the privilege of living there and the services/amenities provided. Also, at this date these businesses have apartments available. Why would Schlegal require 12 story apartments to meet a need that is not there and may not be in the future ? I have no objections to building another Senior Community , but one with limitations and respect for the existing community and issues. Perhaps a couple of 3 story buildings, but strongly object to more, especially when these types of communities have a very high turn over. My understanding is that there is a shortage of affordable housing for seniors.

How exactly does this new Schlegal development meet the affordable Senior housing need?

Please accept the following comments to oppose the proposed development at the corner of Great Lakes and Sandalwood Parkway.

(1) There is already a major development in progress on Great Lakes and Countryside Drive. If this new development is approved, there will be a really huge increase in traffic within all the surrounding areas

roads. If the current trend in accidents and speeding can be extrapolated, I feel there will be a significant increase in auto insurance that will impact all the Bramptonians.

(2) I am a resident of Rosedale Village, which is just across the proposed site. About 75% of the owners are seniors wishing to live a private peaceful life. With the proposed height, I feel we will be deprived of privacy and the sun.

(3) The proposed site is closed to the Heartlake Conservation Park and as such it is habitat to various animals and plants - which will be destroyed if the proposal for the new development is allowed

This is in response to the City's request for comments on the referenced amendment mailed directly to us. We live just north of the two proposed 12-storey buildings, on the other side of Sandalwood Pkwy. As homeowners in Ward 9 and neighbouring Ward 7 for 45 years, we know the neighbourhood well, and feel these high-rise buildings are totally out of place in this location.

We strongly oppose this amendment application, based on serious traffic safety, traffic noise, privacy, density, parking and environmental issues highlighted below. We request that it be rejected.

As seniors ourselves, we understand and support the need for additional seniors' accommodation, but high-rise towers in this location are totally inappropriate, and would increase dangers to users of the area. The amendment proposed makes a massive change to the 2003 agreed density by **changing from low rise to two multi-unit 12-storey towers**. The low-rise buildings originally approved in 2003 are more in keeping with the area and would have a lesser impact on traffic safety, noise, etc. Our main concerns follow.

The site is at the busy intersection of Great Lakes Dr with Sandalwood Pkwy, next door to a secondary school, a gasoline station opposite, with two elementary schools and a mosque close by. Just down the road are the large Trinity Common shopping mall, residential neighbourhoods, and adjoining flood-lit cricket grounds and a soccer/ recreational centre. Access to a busy Hwy 410 interchange is also nearby. All of these already result in considerable traffic, noise, density, and activity in the area.

The increased density will just add to dangers at this intersection, making it unsafe for the thousands of seniors using it. Traffic noise on Sandalwood would be greatly exacerbated by reflection off the high-rise buildings, especially during a rush hour that now extends at this intersection from 6am to 9am in the morning and 3pm to 8pm in the evening.

Traffic safety is a major concern. There have been many serious accidents at Sandalwood and Great Lakes, with traffic often travelling at high speeds on Sandalwood Pkwy. During rush hours, especially when school starts and ends, northbound traffic on Great Lakes turning left onto Sandalwood Pkwy gets backed up a long way, as far back as Harold M Brathwaite Secondary School. This results in blockage of traffic attempting to exit from the existing Schlegel LTC facility towards Hwy 410 and towards Trinity Common mall. Drivers have to make a dangerous turn to travel in those directions, with a busy intersection close by. Impatient motorists currently **make dangerous, illegal left turns** from the right-hand lane and **U-turns** into on-coming traffic just north of the intersection. With considerably more traffic, this will no doubt increase. This proposal adds 512 additional units, with **potentially 1,000 additional people**, all using this same entrance/exit so close to an already busy intersection. This **added density** would result in **much greater likelihood of serious collisions**, particularly since seniors are involved.

Noise levels will be greatly exacerbated. Traffic noise from six-lane Sandalwood Pkwy is already an issue and can be heard several streets (over 500 m) away from Sandalwood Pkwy, impacting many hundreds of existing residences, with hundreds more under construction. A **12-storey building** so close to Sandalwood Pkwy will result in **traffic noise being reflected above acoustic fences** causing it to carry much further and disturb the tranquility we seniors and our elderly neighbours expected when we purchased our properties.

A 12-storey tower would also directly overlook hundreds of dwellings immediately to the north of Sandalwood Pkwy. This would severely impact the **privacy** and enjoyment these residents expected of their property. Such a tall building would also cast a long **shadow** on several of those residences, especially when the sun is low in winter. This proposal has a severe detrimental impact on these homeowners.

Other concerns include **parking**. In addition to residents vehicles, service trucks and visitors' vehicles will clog the few parking spaces, forcing parking at the school next door, the gas station or on side streets. What will be the impact on EMS, ambulance and fire, in addressing the needs of an additional 1,000 seniors on top of so many other seniors in the area?

In summary, **the increased density would have a detrimental effect on traffic safety, noise and the character of the neighbourhood.**

Based on these serious concerns, we strongly oppose this application that significantly increases building height and density, and request that it be rejected and returned to the original 2003 approved plan.

I am writing to you in regards to my objection to propose changing the zoning by-law from 4 to 12 storey apartments for retirement and senior apartments.

First of all, 12 stories would not be in keeping with any other structure on that corner and also the increase in traffic is another great concern due to several accidents at that intersection.

I am a resident in Rosedale Village and have great concerns regarding the increased traffic in regards to this matter.

This weekend I have learned that there will be multiple delegations representing other residents of Rosedale Village who are attending the meeting. This amendment application is widely view as unfavourable among the residents here.

I'm sending in my **objection** as required for the proposal of zoning change for the referenced file.

Please let me know what I need to provide to complete this objection.

We understand that there will be a public meeting to discuss the proposal of building of two 12-storey towers with 512 retirement home suites and seniors apartments, at the corner of Great Lakes and Sandalwood Parkway. We, as residents of the Rosedale Village strongly oppose the building of these

towers. Presently the environment and the look of the area is beautiful with only the low rise buildings like the seniors residents, the soccer centre, the schools and residential houses and worship places. Those buildings will be a sore thumb in the other wise serene environment.

We already experience high volume of traffic on Great Lakes due to 3 schools, the mosque, the Sikh temple on Guru Nanak Street and the Trinity Common Mall. Not to mention the numerous accidents that have occurred at the Intersection. Also being 12 stories it would mean the top floors would be looking into the Villages of Rosedale, especially the streets off Golf Links, which I am sure is not what the residents there want.

If you do not believe come to the Great Lakes Road on Friday afternoon during the school days. How many cars and people are there at that time. The young children are getting off the three schools, the parents are waiting to collect their loved ones, the worshippers are leaving the mosque after the Friday prayers. And not only that, the traffic And noise on Sandalwood Parkway has been increasing exponentially

In addition to 512 retirement home suites and seniors apartments, there are recreational and medical facilities. There will other support staff working there. I cannot imagine how many people will be going/ coming into the area in addition to what we already have. This junction does not have the space to handle additional human and vehicle traffic.

We strongly oppose this major development and hope you will review.

Hello M _____,

Thank for your formalizing your comments expressing your objection to the Schlegel Village proposal for 425 Great Lakes Drive (OZS-2020-0009). Your written comments will be included with the agenda for the July 27, 2020 Public Meeting; however, in order to have the email message read at the meeting, either you or Mr _____ would be required to either submit an audio or video recording (up to 5 minutes in length) or fill out a delegation request to speak at the meeting.

Should you choose to participate beyond having your written objection included in the agenda, a link from the City Clerks Office is attached below on how to participate during the meeting.

<https://www.brampton.ca/EN/City-Hall/HaveYourSay/Documents/Public%20Participation%20in%20Electronic%20Meetings.pdf>

Regards,

Dana

Thank you for your comments on the proposal for 425 Great Lakes Drive. The questions and concerns you have identified will be addressed in any future Recommendation Report, and you will be notified prior to any such report being brought forward to the Planning and Development Committee.

Should you also wish to speak at the public meeting or have your correspondence included with the agenda for the July 27, 2020, kindly notify the City Clerks Office (cityclerksoffice@brampton.ca).

TO the Mayor and Members of Council

_____ and I are writing regarding the application of Schlegel Villages Inc for an official plan amendment and a zoning change. We are opposed to the present application.

Schlegel Villages Inc has applied for extensive and important amendments to the Official Plan and zoning bylaw for the lands known as 425 Great lakes Drive described as Block 3 Registered Plan No43M -134. These lands are subject now to an OPA and zoning bylaw initially agreed to in 2003.

We live at Cricket Court adjacent to the proposed application site, Sandalwood Rd. and Great Lakes Dr. The Schlegel application, to amend the OPA and the zoning bylaw, changes the 2003 agreed density to an extreme. The site density changes from low rise to two multi-unit multi-floor towers. These changes affect us and our neighbours directly and other folks in the Villages of Rosedale as well.

The Planning and Development Services Report and the Wellings Planning Consultant report pins the foundation of the Schlegel application on Provincial Policy Statements 2014 and 2020 and the Growth Plan of 2019. We

believe that these policies and the Schlegel application do not fit the Sandalwood/Great Lakes neighbourhood.

This neighbourhood already has a mix of recreational (soccer centre) institutional (two elementary schools, a secondary school and a mosque) residential (Rosedale community and two story residential neighbourhoods west and south of the site) and commercial (Trinity Common district shopping mall). All of these uses already drive traffic, noise, density, activity and environmental concerns.

The application proposes a change, from the OPA which presently allows four storey buildings and a zoning bylaw which allows low rise up to 7 storeys, to two 12 storey apartments with a total of 512 units and 316 parking spaces. We believe two twelve storey apartments will tower over residential backyards causing shadow blockage and loss of rear yard enjoyment. We also believe that height and size of the 2 multi storey buildings are not compatible with the housing stock and institutional and commercial buildings already in the neighbourhood and that this intensification goes well beyond what was contemplated in 2003. We also believe that not enough open space has been dedicated to this site.

The Planning and Development Services Report of June 24 indicates that the housing mix will consist of 374 residential retirement units and 138 senior units. We would like to know how the Planning and Development Services defines a senior and how occupancy will be restricted to persons of a certain age or status.

We believe that parking allotments are too few and that these buildings will attract service trucks and visitors cars clogging parking and forcing parking on side streets or at schools. We believe that entrance in and out will add to traffic congestion on Great Lakes. We also believe that, with nearly 1000 more people housed on that site and contrary to the proffered staff report and the applicants traffic opinion, traffic at the intersection of Sandalwood and Great Lakes will be untenable.

As users of this intersection now, we know that it is a dangerous and crowded intersection during rush hour and at other times of the day. We do not believe that enough study has been done regarding the treatment of this

intersection and the Schlegel application will merely make this intersection unmaintainable and unsound. Speed and noise on Sandalwood will be exacerbated by vehicle volume and velocity, especially during a rush hour that now extends from 6am to 9am in the morning to 3pm to 8pm in the evening.

We believe that greater consideration must be given to the items mentioned above. We believe that the OPA and zoning changes applied for will change the character of the Sandalwood/Great Lakes neighbourhood and the density and building height will have adverse effect on folks living in the neighbourhood surrounding this complex.

We know that Provincial Policy Statements and Growth Plans come and go and always sound good but are 'objective' in their nature. The reality of growth is a dynamic that changes the picture and shape of neighbourhoods and cities. The intensification applied for by Schlegel Villages Inc 425 Great Lakes is out of place.

We wonder why this application is now before city council in July, at the beginning of summer and holidays. We understand the paucity of opportunities people have to engage in the planning process brought about by changes in the planning process but the Schlegel application was presented to staff in April of 2020. Once again, we oppose this application, as it presently stands and recommend that city council pause this application until the issues and concerns raised in this letter are addressed. We wish to be included in any information about this application.

July 16, 2020

**RE: Schlegel Villages Inc
425 Great Lakes Dr
Application to Amend the OP and Zoning bylaw 2003**

TO the Mayor and Members of Council

On behalf of the Peel Standard Condominium Corporation (PSCC- 1060) I am writing regarding the application of Schlegel Villages Inc for an official plan

amendment and a zoning change. Peel Condominium 1060 is opposed to the present application.

Schlegel Villages Inc has applied for extensive and important amendments to the Official Plan and zoning bylaw for the lands known as 425 Great lakes Drive described as Block 3 Registered Plan No43M -134. These lands are subject now to an OPA and zoning bylaw initially agreed to in 2003.

PSCC 1060 is one of the Condo's in Rosedale Village. The Schlegel application, to amend the OPA and the zoning bylaw, changes the 2003 agreed density to an extreme by changing the density of the site from low rise to two multi-unit multi-floor towers. These changes directly affect us and the other 21 condominium corporations in the Villages of Rosedale especially those homes close to Sandalwood Blvd.

The Planning and Development Services Report June 24, 2020 pins the foundation of the Schlegel application on Provincial Policy Statements 2014 and 2020 and the Growth Plan of 2019. We believe that these policies and the Schlegel application do not fit the Sandalwood/Great Lakes neighbourhood.

This neighbourhood already has a mix of recreational (soccer centre) institutional (two elementary schools, a secondary school and a mosque) residential (Rosedale community and two story residential neighbourhoods west and south of the site) and commercial (Trinity Common district shopping mall). All of these uses already drive traffic, noise, density, activity and environmental concerns.

The application proposes a change, from the OPA which presently allows four storey buildings and a zoning bylaw which allows low rise up to 7 storeys, to two 12 storey apartments with a total of 512 units and 316 parking spaces. We believe two twelve storey apartments will tower over a lot of the residential backyards causing shadow blockage and loss of rear yard enjoyment to those homes close to Sandalwood Parkway. We also believe that height and size of the 2 multi storey buildings are not compatible with the housing stock and institutional and commercial buildings already in the neighbourhood and that this intensification goes well beyond what was contemplated in 2003.

The Planning and Development Services Report of June 24 indicates that the housing mix will consist of 374 residential retirement units and 138 senior units. We would like to know how the Planning and Development Services defines a senior and how occupancy will be restricted to persons of a certain age or status.

We believe that parking allotments are too few and that these buildings will attract service trucks and visitor cars clogging parking and forcing parking on side streets or at schools. We believe that entrance in and out will add to traffic congestion on Great Lakes. We also believe that, with nearly 1000 more people housed on that site and contrary to the proffered staff report and the applicants traffic opinion, traffic at the intersection of Sandalwood and Great Lakes will be untenable.

As users of this intersection now, we know that it is a dangerous and crowded intersection during rush hour and at other times of the day. We do not believe that enough study has been done regarding the treatment of this intersection and the Schlegel application will merely make this intersection unmaintainable and unsound. Speed and noise on Sandalwood will be exacerbated by vehicle volume and velocity, especially during a rush hour that now extends from 6am to 9am in the morning to 3pm to 8pm in the evening.

PSCC 1060 believes that greater consideration must be given to the items mentioned above. We believe that the OPA and zoning changes applied for will change the character of the Sandalwood/Great Lakes neighbourhood and the density and building height will have adverse effect on folks living in the neighbourhood surrounding this complex.

We know that Provincial Policy Statements and Growth Plans come and go and always sound good but are 'objective' in their nature. The reality of growth is a dynamic that changes the picture and shape of neighbourhoods and cities. The intensification applied for by Schlegel Villages Inc 425 Great Lakes is out of place.

We wonder why this application is now before city council in July, at the beginning of summer and holidays. We understand the paucity of

opportunities people have to engage in the planning process brought about by changes in the planning process but the Schlegel application was presented to staff in April of 2020. Once again PSCC 1060 opposes this application, as it presently stands and recommends that city council pause this application until the issues and concerns raised in this letter are addressed.

Board of Directors PSCC 1060

Hello M _____,

As requested, please find below a link to allow you to attend the virtual public meeting on Monday, July 27, at 7pm. The meeting will be live streamed and may be watched by following this link:

<http://video.isilive.ca/brampton/live.html>

If you wish to participate in the meeting, information regarding electronic Council/Committee meetings may be found by following this link: <https://www.brampton.ca/EN/City-Hall/HaveYourSay/Documents/Public%20Participation%20in%20Electronic%20Meetings.pdf>.

(The form to delegate or speak before the Committee is found on page 2 and should be completed and submitted to the City Clerk's Office as soon as possible if that is your wish).

I will add you to my list of residents who should be notified prior to bringing forward any recommendation on the proposal to Council as well.

Public Works

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

peelregion.ca

January 20th, 2021

Dana Jenkins
Planner, Development Services
City of Brampton
2 Wellington Street West, L6Y 4R2
City of Brampton

**Re: Application for Official Plan Amendment & Zoning By-law Amendment
Wellings Planning Consultants Inc. c/o Glenn Wellings
425 Great Lakes Drive
City of Brampton
City File: OZS-2020-0009
Region File: OZ-20-009B**

Dear Ms. Jenkins,

Regional staff have reviewed the above noted Official Plan Amendment application and offer the following comments:

Regional Requirements for Official Plan Amendment Approval

Development Planning

- Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. We are pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.

Regional Requirements for Zoning By-law Amendment Approval

The following requirements shall be completed by the applicant to the satisfaction of the Region prior to **Zoning By-law Amendment approval**:

- Prior to Zoning By-law Amendment Approval, 4 physical copies of revised drawings and/or plans and 4 copies of any reports required for review and approval. Please also provide a digital copy of all drawings and reports (CD, USB or Dropbox link are acceptable).

Servicing Connections

- There is an existing 300 mm diameter watermain and a 300 mm diameter sanitary sewer located on Great Lakes Road.

- Due to the size and function of the 700 mm diameter watermain on Sandalwood Parkway, connection will not be permitted (Watermain Design Criteria 6.1).
- To service the site, additional easements (municipal or private) or upgrades to the existing municipal services may be required. All works associated with the servicing and development of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.
- For this type of development proposal we recommend, where possible, the consideration of a domestic water and fire system looped to municipal water, to provide a redundant water supply.

Functional Servicing Report

- A Functional Servicing Report dated 2020-02-20 and prepared by MTE Consultants has been received for review. Please be advised that revisions will be required prior to approval of the report and clearance of the application. Revisions and comments were provided directly to the consultant.
- Prior to Zoning By-law Amendment Approval, the applicant shall submit the non-refundable \$515.00 Report Fee as per current fee by-law 67-2019. The fee shall be made out to:

Development Services – Engineering
Public Works, Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, On L6T 4B9

- Due to Covid-19 the Region of Peel has implemented an Electronic Fund Transfer (EFT) process for the payment of fees, please contact the planner on file to initiate the fee payment process.

Waste Management Requirements

- Front-end collection of garbage and Semi-automated collection of recyclable materials will be provided for residential units by the Region of Peel subject to meeting the requirements of the Waste Collection Design Standards Manual, specifically Sections 2, 4, and 5.
- Prior to Zoning By-law Amendment approval a Waste Feasibility Study must be completed to confirm a satisfactory Waste Collection route on site.
 - The plan shall include a narrative description and drawing(s) of the development detailing the essential elements of waste management access and collection for the development.
 - The drawing(s) are to include the following:
 - A description of the proposed development providing number and type of units;
 - The appropriate method of collection e.g. curbside collection, front-end collection, multi-residential cart-based (semi-automated) collection of recycling, etc.;

Public Works

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

- A drawing identifying the waste collection access route throughout the development indicating turning radii and movements meeting WCDSM requirements.
 - A drawing identifying waste collection and storage points capable of storing all required waste receptacles.
- The proposal must conform to the Waste Collection Design Standards Manual (WCDSM) prior to receiving Regional clearance. The WCDSM is available at: <http://peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Waste Collection Vehicle Access and Egress Route

- A waste collection vehicle maneuvering diagram throughout the site outlining turning movements and radii will be useful to show the following:
 - The waste collection vehicle access route into and throughout the site indicating the turning radii on all turns (minimum 13m) are to be clearly labelled on the drawings.
 - In those situations where a waste collection vehicle must reverse, the maximum straight back-up distance is 15 meters.

Collection Point Requirements

- Please indicate on the drawing the proposed collection point for Phase II.

Storage Requirements

- Please indicate on the drawing the proposed storage room for Phase II.

Notes: For further assistance, please review the following notes to assist in your submission.

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 decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- We have no objections to the proposed Official Plan and Zoning By-law amendments, but rather we support the amendments for the reduction in parking. The Sustainability Assessment has reached 62 points, which meets a silver threshold and a pass on the tool. We offer the following comments for consideration at the detailed site plan stage:
 - In order to support the proposed compact mix of uses and encourage walking and cycling as viable means of transportation, dedicated car

Public Works

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Tel: 905-791-7800 www.peelregion.ca

share vehicles, and secure visitor and resident/ employee bike parking are recommended.

- Pedestrian amenities such as benches and pedestrian lighting along pathways, as in alignment with the Peel Active Living Guidelines should be considered. There should also be consideration for spaces around the building which support multi- generational usage.

Development Engineering

- Prior to Site Plan Approval, two (2) paper copies of site servicing drawings are required for review. Submission of the site servicing drawings is required to begin the review process to issue Site Servicing approval(s). Please note that all servicing and grading drawings shall reflect both Regional and Municipal road widening requirements as well as all existing easements.
- Final site servicing approvals are required prior to the local municipality issuing a building permit.
- Confirmation of approval by the City of Brampton for fire protection is required prior to site servicing approvals.
- The subject land is to be serviced according to the Ontario Building Code (OBC) and current Region of Peel standards.
- Should the tenure change to condominium, please notify the Region of Peel, revised servicing drawings may be required to reflect the Local Municipality's Requirements for the Ontario Building Code. We may have additional comments and requirements.

Helpful Links

- Please refer to Section 3 of our Site Plan Process for Site Servicing Submission Requirements found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf>
- For questions related to site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973 or email siteplanservicing@peelregion.ca
- For the location of existing water and sanitary sewer Infrastructure please contact Records at 905-791-7800 extension 7882 or by e-mail at PWServiceRequests@peelregion.ca
- For Underground Locate Requests please go to the following link:
<https://www.peelregion.ca/pw/locaterequest/>
- Please refer to our Standard Drawings to determine which standards are applicable to your project found at the following link:
<http://www.peelregion.ca/pw/other/standards/linear/drawings/>
- For Information on site servicing application submission requirements, please contact Site Plan Servicing at 905-791-7800 extension 7973.
- Please refer to the Latest Fees Bylaw found on-line at
<http://www.peelregion.ca/council/bylaws/2010s/2019/bl-67-2019.pdf>
- Please refer to the Region's Functional Servicing Report Criteria found at the following link:

Public Works

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Tel: 905-791-7800 www.peelregion.ca

<http://www.peelregion.ca/pw/other/standards/linear/reports/pdfs/swm-fsr-final-july2009.pdf>

- Please review the Region's Water Design Criteria for more information found at the following link:

<http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/water-design.pdf>

Concluding Comments

If there are any questions or concerns, please contact me at your earliest convenience at 905-791-7800 ext. 4401, or by email at: Alex.Sepe@peelregion.ca

Yours truly,



Alex Sepe
Development Services

Public Works

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

COMMENTS & CONDITIONS MEMO

Date: September 22, 2020

File: OZS-2020-0009

To: Dana Jenkins, Development Services Division

From: Jaskiran Kaur Bajwa, Park Planning & Development

Subject: **REQUIREMENTS FOR ZONING BY-LAW AMENDMENT**
Application to Amend the Zoning By-Law
(To develop Village of Sandalwood Park in two phases for retirement homes, seniors' apartments and parking. Phases II and III would each include development of a 12 storey building with 3 storey 'wings' on each end.)

Conditions from the Park Planning & Development Section

Consultant: **WELLINGS PLANNING CONSULTANTS INCORPORATED.**

Applicant: **OAKWOOD RETIREMENT.**

Location: 425 Great Lakes Drive
Circulation Date: September 2, 2020
Ward: 9

In response to the Accela circulation of the above noted application for Zoning By-Law Amendment dated September 2, 2020, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO BY-LAW (and/or) OPA APPROVAL

The following should be addressed prior to the execution of the Rezoning Agreement.

Requested Adjustments to Application:

1. *Nil*

Tableland Vegetation:

2. Prior to Draft Plan Approval, a **Tree Evaluation Report** will be provided completed in accordance with the City's [Tableland Tree Assessment Guidelines](#) and to the satisfaction of the City.

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

B. PRIOR TO SITE PLAN APPROVAL

The following should be addressed prior to the execution of the Site Plan Agreement.

Tableland Tree Compensation:

1. The Owner shall provide restoration planting drawings detailing compensation plantings for table land trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards outlined in the City's *Tableland Tree Assessment Guidelines*. Compensation plantings shall be provided by the Owner at no cost to the City.

C. PRIOR TO BUILDING PERMIT ISSUANCE

Parkland Dedication:

1. Prior to the issuance of building permits, the Owner will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. Details of the requirements shall be referenced in the Site Plan Agreement and the lands conveyed as a condition of development.

D. GENERAL COMMENTS

1. *Nil*

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

Jaskiran Kaur Bajwa

Park Planner, Park Planning & Development Section

Parks Maintenance & Forestry Division

Community Services Department

Tel: (905) 874-3479 Fax: (905) 874-3819

jaskiran.bajwa@brampton.ca

cc. (via email only):

S. Bodrug, R. da Cunha, W. Kuemmling, P. Pushan

*(Note: A digital copy has also been uploaded to *Accela*.)*

Date: March 9, 2022

To: Dana Jenkins, Development Planner

From: Donna Sanders, Engineering Technologist

Subject: Functional Servicing Report
Wellings Planning Consultants Incorporated – Schlegel Villages Inc.
425 Great Lakes Drive

File: OZS-2020-0009

Submission:

- Functional Servicing and Stormwater Management Report for Schlegel Villages Inc. prepared by MTE Consultants dated February 10, 2022, and received February 25, 2022
- Summary of Sustainability Metrics dated March 19, 2020 prepared by Anderson Wellsman Architect Incorporated, and received September 3, 2020
– no update provided

Comments:

1. R0) Section 2.3.1 Minor System in the FSR bases the allowable release rate from the site on the original block size of 3.47ha. However, the site was reduced to 2.87ha and should be calculated on the revised area (ie. 169 L/s/h x 2.87ha). Please update accordingly;
R1) Addressed
2. R0) SWM Demand and Controls sheet in the Appendix shows a time of concentration of 15 minutes per Region of Peel storm; however, the site should follow the City of Brampton Site Plan Review Users Guide, in particular C.4.4.4 Stormwater Management which indicates an inlet time of 10 minutes. Please update. Further comments may be forthcoming upon receipt of revised report;
R1) Addressed
3. R0) The major overland flow route is directed towards the park, as per the original design. Please demonstrate erosion control measures that may be required to eliminate any adverse impacts on the park block;
R1) Upon review of the engineering plans for the adjacent park, no external drainage was accounted for from the subject lands. As per current stormwater management requirements, the subject site shall self-contain their drainage up to the 100 year storm event. Please revise the report accordingly;
4. R0) Please provide an Existing and Preliminary Grading Plan;
R1) Addressed

5. R0) Please provide an update of the 100 year HGL analysis to ensure minimum 0.3m separation to underside of footings;
R1) Addressed
6. R0) The applicant shall submit a letter describing the condominium tenure of this development if the applicant is planning to register a condominium in the future. The letter shall also include the number of condominium corporations that the applicant is anticipating to register as part of this development proposal.
R1) Outstanding – this can have a major impact on servicing for the current proposal;
7. R0) Please add the city file number to the titlepage of the report: OZS-2020-0009;
R1) Addressed
8. R0) The City would defer to the Toronto & Region Conservation Authority for comments and approval of any required water balance criteria and analysis;
R1) Acknowledged
9. R0) Please note that while the report was titled a 'Functional Servicing and Stormwater Management Report', these comments represent a review of the Functional Servicing aspects of the report in parallel with the zoning bylaw amendment. Please note that at the site plan approvals stage, a detailed stormwater management report will be required for review by our Engineering Development Approvals team;
R1) Acknowledged
10. R0) In the Conclusion section of the FSR, please add the following: *It should be noted that the details of the stormwater management system will be finalized during the detailed design stage of the Site Plan.*
R1) Addressed

Please address the following comments from review of the latest submission:

11. Table 2.1 states the drainage area imperviousness as 75%. Please provide the composite runoff coefficient calculations. Please note that landscaping over underground parking structures shall be calculated using $C=0.90$, as all drainage is captured by the internal storm system;
12. Roof drainage is proposed to discharge to underground stormwater infiltration tanks to meet the water balance criteria. Please provide an emergency bypass for each unit;
13. Calculations have been provided in the appendix for orifice sizing and stormwater storage requirements under the 10-year storm; however, calculations shall be provided for the 100 year storm event to ensure the maximum release rate is not exceeded during major storm events and sufficient storage volumes are captured;

14. Drainage areas with uncontrolled flows shall be calculated for the 100 year storm event and deducted from the allowable release rate. The controlled flow areas shall be over-controlled to compensate for the uncontrolled areas during the 100 year storm;
15. In Table 2.2 and the appendix, it is unclear how release rates were determined for Catchments 201 and 202. Please clarify;

Sustainability Assessment:

1. Please clarify in the FSR how the site will retain runoff from the 5mm rainwater event. **Addressed**
2. Please clarify in the FSR how the site will achieve the required quantity control targets;

Please have the applicant address the above comments and submit a revised report including written response letter.

cc. Maggie Liu
Olti Mertiri

Date: May 3, 2022

To: Dana Jenkins, Development Planner

From: Donna Sanders, Engineering Technologist

Subject: Functional Servicing Report
Wellings Planning Consultants Incorporated – Schlegel Villages Inc.
425 Great Lakes Drive

File: OZS-2020-0009

Submission:

- Functional Servicing and Stormwater Management Report for Schlegel Villages Inc. prepared by MTE Consultants dated Revised April 7, 2022, and received April 11, 2022

Comments:

We have reviewed the Functional Servicing Report as noted above, in support of the Application to Amend the Zoning By-Law, and confirm that we are satisfied that the site can achieve the grading, storm servicing, and stormwater management proposed therein.

Please have the applicant submit a hard copy of the final Functional Servicing Report for our records.

cc. Maggie Liu
Olti Mertiri

February 8, 2021

CFN 62538.02

BY EMAIL: Dana.jenkins@brampton.ca

Dana Jenkins
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Dana Jenkins

Re: OZS-2020-0009
425 Great Lakes Drive
Owner: Schlegel Villages Inc.

This letter will acknowledge receipt of the above noted application (received December 8, 2020). Toronto and Region Conservation Authority (TRCA) staff have reviewed the submitted materials related to the above noted application and offer the following comments.

Purpose of the Application

It is our understanding that the purpose of this application is to allow for 12 storey buildings with a parking lot ratio of 1.25 spaces per unit.

Applicable Policies and Regulation

Living City Policies (LCP):

The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (LCP) describes a 'Natural System' made up of natural features and areas, water resources, natural hazards, potential natural cover and/or buffers. The LCP recommends that development not be permitted within the Natural System and that it be conveyed into public ownership for its long term protection and enhancement. The LCP also provides policies for developing adjacent to, and in, the Natural System (where permitted), while meeting natural hazard management requirements, and maintaining and enhancing the functions of the protected Natural System. These policies also seek to integrate the natural and built environments, maximizing opportunities for ecosystem services from across the entire landscape. It is these policies that guide TRCA's review of the subject application, along with those found in other Provincial and municipal plans, documents and guidelines.

Application Specific Comments

TRCA staff have completed their review of the submitted materials and offer our technical comments in Appendix I. Based on the minor nature of these comments, TRCA staff defer them to future detailed design stages.

Fees

By copy of this letter, please advise the applicant that the TRCA has implemented a fee schedule for our development and planning review services. These applications are subject to a \$2,950.00 Official Plan Amendment – Minor review fee. Please submit the outstanding balance as soon as possible.

Recommendation

Based on our review of the submitted materials TRCA staff have no objection to the approval of OZS-2020-0009 subject to the following condition:

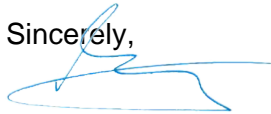
- 1) That the applicant pays the required \$2,950.00 review fee.

Further to the above condition, TRCA staff offer technical comments for detailed design in appendix I of this letter.

Conclusion

We thank you for the opportunity to review the subject application and provide our comments as per our commenting and regulatory role. Should you have any additional questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Anthony Syhlonyk
Planner
Planning and Development
Extension 5272

Appendix I: Detailed Comments

Quantity Control

1. It is mentioned that the site will be serviced using Dixie-Bovaird SWM pond. As the site discharges to the City Storm Sewer network, TRCA staff defers to the City staff for the review of the quantity control measure.
2. Please note that Dixie-Bovaird SWM pond was designed basic level treatment, however the current quality treatment for the site is enhanced level treatment. Please provide additional quality treatment measure so that the treatment meets the current quality treatment criteria.
3. Please note that the site water balance requirement for the site is retention of 5mm runoff from the proposed added impervious area. Please refer TRCA/CVC LID manual to explore feasible measures for the site. Please include supporting calculations demonstrating how the site water balance requirement is achieved.

Dear Dana,

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

Respectfully,

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

We acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa Peoples. The land is home to Metis and most recently, the territory of the Mississauga's of the Credit First Nation who are direct descendants of the Mississauga's of the Credit.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: June 22, 2022 9:28 AM
To: planninginfo@peelregion.ca <planninginfo@peelregion.ca>; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca <Megan.Meldrum@peelregion.ca>; Homagain, Abiral <abiral.homagain@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Hanson, Nicole <nicole.hanson@peelsb.com>; Cox, Stephanie <Stephanie.Cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csvgamonde.ca>; peelplan@trca.ca <peelplan@trca.ca>; Adam.Miller@trca.ca <Adam.Miller@trca.ca>; Anthony.Syhlonyk@trca.ca <Anthony.Syhlonyk@trca.ca>; Colleen Bonner <Colleen.Bonner@trca.ca>
Cc: Jenkins, Dana <Dana.Jenkins@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail@brampton.ca>
Subject: [EXTERNAL] [PRE-2022-0096] Review: DUE JUL 6/2022

CAUTION: This email originated from outside of PDSB. Please do not click links or open attachments unless you recognize the email address and know the content is safe.

Good Morning,

An application for **4523 Queen Street East** with an assigned file number of **PRE-2022-0096** was submitted to City of Brampton for review. The applicant submitted materials are made public on **BramPlan Online** for review.

Please review and provide your comments to the assigned planner, Dana Jenkins by **July 6, 2022.**

If you have any concerns please contact Dana at Dana.Jenkins@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

Please click the link below for instructions on how to access Applicant Submitted Documents:

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



Please review the City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

Date: February 12, 2021
To: Dana Jenkins
From: Reshma Fazlullah
Subject: Review of *Phase I Environmental Site Assessment Vacant Property on Sandalwood Parkway, Brampton, Ontario, dated August 17, 2000.*
File: OZS-2020-0009

Submission:

- Phase I Environmental Site Assessment, A Vacant Property on Sandalwood Parkway, Brampton, Ontario, prepared by Shaheen & Peaker Limited, dated August 17, 2000.

Findings:

Staff have reviewed the above-noted report in support of a development proposal consisting of development of remainder portion of the subject property for residential uses (i.e. Retirement Care Suites/Apartments and Senior Residences).

The Phase I Environmental Site Assessment (ESA) report provided for review was completed for the entire property, by Shaheen and Paeker in 2000. The Report did not identify any potential environmental concerns for the property, at the time.

A portion of the subject property has been developed with a Long Term Care Home (Schlegel Village), since then. The remainder of the property has remained unused over the years, as confirmed by the site operator (email by the applicant's representative dated Feb 12, 2021). The site operator also confirmed that the vacant portion of the property was grassed and maintained under their supervision.

Comments:

Given the preceding, staff provide clearance at this stage of Planning (ZBA), subject to the following conditions:

1. The Phase One ESA investigation does not comply with the current applicable Environmental legislation and Standards, which were amended over the years. As such, a more recent Phase One ESA and a Phase Two ESA (if determined through the completion of a Phase One ESA), in accordance with Ontario Regulation 153/04 must be provided for review, when a Site Plan Approval Application is submitted.

2. The ESAs must be completed for the exact limits of the property subject to the application.

Note: *City of Brampton Building Department reserves the right to request additional environmental requirements including a Record of Site Condition, for approvals and/ or issuance of any permit in accordance with their policy and procedures.*

Reshma Fazlullah

Environmental Engineering | Environment and Development Engineering |
T: 416.848.5350 | E: reshma.fazlullah@brampton.ca

January 20, 2021

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

Re: Application to Zoning By-law Amendment – 425 Great Lakes Drive - COB File: OZS-2020-0009

Dear Dana:

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

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project.

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

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 1,500 kVA if connected to 27.6kV and 500kVA if connected to 13.8kV.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20 weeks.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult 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.

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

Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

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

Yours Truly,

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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To [adopt Amendment Number OP 2006 ~~7~~

To the Official Plan of the
City of Brampton Planning Area

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

1. Amendment Number OP 2006 – _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of the Official Plan.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL this day of 2023.

Approved as to
form.

20__/_/month/day

[insert name]

Patrick Brown, Mayor

Approved as to
content.

20__/_/month/day

[insert name]

Peter Fay, City Clerk

(OZS-2020-0009)

AMENDMENT NUMBER OP 2006 – _____

To the Official Plan of the
City of Brampton Planning Area

1.0 Purpose:

The purpose of this amendment is to amend the “Special Site Area 4” policies apply to the lands known as 425 Great Lakes Drive, to permit a maximum building height of twelve (12) storeys to facilitate an integrated senior’s development. In addition, a maximum number of apartment dwelling units is being added to ensure that the institutional use remains the primary use of the property.

2.0 Location:

This Amendment applies to the lands located at the southeast corner of Great Lakes Boulevard and Sandalwood Parkway East known municipally as 425 Great Lakes Drive, City of Brampton.

3.0 Amendments and Policies Relative Thereto:

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

- (1) By adding to the list of amendments pertaining to Secondary Plan Area Number 2: Springdale Secondary Plan as set out in Part Two: Secondary Plans, thereof, Amendment Number OP 2006-_____

3.2 The document known as Secondary Plan Area 2 – Springdale Secondary Plan (Part Two: Secondary Plan, as amended, of the City of Brampton Official Plan) is hereby further amended as follows:

- (1) By deleting Section 7.4 in its entirety and replacing it with the following:

“The lands designated Institutional on Special Site Area 4 at the southeast corner of Great Lakes Blvd. and Sandalwood Pkwy. E. may be used for nursing home, retirement home, apartment dwelling purposes and ancillary uses. The maximum building height is twelve (12) storeys. Apartment dwelling purposes are permitted as a secondary use so long as they do not detract from the primary institutional use. Appropriate design and buffering shall be required in order to minimize the impact of the development on surrounding uses and address satisfactory interface between surrounding institutional blocks. Development standards shall be established by the implementing zoning by-law.”



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend Comprehensive Zoning By-law 270-2004

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

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

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

From:	To:
Institutional Two – Section 1067 (I2-1067)	Institutional Two – Section 3691 (I2-3691)

3691 The lands designated 12 – Section 3691 on Sheet 27 of Schedule A to this by-law shall be further amended as follows:

3691.1 shall only be used for the following purposes:

- (a) an apartment dwelling, excluding a single room occupancy unit;
- (b) a nursing home;
- (c) a retirement home; and;
- (d) purposes accessory to the other permitted purposes.

3691.2 shall be subject to the following requirements and restrictions:

- (a) Minimum Front Yard Depth
 - I. For any portion of a building 3 storeys in height or less: **5.0 metres**
 - II. For any portion of a building 4 storeys in height or greater: **5.0 metres**
- (b) Minimum Interior Side Yard Width
 - I. For any portion of a building 3 storeys in height or less: **3.8 metres**
 - II. For any portion of a building 4 storeys in height or greater: **Requires measurement**
- (c) Minimum Exterior Side Yard Width
 - I. For any portion of a building 3 storeys in height or less: **8.0 metres**

- II. For any portion of a building 4 storeys in height or greater:
Requires measurement
- (d) Minimum Rear Yard Depth
 - I. For any portion of a building 3 storeys in height or less: **13.90 metres**
 - II. For any portion of a building 4 storeys in height or greater:
Requires measurement
- (e) Minimum Setback from a Daylight Triangle: 3.5 metres;
- (f) Maximum Building Height of 12 storeys;
- (g) Maximum Number of Apartment Dwelling Units: 138;
- (h) Maximum Floor Space Index (FSI): 2.1**
- (i) Parking:
 - I. 0.33 parking spaces per bed for a nursing home and a retirement home.
- (b) Landscaped Open Space: except at approved driveway locations, a landscaped open space strip having a minimum width of 3.0 metres shall be provided along the northerly and westerly property lines;
- (c) all loading and waste disposal shall be screened.

3691.3 All lands zoned I2-3691 shall be treated as one lot for zoning purposes.

3691.4 for the purposes of Section 3691:

A Single Room Occupancy Unit shall mean a habitable dwelling unit owned and operated by a public authority, or by a non-profit and non-commercial organization, within which kitchen, sleeping and sanitary facilities are not physically separated.

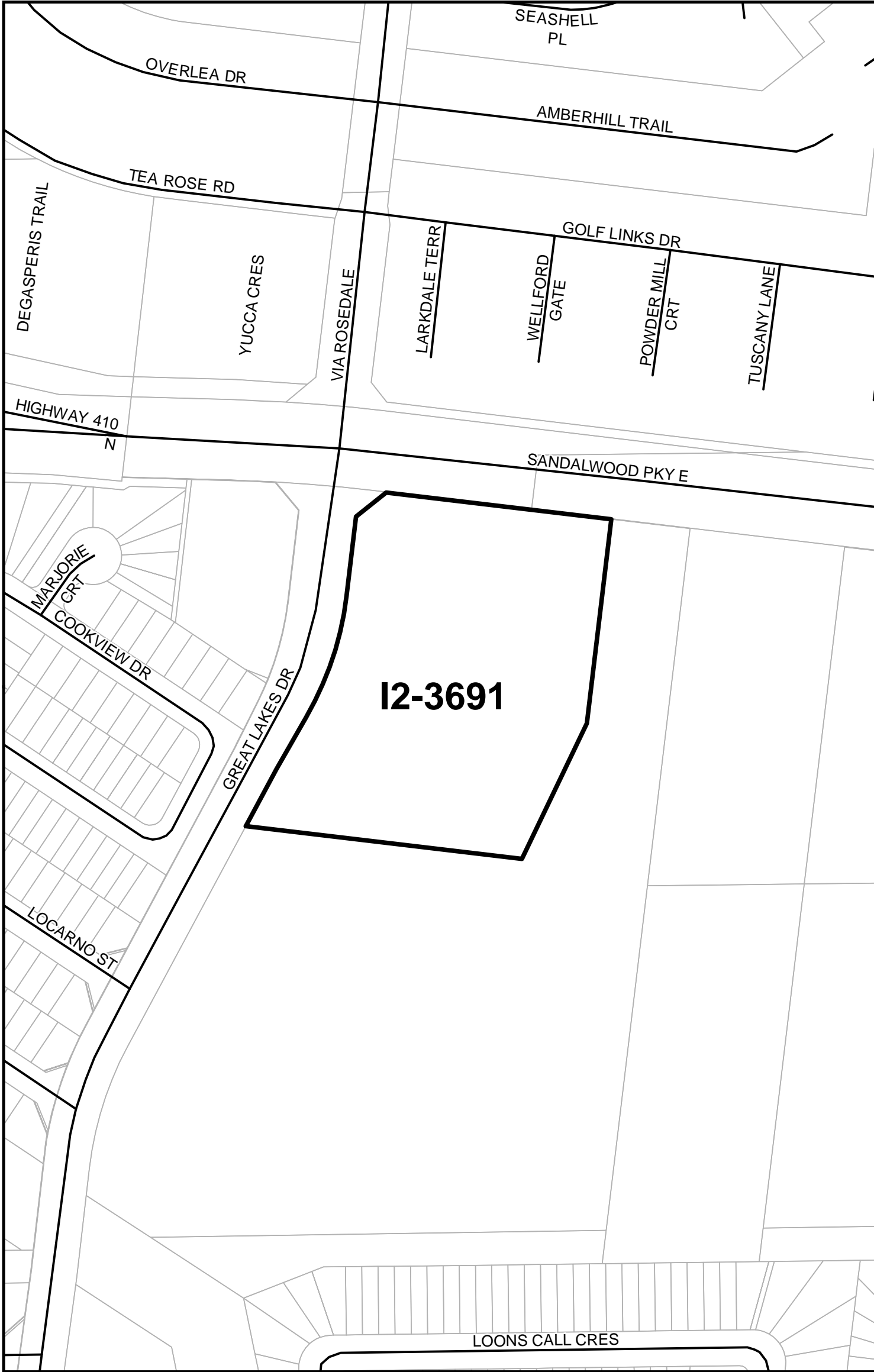
ENACTED and PASSED this [enter date] day of [enter month], 2023.

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

Patrick Brown, Mayor

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

Peter Fay, City Clerk



PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2020-0009_ZBLA

Date: 2023/02/22

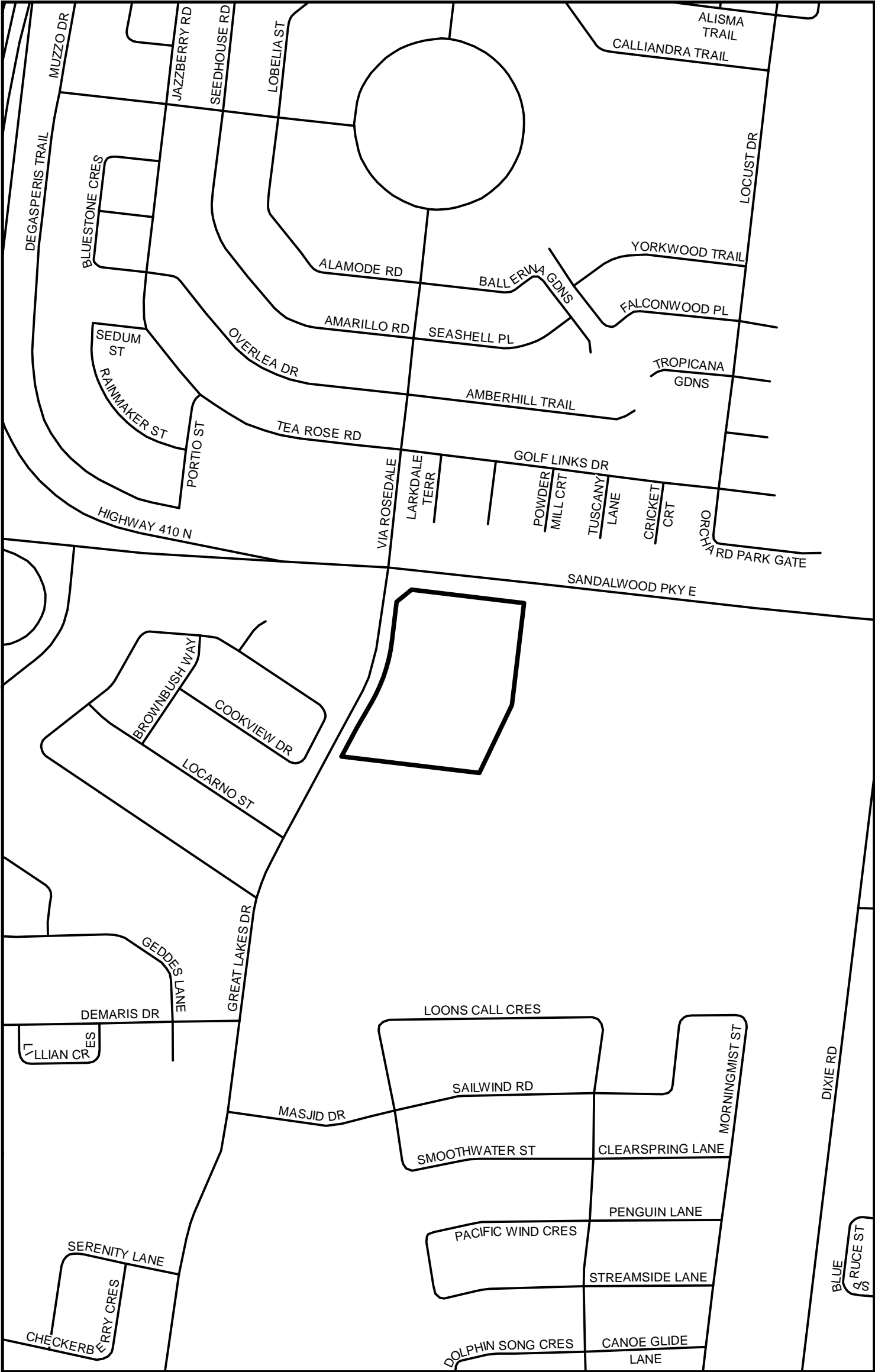
Drawn by: ckovac




PART LOT 13, CONCESSION 3 E.H.S.

BY-LAW Page 369 of 554

SCHEDULE A



 SUBJECT LANDS



KEY MAP

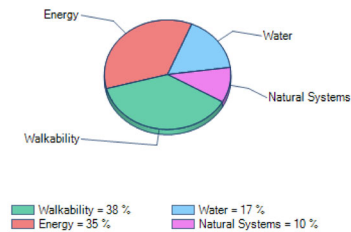
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: The Village of Sandalwood Park

City File Number: Brampton PRE19.002

Plan Type: Site Plan



SUSTAINABILITY SCORE: **55**

THRESHOLD ACHIEVED: **SILVER**

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

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

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

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

Site Accessibility - Universal Design

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

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

- [Aspirational] 75% of sidewalks will have shade provided by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

Parking - Surface Parking

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

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

Site Permeability - Connectivity

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

Transit Supportive - Distance to Public Transit - Site Plans

- [Minimum] The site is within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or the site is within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] The site is within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or, the site within 200 m walking distance to 1 or more bus stops with frequent service

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Walkability - Promote Walkable Streets

- [Minimum] 75% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.
- [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Stormwater - Stormwater Management Quality and Quantity

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

Energy Conservation - Solar Readiness

- [Minimum] 100% of all new buildings have been designed for solar readiness.

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

- [Aspirational] There is expected energy savings of 35% for the proposed building relative to MNECB compliance.

Energy Conservation - Energy Management

- [Minimum] An energy management strategy has been developed for the development.

Potable Water - Reduce Potable Water Used for Irrigation

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

Lighting - Parking Garage Lighting

- [Minimum] Occupancy sensors have been installed on two-thirds of lighting fixtures, while always maintaining a minimum level of illumination of 10 lux.

Lighting - Reduce Light Pollution

- [Minimum] Exterior light fixtures greater than 1000 lumens have been shielded to prevent night shy lighting, and there is no uplighting.
- [Aspirational] Lighting controls have been implemented to reduce light spillage from buildings by 50% from 11 pm to 5 am.

Lighting - Energy Conserving Lighting

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

Materials and Solid Waste Management - Solid Waste

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

Heat Island - Reduce Heat Island Effect From the Built Form - Roof

- [Aspirational] Greater than 90% of the roof has been designed with a "cool" roof surface.

Date: 2022-07-07

Subject: OZS-2020-0009

Secondary Title: Recommendation Report

*Application to Amend the Official Plan and Zoning By-law
(To permit the development of a phased retirement community
consisting of two 12-storey towers with 3-storey podiums housing a
total of 518 retirement suites and seniors apartments; and a one-
storey Main Street connecting the towers and containing ancillary
personal service, dining, medical, and recreational uses)*

Wellings Planning Consultant Inc – Schlegel Villages Inc
425 Great Lakes Drive at Sandalwood Parkway East
Ward: 9

Contacts: Dana Jenkins, Development Planner, Planning Building and
Economic Development 905-874-2069
dana.jenkins@brampton.ca

Steve Ganesh, Manager, Development Services, Planning
Building and Economic Development 647-624-8533
steve.ganesh@brampton.ca

Report Number: Planning, Bld & Ec Dev-2022-732

Recommendations:

1. **THAT** the report titled: **Recommendation Report**, Application to Amend the Official Plan and Zoning By-law, **Wellings Planning Consultants Inc – Schlegel Villages Inc**, 425 Great Lakes Drive, south side of Sandalwood Parkway East, Ward 9 (OZS-2020-0009), dated July 7, 2022 to the Planning and Development Committee Meeting of July 25, 2022, be received;
2. **THAT** the Official Plan and Zoning By-law Amendment submitted by Wellings Planning Consultants Inc on behalf of Schlegel Villages Inc Ward: 9, File: OZS-2020-0009, be approved, on the basis that they represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report, dated July 7, 2022;

- 3. THAT** the amendments to the Official Plan generally in accordance with the attached Appendix 11 to this report be adopted;
- 4. THAT** the amendments to the Zoning By-law generally in accordance with the attached Appendix 12 to this report be adopted; and
- 5. THAT** no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22(6.1) and 34(17) of the Planning Act, R.S.O. cP. 13.

Overview:

- This report recommends approval of an application to amend the Official Plan and Zoning By-law to facilitate the development of two 12-storey towers with three-storey podium wings housing a total of 518 retirement suites and seniors apartments; a one-storey Main Street building connecting the phases and providing ancillary personal service, dining, medical, and recreational uses; and 316 parking spaces including surface parking and two levels of underground parking.
- The property is designated 'Residential' in the Official Plan, and 'Institutional Special Site Area 4' in the Springdale Secondary Plan (Area 2). The policies for this Special Site Area specify that the site may be used for a nursing home, a retirement home, apartment dwelling purposes and ancillary uses.
- As the Official Plan includes a provision that building height generally be limited to four storeys for areas outside of designated intensification areas, an Official Plan Amendment is required to permit the proposed building height of 12 storeys.
- The property is zoned 'Institutional Two – Section 1067 (I2-1067)' under Bylaw 270-2004, as amended. The zoning allows all of the proposed uses; however, a zoning by-law amendment is required to permit the proposed building height of 12 storeys. The current zoning permits a building height of seven storeys except for portions of the site within 40 metres of Sandalwood Parkway, where the height is restricted to five storeys. An amendment to the Zoning By-law is required to permit the increase in building height as well as a proposed parking requirement of 1.25 spaces per unit.
- The statutory public meeting for the applications was conducted on July 27, 2022. Several members of the public spoke at the meeting and submitted correspondence on this item. Details of the Statutory

Public Meeting including concerns raised by the public are included in Appendix 10 of this report.

- **This application is consistent with the Provincial Policy Statement, and conform to the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Springdale Secondary Plan.**

Background:

This application proposes to amend the Official Plan and the Zoning By-law to permit a phased retirement community including residential, institutional, and ancillary commercial and medical office uses on the lands located at 425 Great Lakes Drive.

The applicant submitted the application on April 9, 2020, as well as additional materials requested by the City on April 21, 2020. City staff reviewed the application for completeness and deemed it to be complete in accordance with the Planning Act on May 28, 2020. A formal Notice of Complete Application was provided electronically to the applicant on May 28, 2020.

Current Situation:

Proposal:

The site is currently developed with a 2-storey, 120-bed Long Term Care facility (Village of Sandalwood Park). The existing development on the site is referred to as Phase 1 by the applicant, as noted on their Concept Plan (Appendix 1). The applicant has submitted an application to amend the Official Plan and the Zoning By-law to facilitate further development of the site, referred to as Phases 2 and 3 on the Concept Plan (Appendix 2). Details regarding the proposed development of these phases are referenced below.

Phase 2

- a 12-storey tower with 3-storey podium wings;
- a 'Town Square' atrium main entrance;
- a one-storey 'Main Street' building connecting the phases and providing ancillary personal services, dining, medical, and recreational uses;
- 316 parking spaces (including 10 accessible spaces);
- access from Great Lakes Drive;
- 81 retirement care suites;
- 109 retirement apartments;
- 68 seniors independent living apartments;
- 96 surface parking spaces (including 5 accessible); and

- 84 underground parking spaces on one level (including 2 accessible)

Phase 3

- a second 12 storey tower with 3-storey podium wings;
- 81 retirement care suites;
- 109 retirement apartments;
- 70 seniors independent living apartments;
- 16 surface parking spaces (including 2 accessible); and
- 120 underground parking spaces on two levels (including 1 accessible)

Property Description:

The subject property has the following characteristics:

- Is located at the southeast corner of Sandalwood Parkway East and Great Lakes Drive and is municipally known as 425 Great Lakes Drive.
- Has a site area of approximately 2.85 hectares (7.04 acres); frontage along Great Lakes Drive of approximately 186 metres (610 feet), and frontage along Sandalwood Parkway East of approximately 126 metres (413 feet).
- Is currently occupied by a two-storey 120-bed long-term care facility of approximately 3,490 square metres (37,566 square feet).
- Has an existing access on Great Lakes Drive for the long-term care site.

The surrounding land uses are described as follows:

North: Sandalwood Parkway, and beyond is the Rosedale Estates residential community (adult living community)

South: Institutional (public secondary school)

East: Recreational uses (cricket grounds and soccer centre)

West: Great Lakes Drive, and beyond is a service station, car wash and convenience store

Summary of Recommendations

This report recommends that Council enact the Official Plan Amendment attached hereto as Appendix 12, and the Zoning By-law Amendment attached hereto as Appendix 13.

Planning Analysis Summary

The proposed development supports an age-friendly residential development at an appropriate residential density for the area, and helps with the achievement of complete communities with access to public transit.

The proposed Official Plan and Zoning By-law Amendment are consistent with the Provincial Policy Statement and in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the City and Region's Official Plans. The proposal appropriately considers matters of provincial interest as set out in Section 2 of the Planning Act (see Appendix 7 for a detailed analysis).

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. The development adds to the mix of built forms in the area, and supports public transit (Section 2(q)). The development 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 (Section 2(a)).

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 PPS includes a number of policies encouraging intensification within appropriate areas (Sections 1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.4.1, 1.4.3). The application proposes to complete a campus of care which will provide senior housing development. This proposal will help achieve the intensification policies of the PPS.

Section 1.4 of the PPS provides policies requiring planning authorities to provide for an appropriate mix and range of housing opportunities. The proposed development will add to the variety of housing options in the area by providing a range of age-friendly apartment units. The application is consistent with the policy statements in this section.

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 (The Growth Plan) 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 Growth Plan by supporting complete communities and expanding choices in residential growth.

The development proposal conforms to the applicable sections of the Growth Plan.

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the 'Urban System' designation in the Region of Peel Official Plan. The general objectives of the 'Urban System' are set out in Section 5.3.1 and include intensification and compact form with densities to achieve pedestrian-friendly communities which utilize existing services and transportation infrastructure.

The application conforms to the related policies with respect to healthy communities, efficient use of resources, and locating residential development near accessible transportation systems.

City of Brampton Official Plan

The City of Brampton Official Plan provides guidance and policies for the future of the City. The property is identified on Schedule A of General Land Use Designations as 'Residential', which accommodates a wide range of housing options. Section 4.2.1.1 describes the Residential designation as intended to permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres,

day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

The proposed amendment to the Official Plan is to permit an increase in the maximum permitted height to twelve stories. The amendment submitted has met the criteria as identified in Section 3.2.8.5, demonstrating that the proposal is consistent with the Secondary Plan; contributes to the City's housing mix, population and employment forecasts, and planned complete communities; has sufficient access and infrastructure to accommodate the development; and the development is compatible with adjacent land uses with regard to building design and setbacks as demonstrated with the approved Urban Design Brief. The development will provide a new form of housing in the area (senior apartments) connected to active transportation and transit routes, therefore supporting a complete community.

The proposal is consistent with the Official Plan as it meets the general objective of adding to the housing mix within the City, and helping to achieve a complete community with proximity to existing and planned infrastructure and compatible land uses. The proposed amendment to facilitate the development is consistent with the policies and provisions of the Official Plan. Staff are satisfied that the general intent of the Official Plan is met.

Springdale Secondary Plan (Area 2)

The subject property is located within the Springdale Secondary Plan (SPA 2). Within this plan the property is designated as 'Institutional, Special Site Area 4'. This designation permits nursing homes, retirement homes, apartment dwellings, and ancillary uses. The Secondary Plan also calls for attention to design and buffering to minimize impacts on surrounding uses. To that end, the applicant has received approval of an Urban Design Brief addressing compatibility with lower rise development in the area.

Staff are satisfied that the proposal is in keeping with the stated goals of the Springdale Secondary Plan.

City of Brampton Zoning By-law 270-2004

The subject property is zoned 'Institutional Two – Section 1067 (I2-1067)' in the City of Brampton Zoning By-law 270-2004, as amended. As such, a Zoning By-law Amendment is required to permit the proposed residential development.

The proposal seeks to amend the zoning by-law with two revisions – to the maximum permitted height and to the required parking rate. The current maximum building height

is 7 storeys but restricted to 5 storeys within 40 metres of Sandalwood Parkway East. The amendment will permit a maximum building height of twelve (12) storeys. The parking requirement under the current zoning is a range between 1.23 and 2.0 spaces per senior independent dwelling unit. The proposed amendment would specify a reduced parking standard of 1.25 spaces per unit for all apartment units.

Staff are satisfied with the proposed Zoning provisions for the development of the lands.

Public Meeting Notification Area:

The application was circulated to City Departments and external agencies for comment and notification was provided to property owners within 240 metres of the subject lands, exceeding the Planning Act requirement of 120 metres for such applications, as well as notice was issued in the Brampton Guardian. Notice signs were also placed on the subject lands to advise members of the public that the proposed applications were filed with the City. The correspondence received from commenting agencies are included as Appendix 9 – Results of Application Circulation.

A Statutory Public Meeting for this application was held on July 27, 2020. There were three delegations at the public meeting and several correspondence letters 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. A summary of stated concerns of the public and Council is provided below:

Key Issue / Concern	High Level Response
<p>Access and Emergency Services:</p> <p>Concern that the single access point on Great Lakes Drive serving the existing long term care facility is not adequate to accommodate emergency access and vehicular trip generation for proposed second and third phases of the campus.</p>	<p>A second access point on Great Lakes Drive has been added to the plan. Traffic Services and the Fire Department have reviewed the revised plan and advise that all future buildings on the site will be accessible to emergency vehicles and served by Stations 205, 208, and 209.</p> <p>While public inquiries sought a second access on Sandalwood Parkway, this was not deemed advisable unless only configured as an emergency access. Rather, a second access would be</p>

	constructed on Great Lakes Drive. The subsequent reconfiguration of the parking areas has not resulted in a loss of proposed parking for the planned campus of care.
<p>Building Height and Density:</p> <p>Concerns were expressed with the proposed height of the residential towers as well as the attendant increase in the number of apartment dwelling units</p> <p>Privacy and Sun/Shadow Concerns:</p>	<p>The current zoning allows for a maximum of seven storeys with five storey maximum within 40 metres of Sandalwood Parkway. The proposal is to permit two 12-storey residential towers with 3-storey podium wings. The design brief submitted with the addresses compatibility with the scale of existing development in the area.</p> <p>The Urban Design Brief includes shadow studies which demonstrates no concern with loss of sunlight for existing residential development. Potential privacy (overlook) concerns are minimal given adjacent land uses including Sandalwood Parkway (6-lane arterial Road); cricket grounds to east and service station beyond Great Lakes Drive to the West.</p>
<p>Public Consultation:</p> <p>Concerns were expressed that the virtual format of the Statutory Public Meeting conducted on July 27, 2020 did not make the meeting accessible to all residents.</p>	<p>Subsequent to the Public Meeting, two additional meetings were held between representatives of Schlegel Villages and representatives of Rosedale Village to the north of the subject lands.</p>
<p>District Energy (DE):</p> <p>Inquiries about the potential use of District Energy (DE) for the development were received.</p>	<p>The applicant has indicated that the mechanical systems will be designed to integrate with any future District Energy when available in the future.</p>

<p>Community Amenities:</p> <p>Concerns were expressed that the future growth may not provide appropriate or adequate amenities for the area</p>	<p>The applicant has agreed to provide a medical clinic and pharmacy at ground level. The clinic and pharmacy will serve residents as well as the general public.</p>
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Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were completed. The application as proposed reflects a Sustainability Score of 55 points, which achieves the City's Silver threshold. The Sustainability Snapshot is included as Appendix 13 to this report.

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 the applications that have not been noted elsewhere

Term of Council Priorities:

The application 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. The future development of the vacant lands will make efficient use of land and resources and takes

advantage of existing infrastructure and will provide a transit supportive, pedestrian friendly development.

Living the Mosaic – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. The proposed seniors housing development aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres offering a full range of housing options for all segments of the City’s population.

Conclusion:

The proposal provides an opportunity to complete a campus of care in an area with access to transit and transportation corridors. The proposal represents an appropriate use of land in providing housing compatible with the needs of the community and also supporting the City’s vision of directing intensification toward growth areas.

The proposed development is consistent with the Provincial Policy Statement (2020), and conforms to the Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan and the City’s Official Plan. Staff is satisfied that the application represents good planning and recommends approval of the Official Plan and Zoning By-law Amendment.

This report recommends that Council enact the Official Plan Amendment attached hereto as Appendix 11 and the Zoning By-law Amendment attached hereto as Appendix 12.

In summary, the applications are appropriate for the orderly development of the lands and represent good planning.

Authored by:

Dana Jenkins, MCIP, RPP
Development Planner

Reviewed by:

Allan Parsons, MCIP, RPP.
Director, Development Services

Approved by:

Jason Schmidt-Shoukri, MPA OAA
RPP MCIP
Commissioner, Planning, Building
and Economic Development

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:	Detailed Planning Analysis
Appendix 8:	Minutes of the Public Meeting
Appendix 9:	Public Correspondence
Appendix 10:	Results of the Circulation
Appendix 11:	Draft Official Plan Amendment
Appendix 12:	Draft Zoning By-law Amendment
Appendix 13:	Sustainability Snapshot

Date: 2023-02-06

File Number: **OZS-2020-0018**

Subject: **Recommendation Report**
Application to Amend the Zoning By-law and for a proposed Draft Plan of Subdivision
(To permit the development of 5 single detached residential dwellings and an extension of Hosta Street).
Gagnon Walker Domes Ltd. – Gurpreet Gill
9058 Creditview Road
North of Queen Street W. and West of Creditview Road
Ward: 5

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

Report Number: Planning, Bld & Growth Mgt-2022-939

Recommendations:

1. **THAT** the report titled: **Recommendation Report**, Application to Amend the Zoning By-Law and for a proposed Draft Plan of Subdivision, **Gagnon Walker Domes Ltd.- Gurpreet Gill**, 9058 Creditview Road, Ward 5 (File: OZS-2020-0018 and 21T-20006), dated February 6, 2023 to the Planning and Development Committee Meeting of March 20, 2022, be received;
2. **THAT** the application for a **Zoning By-law Amendment and Draft Plan of Subdivision** submitted by Gagnon Walker domes Ltd., on behalf of Gurpreet Gill, (File: OZS-2020-0018 and 21T-20006) be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;

3. **THAT** the amendment to the Zoning By-law, being generally in accordance with the attached Appendix 13 to this report, be adopted subsequent to the approval of the Functional Servicing Report; and,
4. **THAT** no further notice or public meeting be required for the attached Zoning By-law Amendment and for a proposed Draft Plan of Subdivision pursuant to Section 34 (10.4) and Section 51 (20) of the Planning Act, R.S.O., as amended.

Overview:

- This report recommends approval of a Zoning By-law Amendment and Draft Plan of Subdivision to develop five single detached dwellings, a Natural Heritage System block, and an extension of Hosta Street.
- The subject property is designated as ‘Residential’ in the City of Brampton Official Plan. The ‘Residential’ designation permits a full range of residential dwelling types. An amendment to the Official Plan is not required.
- The subject lands are designated ‘Low Density Residential 1’, ‘Secondary Valleyland’ and ‘Terrestrial Features’ in the Credit Valley Secondary Plan (SPA45). An amendment to the Secondary Plan is not required.
- The subject property is designated as ‘Low Density Residential’ and ‘Wetlands’ in the Springbrook Tertiary Plan. This designation permits single detached and semi-detached dwellings. An amendment is not required.
- The property is zoned ‘Residential Hamlet (RHM1)’ as per Zoning By-law 270-2004, as amended. The ‘Residential Hamlet (RHM1)’ zone does not permit the proposed residential development. Therefore, an amendment to the Zoning By-law is required to facilitate the proposed residential subdivision.
- A Statutory Public Meeting for this application was held on December 7th, 2020. Written submission from eight members of the public were received. Details of the Statutory Public Meeting are included in Appendix 11 of this report.
- The proposal represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region and Brampton Official Plan.
- The proposal is consistent with the “2022-2026 Terms of Priorities: A Compass for Our Community” and supports the “City of Opportunities”

theme. The proposal is consistent with the direction of building complete communities.

Background:

Gagnon Walker Domes Inc., on behalf of Gurpreet Gill, submitted this application for a proposed amendment to the Zoning By-law and for a Draft Plan of Subdivision on July 28, 2020. The application was deemed complete in accordance with the requirements of the *Planning Act* and a formal Notice of Complete Application was issued on August 19, 2020. Since that time the applicant has been addressing technical issues including working with the landowners to the north regarding the extension of Hosta Street.

Current Situation:

Proposal:

The application proposes to develop 9058 Creditview Road for single detached residential uses. Details of the proposal are as follows (please refer to Appendix 1):

- Five residential lots for single detached dwellings with lot widths ranging from 11.4 to 22.9 metres (37.3 to 75.0 feet) and lot depths ranging from 20.3 and 32.3 metres (66.6 to 104.9 feet);
- A Natural Heritage System Buffer (Block 6) on the westerly portion of the subject lands; and
- An extension of Hosta Street.

The proposed development is dependent on the southerly extension of Hosta Street which will terminate and intersect with Fallowfield Rd to the north. The properties to the north (City File: C04W06.010 and 21T-17004B), are municipally known as 9074 and 9084 Creditview Road and are proposed to be developed for 15 single detached residential lots and two residential reserve blocks through the extension of Hosta Street.

The extension of Hosta Street allows the subject property and the property immediately to the south (9052 Creditview Road) to be developed. There is an ongoing application to develop 9052 Creditview Road (City File: OZS-2021-0029 and 21T-21010B) for four single detached residential lots.

Application to Amend the Zoning By-law:

The subject property is zoned “Residential Hamlet (RHM1)” as per Zoning By-law 270-2004, as amended. The permitted uses in this zone include: Residential Uses (a single detached dwelling or Supportive Housing Residence Type 1) and Non-Residential Uses (park, playground, recreational area and community centre, place of worship, public or

private school, cemetery, nursing home, greenhouse or nursery). This zoning designation does not permit the proposed development.

The proposed Zoning By-law Amendment will rezone the property to “Residential Single Detached E (R1E)” with a site-specific special section for the five lots dependent on the Hosta Street extension, and “Floodplain (F)” to accommodate the wetland and proposed buffer. This zoning will permit the proposed uses as well as provide associated performance standards including lot width, front and side yard depths, lot area, and parking requirements. The Floodplain zone will protect the natural heritage features of these lands. The detailed planning analysis (Appendix 9) includes a detailed overview of the Zoning By-law Amendment.

While the staff review found the Functional Servicing Report submitted in support of the application to be generally satisfactory, there is some finalization of it that is required. It is recommended that the finalization be satisfactorily completed before the implementing Zoning By-law is forwarded to Council for approval.

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 the other dwellings in the immediate neighborhood in terms of lot size, dwelling types, setbacks and other characteristics. It also ensures the development is integrated with the established character of the neighborhood.

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

The lands have the following characteristics:

- are municipally known as 9058 Creditview Road;
- have a total site area of approximately 0.34 hectares (0.85 acres);
- have a frontage of approximately 22.86 metres (75 feet) along Creditview Road; and
- are currently occupied by a single-detached dwelling and a detached garage, which are proposed to be demolished.

The surrounding land uses are described as follows:

North: Two rural residential lots subject to an application for a residential development consisting of single detached residential dwellings; beyond which are single detached dwellings and Fallowfield Rd;

South: Rural residential lots;

East: Creditview Road, beyond which is a stormwater management pond and single detached dwellings; and,

West: A channel block and stormwater management pond.

Summary of Recommendations

This report recommends that Council approve the proposed residential development. It further recommends that Council adopt the amendment to the Zoning By-law attached to this report generally in accordance with Appendix 13. This will accommodate the approval of the proposed Draft Plan of Subdivision.

Planning Analysis Summary:

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 Plan. The application is also consistent with Section 2 of the Planning Act and the Draft Plan of Subdivision is consistent with Section 2 and 51 (24) of the Planning Act. In addition, the proposed development is consistent with the general vision and intent of the Official Plan.

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

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

Planning Act, (2020):

This development proposal has regard for matters of provincial interest as set out in Section 2 of the Planning Act.

The proposed residential uses are appropriate given the surrounding land uses are predominately residential. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water services as well as waste management system. It also ensures the orderly development of safe and healthy communities by providing a low density development that is generally consistent with the planned land use function. This site provides an ideal location for the proposed development as it is a continuation of the existing residential subdivisions to the north and south and follows the approved Block Plan. Staff is satisfied that the application is in compliance with the matters of provincial interests as set out in the Planning Act.

Provincial Policy Statement (PPS), (2020):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The proposed development helps to achieve complete communities. The proposed residential development is compatible with surrounding lands, efficiently uses existing infrastructure available on the site and provides a range of housing options for future residents.

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, (2020):

The Growth Plan for the Greater Golden Horseshoe provides a framework regarding growth and development that supports economic prosperity, protects the environment, and helps communities to achieve a high quality of life. The proposed residential development is located in close proximity to a residential subdivision. The proposed development to the north and south of the subject lands will complement the proposed residential development. In addition, the proposed development provides access to public services, facilities, natural trails, and existing transit services. The proposal is consistent with Growth Plan for the Greater Golden Horseshoe policies and protects the Natural Heritage System located on the subject site by rezoning them to Floodplain zones. Staff is satisfied that the proposed development is consistent with the applicable sections of the Growth Plan.

Region of Peel Official Plan:

The Regional Official Plan provides a long-term policy framework that protects the environment, manages resources, and forecasts growth. The subject site is located within the “Urban System” designation in the Region of Peel Official Plan. The proposal conforms to the Regional Official Plan by directing redevelopment within the urban boundary to help optimize the supply of available land, supporting the achievement of healthy communities and protecting natural heritage features on and adjacent to the site.

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), and has regard to the existing and adjacent Natural Heritage System on the site. Staff is satisfied that the objectives of the Official Plan have been met.

The subject lands are designated as “Residential” on Schedule A – General Land Use Designations of the Official Plan. Furthermore, the subject lands are within the “Designated Greenfield Area” on Schedule 1 – City Concept of the Official Plan. Residential uses are permitted within the “Residential” designation as well as

complementary uses, other than Places of Worship, subject to specific Secondary Plan policies or designations. An amendment to the Official Plan is not required.

Credit Valley Secondary Plan:

The subject land is designated as “*Low Density Residential 1*”, “*Secondary Valleyland*” and “*Terrestrial Features*” in the Credit Valley Secondary Plan (SPA 45). As noted in the Official Plan, residential uses including single-detached dwellings are permitted uses for this designation and conform to the Secondary Plan. An amendment to the Secondary Plan is not required.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in November 2020, 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 12 to this report. Notice signs were placed on the subject lands to advise members of the public that an application for a Proposed Draft Plan of Subdivision had been filed with the City.

A Statutory Public Meeting for this application was held on December 7th, 2020. There were no members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence was received from eight members of the public. Details of the Statutory Public Meeting are included in Appendix 11 of this report.

Issue Raised At Public Meeting	Revised Plan
<ul style="list-style-type: none"> Built form compatibility 	<ul style="list-style-type: none"> Staff have reviewed the application and note that the proposed development meets the Springbrook Community Design Guidelines. The proposed development is consistent with the proposed subdivisions to the north and south of the site.
<ul style="list-style-type: none"> Impact on the natural heritage features / wildlife 	<ul style="list-style-type: none"> An Environmental Impact Study was completed for this application and is satisfactory to Staff and the Conservation Authority. There are no adverse impacts anticipated to the natural heritage features and/or with the endangered species. The Natural Heritage System block and buffer block is being conveyed to the City and is being zoned appropriately.

<ul style="list-style-type: none"> • Traffic congestion 	<ul style="list-style-type: none"> • The City's Transportation Planning and Region of Peel staff have reviewed the access and are satisfied that the surrounding road network and key intersections can accommodate the traffic generated by the proposed development in conjunction with parcels connected to Hosta Street.
<ul style="list-style-type: none"> • Grading 	<ul style="list-style-type: none"> • City Staff and CVCA have reviewed the reports submitted and find it satisfactory. The ultimate flows are below the maximum allowable release rate identified by CVCA. The additional discharge will be diverted to the existing stormwater pond in close proximity to site.

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.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres by adding additional housing in a neighbourhood that is consistent with the existing character.

Conclusion:

Staff is satisfied that the proposed Draft Plan of Subdivision and Zoning By-law Amendment represent good planning, because they are 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 13 respectively 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 contributes to the protection of the natural environment;
- the proposed development implements a residential urban and community design that complements the existing neighborhood;
- 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:

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

Allan Parsons, MCIP, RPP
Director, Development Services

Approved by:

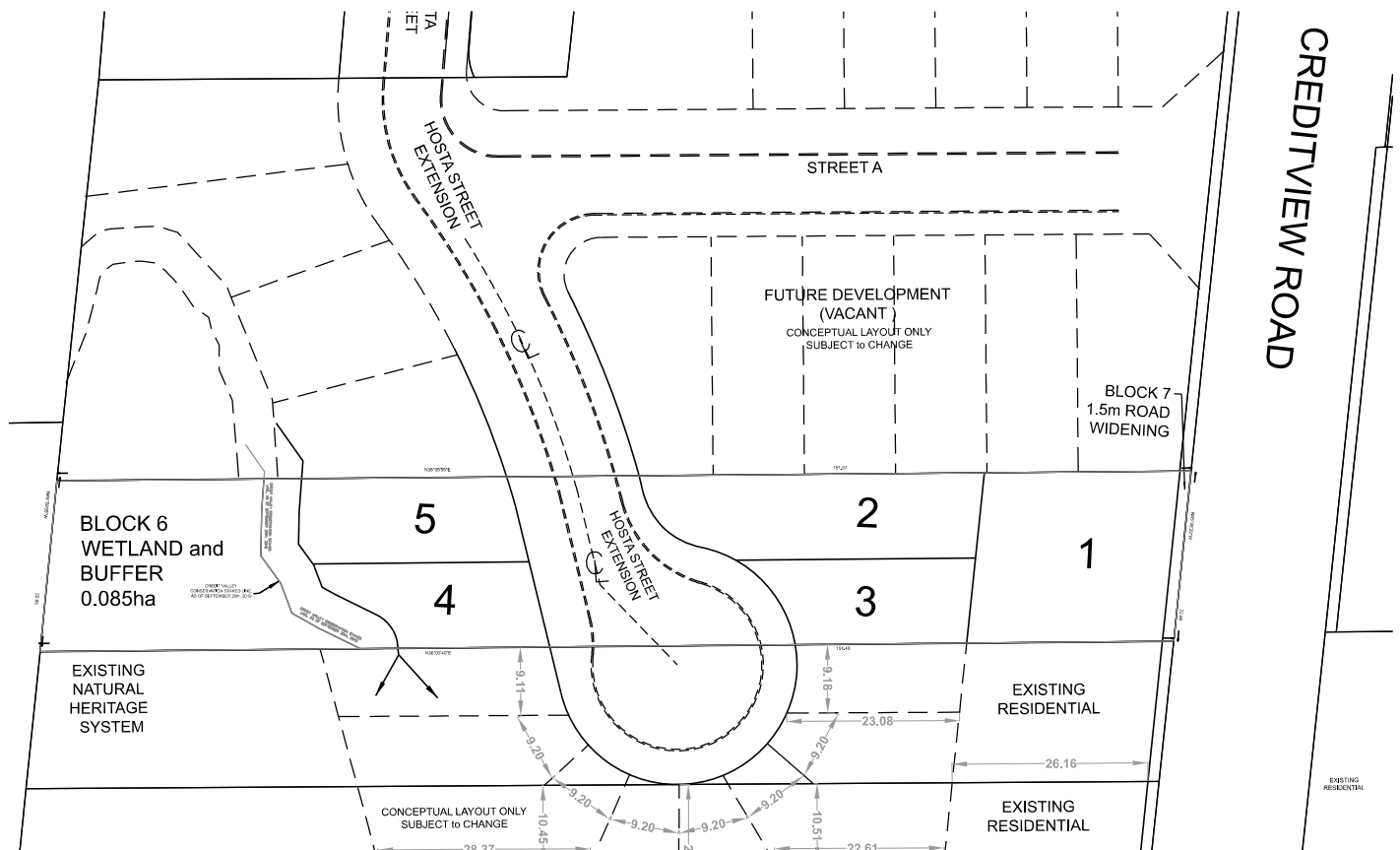
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management Services Department

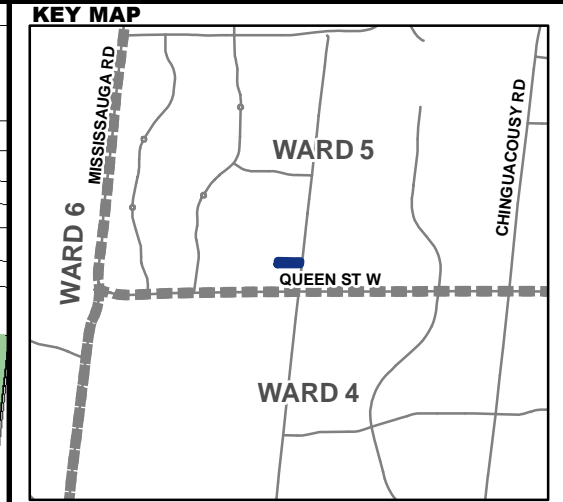
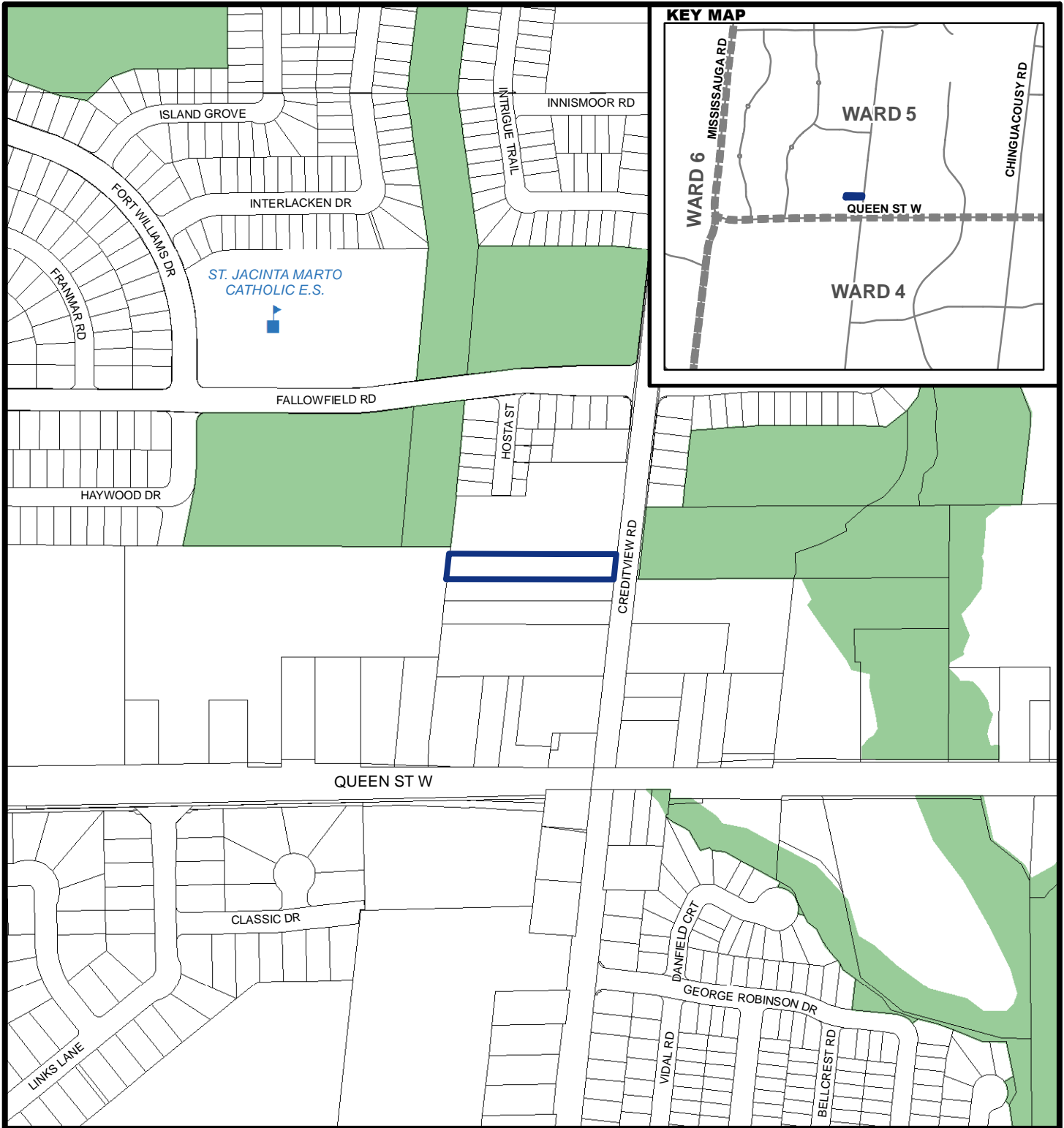
Marlon Kallideen
Chief Administrative Officer
City of Brampton

Attachments:

- Appendix 1 – Draft Plan of Subdivision
- Appendix 2 – Location Map
- Appendix 3 – Official Plan Designations
- Appendix 4 – Secondary Plan Designations
- Appendix 5 – Zoning By-law Designations
- Appendix 6 – Aerial & Existing Land Use
- Appendix 7 – Block Plan Designations

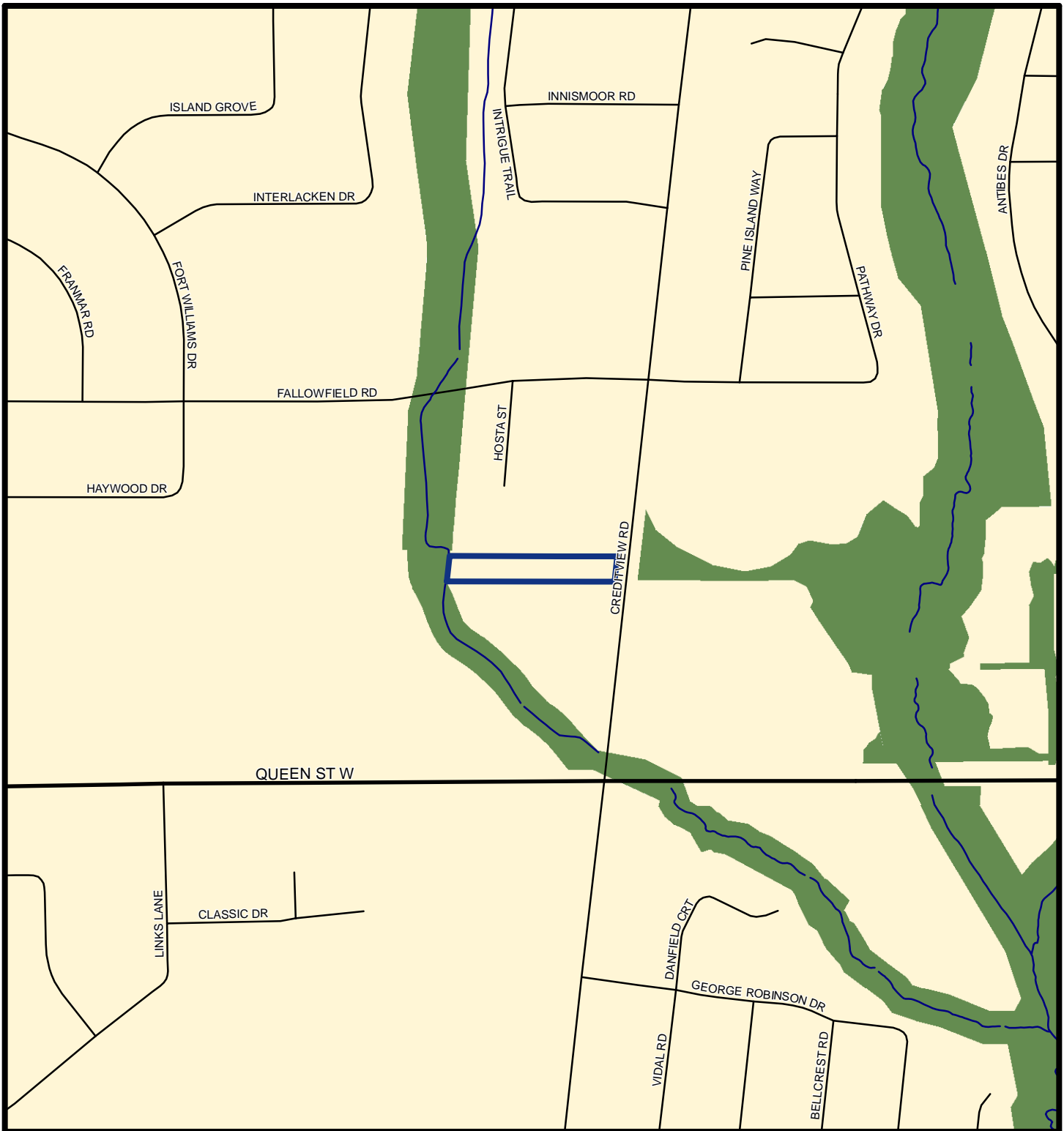
- Appendix 8 – Tertiary Plan Designations
- Appendix 9 – Detailed Planning Analysis
- Appendix 10 - Proposed Conditions of Draft Approval
- Appendix 11 – Results of Public Meeting
- Appendix 12 – Results of Application Circulation
- Appendix 13 – Draft Zoning By-law Amendment
- Appendix 13a – Schedule “A”





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- ▴ SCHOOLS



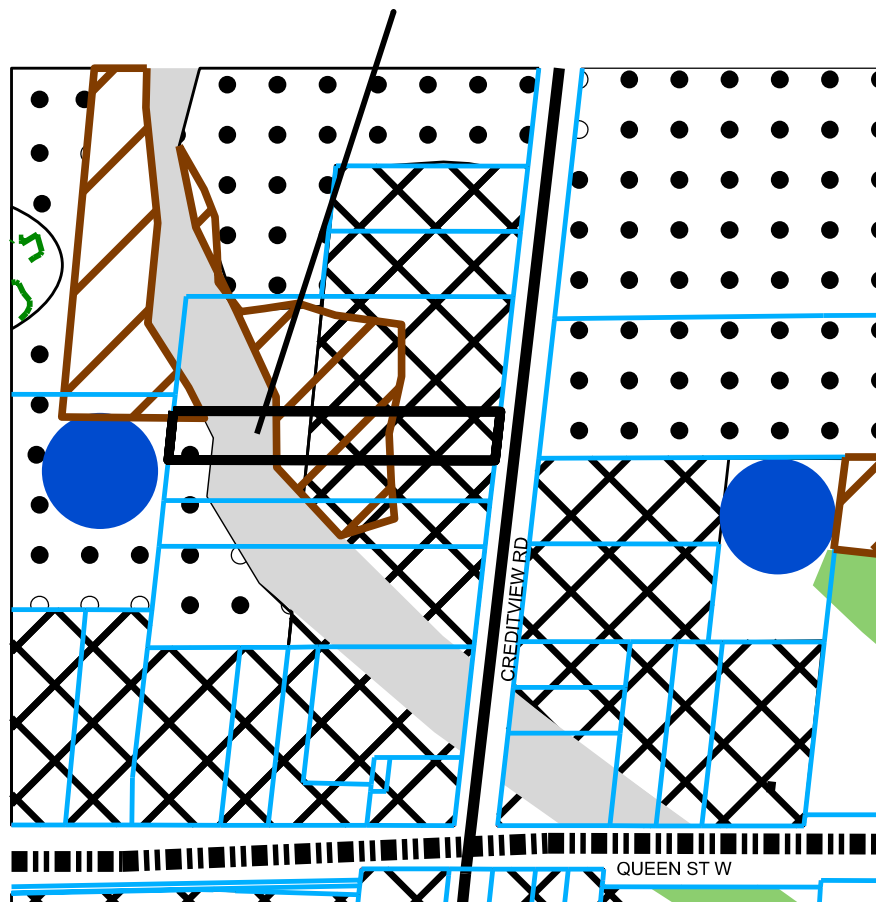


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE



SUBJECT LANDS



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

RESIDENTIAL



Low Density 1



Low Density 2



Springbrook Settlement Area

OPEN SPACE



Primary Valleyland



Secondary Valleyland



Terrestrial Features



Neighbourhood Park



Potential Stormwater Management Ponds

INFRASTRUCTURE



Minor Arterial Roads



Two Lane Scenic Road



BRAMPTON
Flower City
PLANNING AND DEVELOPMENT SERVICES

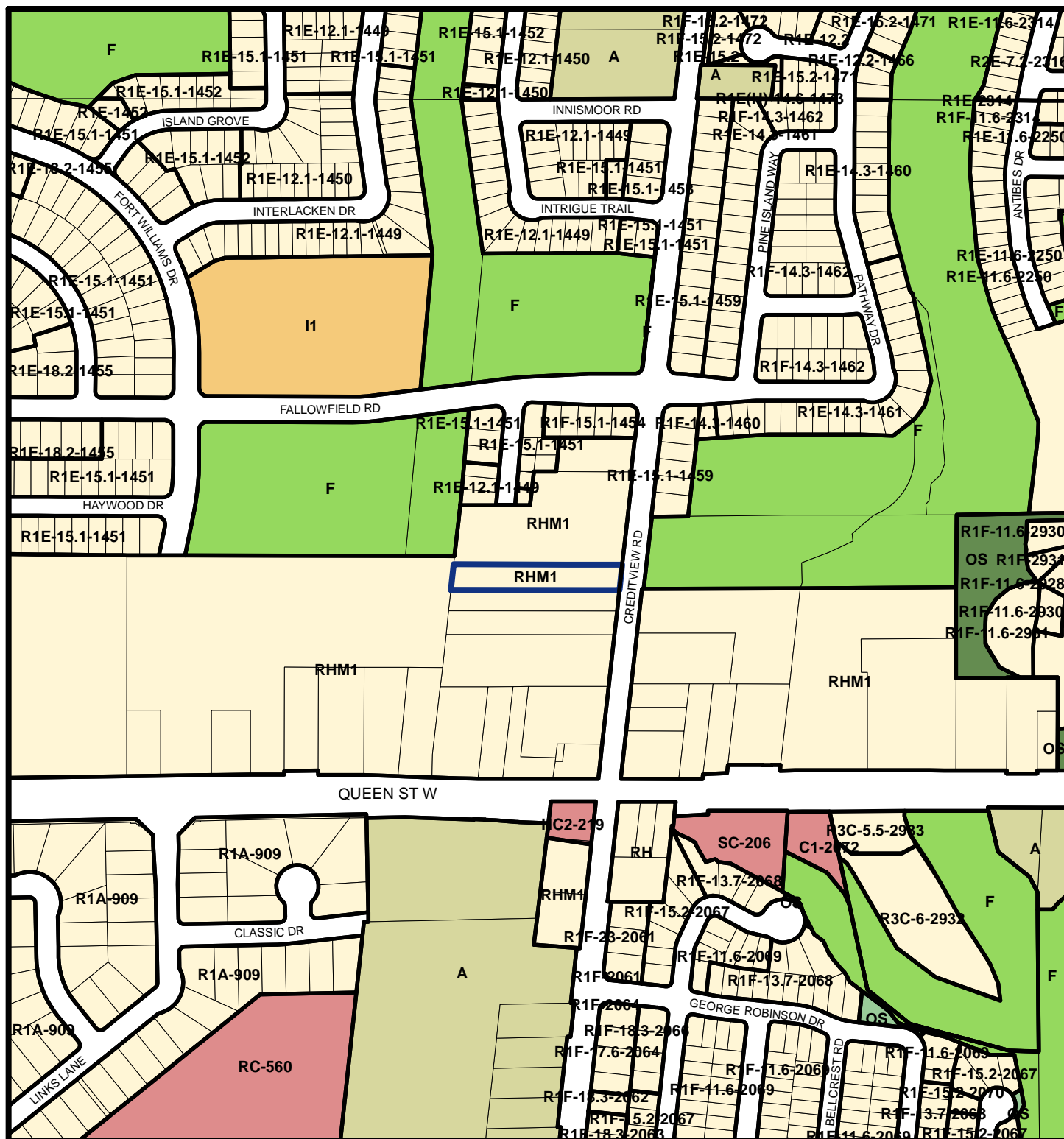



Drawn By: CJK
Date: 2020 09 01

APPENDIX 4
SECONDARY PLAN DESIGNATIONS
GAGNON WALKER DOMES LTD.
GILL GURPREET

CITY FILE: OZS-2020-0018

APPENDIX 5



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

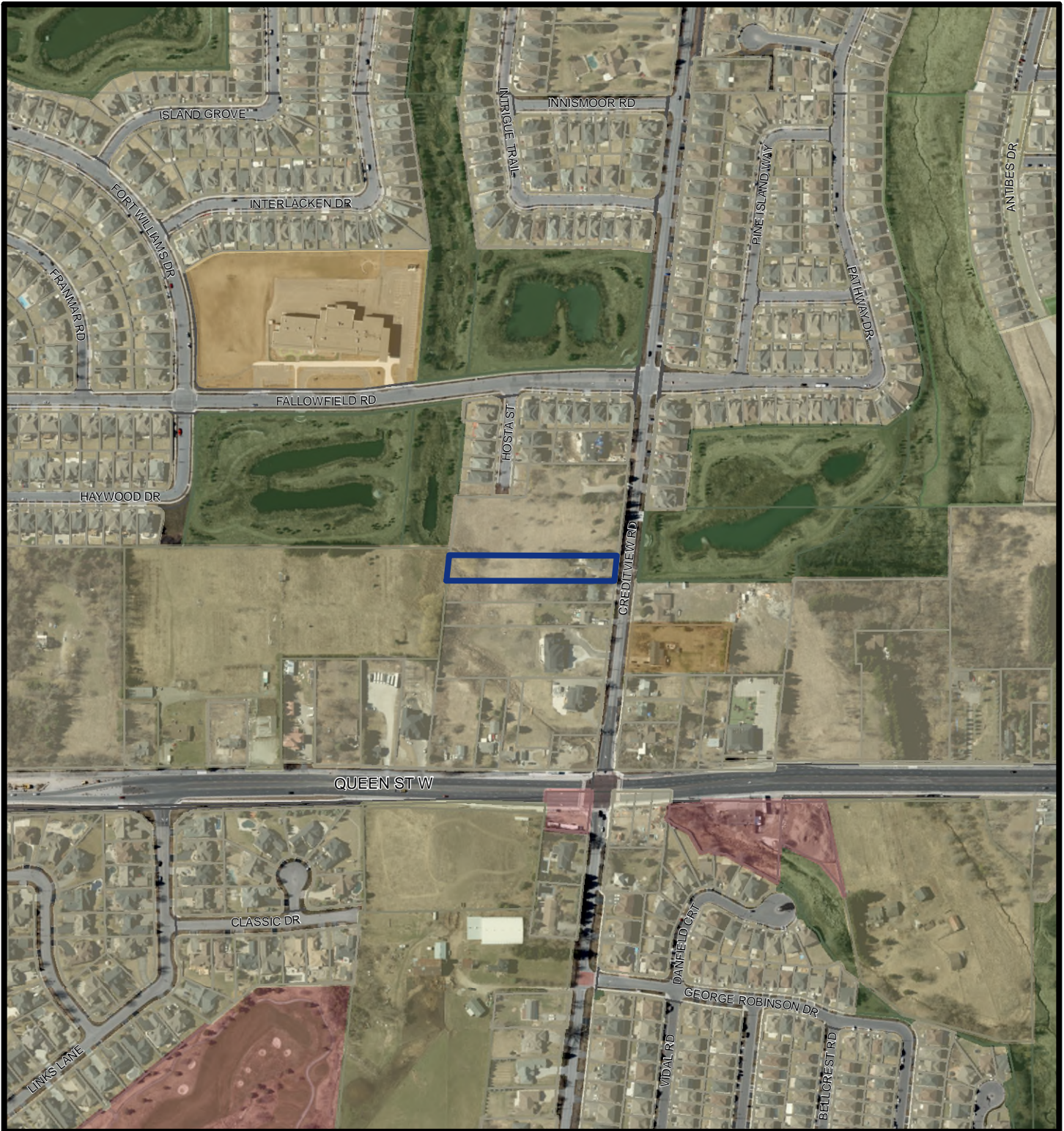


APPENDIX 5
ZONING DESIGNATIONS
GAGNON WALKER DOMES LTD.
GILL GURPREET

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





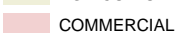



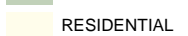
Author: ckovac
Date: 2020/09/01

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CITY FILE: OZS-2020-0018



AERIAL PHOTO DATE: SPRING 2019

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		



SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 45-2 KNOWN AS THE CREDIT VALLEY BLOCK PLAN

- PEDESTRIAN TRAILWAY
- LIVE / WORK LOT
- TURNING CIRCLE - ULTIMATE DESIGN TO BE DETERMINED

LEGEND



SPRINGBROOK
SPECIAL
STUDY
AREA



REGIONAL
CONTROL
SWMP
EXPANSION



CREDITVIEW ROAD
SPECIAL STUDY AREA
(TO BE ADJUSTED)

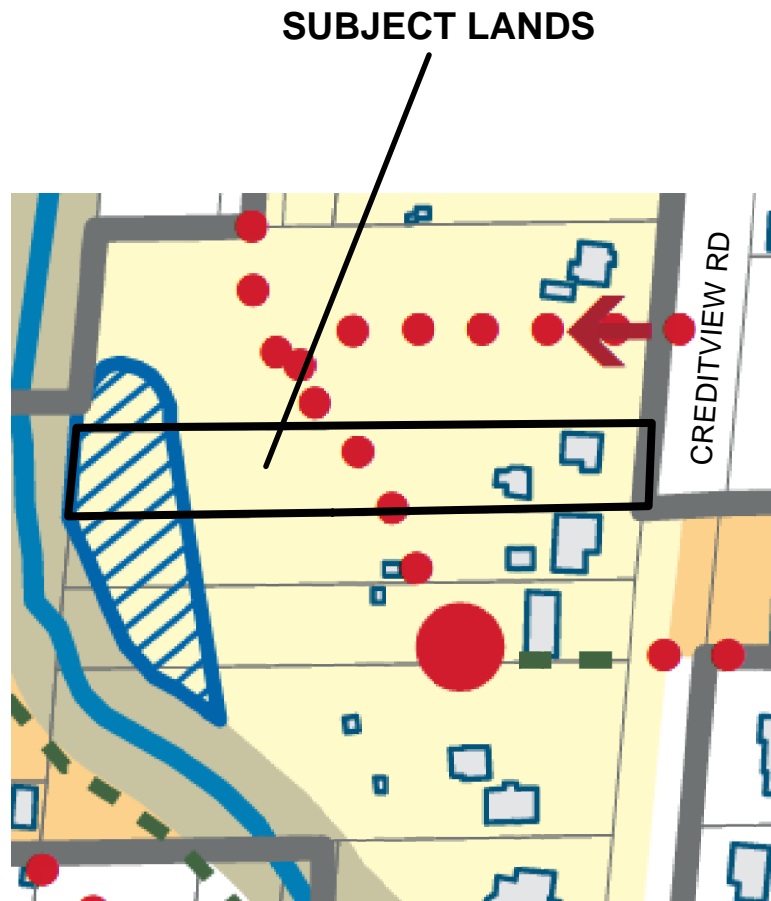


BRAMPTON
Flower City
PLANNING AND DEVELOPMENT SERVICES

Author: ckovac
Date: 2020/09/01

APPENDIX 7
BLOCK PLAN DESIGNATIONS
GAGNON WALKER DOMES LTD.
GILL GURPREET

Page 403 of 554
CITY FILE: OZS-2020-0018



EXTRACT FROM THE DOCUMENT KNOWN AS THE SPRINGBROOK TERTIARY PLAN

Legend

- Tertiary Plan Boundary
- Existing Building Footprint
- Watercourses

Natural Heritage System

- Wetland (subject to further study)
- Woodland (subject to further study)
- Valleyland/Watercourse Corridor
- Existing Stormwater Management Pond
- Proposed Stormwater Management Pond (subject to further study)
- Parkette - Conceptual

- Low Density Residential
- Low-Medium Density Residential
- Conceptual Road
- Conceptual Trail Opportunity
- Conceptual Access

Detailed Planning Analysis
City File Number: OZS-2020-0018

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 Credit Valley Secondary Plan (Area 45) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act:

The application is in compliance with matters of provincial interest as identified in Section 2 of the *Planning Act R.S.O 1990* in terms of the following:

- a) The protection of ecological systems, including natural areas, features and functions;*
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and*
- r) The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed development 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 proposed development relies on the existing water, sanitary and storm and services.

Section 51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (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;*
- (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; and,*
- (j) the adequacy of school sites.*

The proposed subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the municipality. The proposed subdivision, which is deemed to be in public interest for its contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the proposed development. The natural areas/features and resources would be protected in the proposed subdivision.

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 (PPS), 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 (PPS).

1.1.1 - healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity.*

The proposed development includes single detached dwellings that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. The proposed development also ensures the protection and preservation of the site's natural heritage features. This development will result in a healthy, livable and safe community.

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

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

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

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

This proposed development is located adjacent to the existing built up area within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services and preservation of the site's natural heritage features.

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;*

This proposed development is located adjacent to the existing built up area within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

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

2.1.8 - Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

No development has been proposed within or adjacent to the Natural Heritage System (NHS) area. A 10 metre buffer along the valleyland has been established to protect the natural area and features.

The proposed development is consistent with the Provincial Policy Statement 2020.

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

The *Growth Plan for the Greater Golden Horseshoe* includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the *Designated Greenfield Area* as per the 2020 Growth Plan. As such, the proposal conforms to the following policies of the plan:

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

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

The proposed development is located within the *Designated Greenfield Area* within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served

with existing municipal water and wastewater systems. With its location in proximity to the existing commercial uses on Queen Street and the area amenities, connectivity to road network and transit, the proposed development will have the necessary features to be a complete community.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within a *designated growth area* in the City's Official Plan. It also provides housing on a site that is well connected to the local road network, is situated close to a Transit Corridor (Queen Street), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing low density housing that is in close reach and proximity to a range of amenities.

2.2.7: Designated Greenfield Areas

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

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

The proposed development will be located close to Transit Corridor, is well served by existing/future municipal infrastructure, public services, and amenities. It also offers publicly accessible open spaces in the area, and other recreational facilities, and encourages opportunities for walking/active transportation.

The combined people and jobs density per hectare proposed by development will help the City meet the minimum density target for Brampton's *Designated Greenfield Area* established in the Growth Plan.

4.2.2.3: Within the Natural Heritage System for the Growth Plan:

- 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.*

The proposed development respects the natural heritage area and features, and has no adverse impacts on the adjacent valleylands.

The application conforms to the policies of the Growth Plan (2020).

Region Official Plan, 2022 (Office Consolidation):

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 subject lands are located within the *Urban System and Designated Greenfield Area* designation on Schedule E-1 – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

- 5.6.2 - *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characterizing of existing communities.*
- 5.6.3- *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.*
- 5.6.4 - *To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.*
- 5.6.6. - *To protect, restore, and enhance the natural environment and conserve the resources of the Region, while the ecological integrity and physical characteristics of existing communities in Peel.*

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and generally transit supportive environment. The proposed development takes place within the Regional Urban Boundary in addition to demonstrating conformity with policies illustrated in the Regional Official Plan as well as municipal official plans. The proposed development also provides intensification of existing residential land as the existing lot provides five (5) single-detached homes with the proposed development.

Greenfield Density

The subject lands are located within the *Designated Greenfield Area* in the Peel Region Official Plan, to which the following objectives are applicable:

5.4.19.1: To plan and designate greenfields to contribute to complete communities;

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

5.4.19.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;

5.4.19.4 To protect and enhance the natural environment and resources

The proposed development, which is a small extension of the existing low density residential development in the area, conforms to the above noted objectives and policies as it will contribute a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the recreational facilities, amenities and open space available in the area through the existing/proposed road network.

The applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan

The subject lands are designated as *Communities* and *Designated Greenfield Area* in *Schedule 1 – City Concept* and *Residential* and *Open Space* within *Schedule A – General Land Use Designation* of the Official Plan.

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

The *Designated Greenfield Area* designation is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit (Section 3.2.2).

The Official Plan sections for Designated Greenfields that are applicable to this application include, but are not limited to:

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.

3.2.2.2 - 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.

The *Residential* designation predominately permits residential land uses including a full range of dwelling types. The Official Plan policies for Residential areas that are applicable to this application include but are not limited to:

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

In addition, the lands are designated *Open Space* within *Schedule A, General Land Use Designations* and *Valleyland / Watercourse Corridor* and *Woodlots* within *Schedule D, Natural Heritage Features and Areas*. The *Open Space* designation of the Official Plan identifies major open space features including public and private open space, valleylands / watercourse corridors, wetlands and woodlands. The Official Plan provides direction for the consideration of development proposals adjacent to lands designated *Valleyland / Watercourse Corridor*. As such, the following shall be taken into account:

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.

4.6.7.4 - Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

4.6.7.7 - Where any land designated valleyland or watercourse is under private ownership, this Plan does not intend that these lands will remain under private ownership

indefinitely, or that the municipality or any other public agency will purchase the land.

4.6.8.2 - Development will be in accordance with the City's Woodlot Development Guidelines and the Province's Natural Heritage Reference Manual as updated from time to time. Where a proposed development is within or adjacent to a woodland, the City will require the proponent to submit a Woodland Management Plan for approval prior to the issuance of a grading or building permit. The Management Plan must identify preservation and specific management measures, including conservation buffers that will be observed to protect the woodland and mitigate potential impacts. The Management Plan will also provide a detailed assessment of significant vegetation adjacent to the designated woodland and identify appropriate tree protection measures to be implemented prior to, during and after site construction or alteration.

4.6.8.11 - The City may consider and implement planting programs of desired and compatible species on public lands or private lands in conjunction with landowners.

The Official Plan requires the city's *Designated Greenfield Area* to achieve a density of 51 residents and jobs combined per hectare by 2031. The proposed density for this development is 25.25 units per net residential hectare, which contributes towards the required density target for this area. This satisfies 3.2.2.2 of the Official Plan.

The design of the subdivision is consistent and complements the housing fronting Creditview Road and through the proposed subdivision on Hosta Street. The compact built form and the overall site design protect and enhance the existing natural heritage system at the same time as enhancing the sense of place for residents. In terms of servicing, there are existing watermains, existing and planned sanitary sewer infrastructure that will service the subdivision.

The residential designation shown on "Schedule A" of the City's Official Plan allow the proposed residential uses. The subject lands are subject to the New Housing Mix and Density Category. Under the low density category only single detached homes are permitted with a maximum density of 30 units per net hectare and the proposed density for the low density single detached dwellings are 25.25 units per net hectare. Based on the above, the proposed residential housing types and density conforms to the low density category of the Official Plan.

The proposed residential development is designed according to the Credit Valley Block Plan 45-2 and the proposed built forms of single detached dwellings are compatible with the existing adjacent community. The residential lots proposed are shaped, oriented and developed in a manner that is compatible with the existing NHS features. The natural heritage feature on the subject lands are regulated by the Credit Valley Conservation area and no development is allowed within the natural features. The proposed development will occur only on the *Low Density 1 Residential* designation, with no development proposed within the *Open Space/Valleylands* designation. In order to protect the valleyland and to respect the potential hazards, a 10 metre wide buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the Credit Valley Conservation Authority (CVC). CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland. This satisfies section 4.6.7.1, 4.6.7.4, 4.6.7.7, 4.6.8.8 and 4.6.8.11 of the Official Plan.

Based on the above, staff is satisfied that the proposed development conforms to the general intent and vision of the City of Brampton Official Plan.

Credit Valley Secondary Plan

The subject lands are within the *Springbrook Tertiary Plan*. In addition, a portion of the subject lands are designated as *Low Density Residential 1*, *Secondary Valleyland* and *Terrestrial Features*, in the Credit Valley Secondary Plan (SPA 45). The proposal will be evaluated against the Secondary Plan policies to ensure that it conforms to the Plan. (Please refer to Appendix 5).

The Secondary Plan policies that are applicable to the application include but are not limited to:

Springbrook Tertiary Plan

5.2.7.3 - The Springbrook Tertiary Plan is located at the intersection of Queen Street West and Creditview Road. Properties within the tertiary plan area consist of mainly low density residential properties.

5.2.7.3 (a) Low Density Residential

- i) Low Density Residential uses shall be developed in accordance with the Low Density 1 Residential policies of this plan.*
- ii) A high quality architectural treatment and streetscape is to be incorporated, in keeping with the built form and character of the adjacent Executive Residential area.*

5.2.7.3 (c) Natural Heritage System

- i) Schedule 45(b) of this plan designates a conceptual natural heritage system, which identifies potential development constraints, and opportunities for natural heritage feature enhancements. Lands within the Natural Heritage System shall be developed in accordance with the Natural Heritage and Environmental Management policies of Section 4.6, and other relevant policies of the Official Plan.*
- ii) The final delineation of the natural heritage system and associated features, required setbacks, and other mitigation measures will be undertaken through the approval of an Environmental Implementation Report (EIR)/Environmental Impact Study (EIS) to the satisfaction of the City and Credit Valley Conservation (CVC) prior to the approval of any development application within the Springbrook Tertiary Plan area.*
- iii) The Springbrook Creek and its tributaries are regulated habitat for Redside Dace. The west tributary north of Queen Street is a contributing habitat for this species at risk. Consultation with the Province will be required as part of the development approval process to determine appropriate development setbacks, and other mitigation measures.*

Natural Heritage System is designated on part of the subject property. The proposed zoning for the natural features on the subject property is zoned *Floodplain* to protect it from development. Staff and the Conservation Authority are reviewing the proposed development and associated studies to ensure that appropriate setbacks and other mitigation measures are undertaken. This

satisfies section 5.2.7.3 (c) i), ii), and iii) of the Secondary Plan. Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Credit Valley Secondary Plan.

Low Density 1 Residential

5.2.4.1 - Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community.

5.2.4.2 - In areas designated Low Density 1 Residential on Schedule SP45 (a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;*
- ii) limited development of the following complementary uses shall also be permitted without an amendment to this Plan:*
 - o private education facilities;*
 - o libraries;*
 - o day care centres;*
 - o health centres; and*
 - o public recreation facilities.*
- iii) a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,*
- iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).*

5.2.4.4 - On those lands within the Low Density 1 designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 19.5 units per net hectare (8 units per net acre) is maintained.

5.2.4.5 - For lands designated Low Density 1 Residential within the boundaries of Sub-area 5, a maximum density of 24 units per net hectare (9.7 units per net acre) shall be permitted.

Under the *Low Density 1 Residential* category in the Secondary Plan, single-detached dwellings are permitted. The proposed net density for the development is 25.15 units per hectare, which exceeds the maximum density of 19.5 units per net residential hectare. As described in Section 1.4 of the Official Plan, matters such as identified maximum densities are not to be considered rigid, absolute standards but to represent the desired intent of the municipality. There is sufficient

flexibility to permit minor variation, such as the minimal increase proposed in this application, without the necessity of a formal amendment to the Plan.

The proposed development is for 5 single detached units and the increase in density is minor. The built form and layout follows the approved Block Plan. This satisfies section 5.2.4.1, 5.2.4.2, 5.2.4.4 and 5.2.4.5 of the Secondary Plan.

Secondary Valleyland

5.4.2.3 - Lands designated Secondary Valleyland on Schedule SP45 (a) identify natural corridors that currently contribute to the ecological integrity of the sub watersheds. The final limit of Secondary Valleylands will be determined through an Environmental Implementation Report. Secondary Valleylands may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the sub watershed is protected and enhanced. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.4.2.5 - Appropriate setbacks shall be imposed, if required, from the margin of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined through the preparation of an Environmental Implementation Report, 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.

A small easterly part of the property is located adjacent to the Springbrook Tributary corridor. This part of the subject lands is regulated by the Credit Valley Conservation (CVC). The proposed development will occur only on the *Low Density 1 Residential* designation, with no development proposed within the *Valleylands* designation. In order to protect the valleyland and to respect the potential hazards, a 10 metre wide buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the CVC. CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland. It has required a comprehensive restoration and enhancement planting plan for the buffer area at the detailed design stage. The valleyland buffer has been incorporated into the zoning by-law amendment for the proposed subdivision. This satisfies section 5.4.2.4 and 5.4.2.5 of the Secondary Plan.

Terrestrial Features

5.4.8.1 - Lands designated Terrestrial Features have been identified as lands, such as wet meadows and woodlots that contribute currently to the ecological integrity of the sub-watershed.

5.4.8.2 - The extent of a Terrestrial Feature shall be confirmed through the preparation of an Environmental Implementation Report. Terrestrial Features may be altered or the feature may be replaced, provided it is demonstrated that the current ecological function and integrity of the sub-watershed is protected.

The limits of the Terrestrial Feature have been determined through an Environmental Impact Study. Thus, this satisfies, 5.4.8.1 and 5.4.8.2 of the Secondary Plan.

The proposed use conforms to the *Low Density 1 Residential and Open Space - Secondary Valleyland* policies of the Secondary Plan.

Springbrook Tertiary Plan:

The objectives of the Springbrook Tertiary Plan are to develop a comprehensive land use plan that will ensure new development is compatible with existing uses in the hamlet, and to identify guidance for the provision of infrastructure to support proposed development, such as road connections, access, and stormwater management, while recognizing the existing settlement pattern and environmental constraints.

The subject lands are designated as *Low Density Residential* within the Tertiary Plan for the Springbrook Area. Low Density Residential uses are to be developed in accordance with the Low Density 1 designation of the City of Brampton Official Plan, to ensure a transition in density and compatibility with the existing Credit Valley community.

The Tertiary Plan shows access to the subject site through the future extension of Hosta Street as part of the redevelopment of the adjacent properties to the north (9084 and 9074 Creditview Road). The extension of Hosta Street was recently approved at the Local Planning Appeal Tribunal (LPAT) on April 1, 2021. The proposed development is in conformity to the vision of the Springbrook Tertiary Plan.

The property is located within the approved Springbrook Community Block Plan for Sub Area 45-2 (Appendix 4A). The Block Plan shows residential development to take place on the subject lands, and along a window road along Creditview Road on the lands to the north. The submitted Tertiary Plan prepared by Gagnon Walker Domes Inc. dated January 28, 2020 (Appendix 4B) demonstrates that the development of the lands north of the subject site is not impeded and an appropriate street and lot layout can be accommodated in a comprehensive and coordinated manner. The Tertiary Plan is generally consistent with Block Plan 45-2 including the road alignment.

Block Plan:

The subject lands are part of Block Plan 45-2 also referred to as the Credit Valley Block Plan, (please refer to Appendix 6). The lands are within the Springbrook Special Study Area. The Block Plan is bounded by Williams Parkway and residential lands to the north, Mississauga Road and existing agricultural lands to the west, Queen Street West and residential lands to the south, and the Springbrook Creek and existing residential lands to the east. Creditview Road bisects the eastern portion of the area and the Huttonville Ravine passes north-south through the western portion of the district.

The Block Plan implements the policies of the City Official Plan and Secondary Plan based on the findings of a number of background studies completed to address environmental, servicing transportation, urban design and growth management considerations. The Block Plan ensures that the development of the new community addresses principles of sustainability and incorporates the principles of the City's Development Guidelines.

The policies related to subject lands and adjacent properties in the Credit Valley Block Plan 45-2 have been replaced by the recently approved Tertiary Plan. The policies in the Tertiary Plan contribute to the Credit Valley Block Plan. Any development on subject lands must address principles of sustainability and incorporates the principles of the City's Development Design Guidelines.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Credit Valley Block Plan 45-2.

City of Brampton Zoning By-law:

The subject property is zoned *Residential Hamlet (RHM1)* as per Zoning By-law 270-2004, as amended. This zoning designation does not permit the proposed residential uses.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 13 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

The Zoning By-law amendment proposes to rezone the property to *Residential Single Detached E (R1E-11.0-3678)*, *Residential Single Detached (R1E-11.0)* and *Floodplain (F)* Zone. The Zoning By-law Amendment includes site-specific zoning provisions, including but not limited to lot area, lot depth, yard depths and setbacks for the proposed single detached dwelling units. Other development standards are also included in the proposed by-law amendment as showing in Appendix 13- Draft Zoning By-law Amendment.

Technical Requirements

The following technical requirements have been satisfied.

Archaeological Assessment (Stage 1 & 2)

Staff has reviewed the Stage 1 and 2 Archaeological Assessment dated 2019 prepared by Detritus Consulting Ltd., dated October 16, 2019 submitted in support of the application. The report contains a copy of the Ministry of Environment, Conservation and Parks acceptance letter for the Stage 1 & 2 Archaeological Assessment for the subject lands. The report identifies that a Stage 1 background study of the subject property was conducted and was indicated that there was an elevated potential for the recovery of archeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a standard test pit survey at five metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Environmental Noise Assessment (Acoustical Report)

The Environmental Noise Assessment (Acoustical Report) was prepared by Valcoustics Canada Ltd., dated April 13, 2020 to determine noise impacts on the proposed development. The results of the study indicate the predicted sound levels arising from the proposed development are acceptable to the City of Brampton and Ministry of Environment, Conservation and Parks will be

achieved using commonly practiced abatement measures. Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment for the proposed plan of subdivision.

Environmental Impact Study

A scoped Environmental Impact Study dated May, 2020 (revised July 2022) prepared by R.J. Burnside & Associates Limited was completed for the proposed residential development. The study indicates measures to mitigate anticipated short and long-term impacts for the wetland as part of the greater strategy for retaining this natural feature prior to conveyance to public ownership. The application of the buffer, installation of native species of woody plants and the creation of the wetland enhancement zone are proposed for the residential development. Based on the subject study the proposed development is found to be environmentally feasible and no adverse natural environmental impacts are expected. The draft plan proposes a 5 m wetland buffer and additional planting enhancement to supplement the existing limited diversity of native species. The detailed design will need to ensure the stormwater contribution to the wetland and Redside dace contributing habitat will not be reduced. Through the detailed design stage, Staff will work with the consultant to ensure that the development will lead to an overall improvement in the wetland features and functions when considering the mitigation measures and the stormwater contribution to the wetland is resolved.

Flood Plain Mapping Study

A Flood Plain Mapping Study dated March 12, 2021 (and revised on January 31, 2022) prepared by Candevcon Limited was completed to investigate the flood plain for a segment of the West Tributary of Springbrook Creek. The southern portion of that plan was designated a Special Study Area. More recently the City of Brampton initiated Tertiary Plan studies for those southern lands.

Prior to the Tertiary Plan, Springbrook Estates Inc. prepared and submitted a draft plan of subdivision for lands situated between Creditview Road and the tributary to Springbrook Creek, south of the termination of Hosta Street. As a result of comments from the City, coordination with properties south of Springbrook Estates' lands was initiated. A concept for the combined lands has been proposed. For all the development proposals, upstream of Queen Street West, the Credit Valley Conservation Authority (CVC) has required that the flood plain of the water course (i.e. Tributary to Springbrook Creek) be assessed and the limits of the flooding have been identified.

Functional Servicing Report and Storm Water Management Report

A Functional Servicing Report dated May, 2020 prepared by R.J. Burnside & Associates Limited was completed in support of this development application. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed draft plan of subdivision and meet the engineering requirements of the City of Brampton. The applicant is currently working with Staff at the City of Brampton, Region of Peel and the Credit Valley Conservation Authority to ensure that they are satisfied that the site can achieve the grading, site servicing, and storm servicing and storm water

management requirements for the site based on the finding of this report. Staff have reviewed the reports and have found them to be generally satisfactory. However, there is some finalization to be done for the report and it is recommend that it be done before final enactment of the Zoning By-law for the development.

Phase 1 Environmental Site Assessment

The Phase 1 Environmental Site Assessment (Phase 1 ESA) dated September 13, 2019 was prepared by Terraprobe Inc. in support of the proposed Planning Act applications. The purpose of the Phase 1 ESA is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands.

Based on the results of the Phase 1 ESA, there were Potentially Contaminating Activities (PCAs) identified within the Phase One Study Area not on the Phase One Property. Based upon the review and evaluation of information gathered from the Phase One ESA, no Areas of Potential Environmental Concern (APECs) have been identified on the Phase One Property arising from the current and historical PCA found within the Phase One. A record of site condition has been filed with the Environmental Site Registry to support the proposed residential development. As such, engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Geotechnical Report

Geotechnical Report dated November 22, 2019 was prepared by Terraprobe Inc. in support of the proposed Planning Act applications. The purpose of the Geotechnical Report is to determine the subsurface soil and ground water conditions, and provide design recommendations. The anticipated construction conditions pertaining to excavation, foundation, basement drainage, earth pressure design, and floor slab were reviewed. Staffs has reviewed the report and found it to be generally satisfactory.

Planning Justification Report

The Planning Justification Report prepared by Gagnon Walker Domes (May 2020) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan, the Credit Valley Secondary Plan (Area 45) and the Sub Area 45-2 Credit Valley Block Plan are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Tree Inventory and Preservation Report

The Tree Inventory and Preservation plan dated September 17, 2019 prepared by Kuntz Forestry Consulting Inc. identifies an inventory of 36 trees situated on and within six metres of the subject property. There are 33 regulated trees involved with this project of which one represents a hazard and requires removal regardless of proposed construction activities. All remaining trees are clear of proposed construction and are scheduled for preservation. Subsequently, pursuant to the City of Brampton's Tree Preservation By-law (317-2012), the client will submit a permit application to remove trees on site. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail. The report provided

recommendations and tree protection measures for all other trees to be preserved prior to construction. At the subdivision detailed design stage, Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Tree Inventory and Tree Preservation Plans and have found it satisfactory.

OZS-2020-0018 – CONDITIONS OF DRAFT APPROVAL

SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL**DRAFT APPROVAL****DATE:** (Day After Last Day for Filing an Appeal if No Appeal has been Filed)**APPLICANT:** Gagnon Walker Domes Ltd.**SUBJECT:** Draft Plan of Subdivision
Gagnon Walker Domes Ltd. c/o Gurpreet Gill
21T-20006B
City of Brampton
OZS-2020-0018
Planner: Nitika Jagtiani

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 Gagnon Walker Domes (Project Number: 17.2386.00) dated April 29, 2020.

Subdivision Agreement

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

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

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.

- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit.
- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

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

Zoning

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

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.

6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.
9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. 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), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.

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.

Drawings

12. 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

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

Cost-share Agreement

14. Prior to registration the owner shall sign the Credit Valley Master Cost Sharing Agreement and the Credit Valley SP Sub-Area 2 Cost Sharing 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.
15. Prior to registration, the owner shall sign a local Cost Sharing Agreement for the extension of Hosta Street and related servicing in accordance with the Sub-Tertiary Plan prepared by GSAI (dated February 3, 2021), and appoint a Trustee for this Cost Sharing Agreement.

School Boards

16. 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

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

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

18. 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.
19. That the owner 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:

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

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

Peel District School Board

20. The owner shall undertake the following to the satisfaction of the Peel District School Board:

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

Enbridge Gas Distribution

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

21. 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.
22. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

23. 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.
24. 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.

Alectra Utilities

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

25. 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.
26. enter into a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
27. Be responsible for the costs associated with the hydro plan expansion to supply the development.

28. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s) or driveway(s).
29. 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 visiting [Find a Form | Alectra Utilities](#) (under Construction Services).

Credit Valley Conservation Authority

30. The City of Brampton's Restricted Area Zoning Bylaw shall contain provisions which will place all lands within Block 6 (Wetland and Buffer) in an appropriate designation such that the natural heritage system is protected in perpetuity.
31. That the natural hazard on the property (Block 6) be gratuitously dedicated to the City of Brampton, as appropriate.
32. Prior to the registration of any phase of the plan and any site grading and servicing in the respective phase, that the following information, relevant to that phase, be prepared to the satisfaction of the CVC and the City of Brampton:
 - a) Detailed engineering and grading plans for the overall draft plan of subdivision, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
 - b) Plans demonstrating the details of the emergency overland flow route, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
 - c) Appropriate sediment and erosion control measures be implemented as approved by CVC and the City of Brampton.
33. Prior to the registration of the plan and/or any phase of the plan, the following information will be prepared to the satisfaction of CVC and the City of Brampton:
 - a) That wetland buffer restoration and enhancement plans are submitted to the satisfaction of CVC and the City of Brampton.

- b) Plans/reports demonstrating the details of the proposed development within the regulated area, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
- c) That a Warning Clause be included in the Agreements of Purchase and Sale advising the future landowners of Lot 4 and 5 that the adjacent public land (i.e., flood and erosion) will remain as a low maintenance environment.

Hydro/Telecommunications

34. 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

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

35. 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.
36. 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

37. 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.

Land Dedications

38. A provision shall be made in the subdivision agreement that:

- a) The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
- b) All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Traffic/Development Engineering Conditions

39. 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.

40. Servicing of the subdivision will require:

- a) Construction (upsizing) of external 300mm diameter watermain along Creditview Road, as requested as part of the Springbrook Tertiary Plan Servicing Study, from Queen Street to approximately 160 meters north of Queen Street. The Developer shall make necessary arrangements in respect to design and construction of the 300mm diameter watermain at the sole cost and expense of the Developer.
- b) Existing water service and sanitary sewer connection on Creditview Road, if these are not being used to service Lot 1, must to be properly abandon and the road restored to the original condition or better.

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

Drawings – Servicing and “As Constructed”

- 41. Prior to servicing, the Developer’s engineer shall submit all engineering drawings in the digital format to the latest Region’s Digital Format Guidelines.
- 42. 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

- 43. 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.
- 44. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
- 45. Prior to registration of the plan of subdivision, the Developer shall pay the Region’s costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for

combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.

46. 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.
47. 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.
48. 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.
49. 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;
 - a. 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.

- b. 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
- c. 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.
- d. 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.

50. 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
51. 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.

Administrative — Clearance of Conditions

52. 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:

Dufferin-Peel Catholic District School Board

40 Matheson Boulevard West
Mississauga, Ontario
L5R 1G5

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

Rogers Cable Communications Inc.

3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel

10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Credit Valley Conservation Authority

1255 Old Derry Rd,
Mississauga, Ontario

L5N 6R4

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 Credit Valley Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.

RESULTS OF PUBLIC MEETING

RESULTS OF PUBLIC MEETING

Planning and Development Committee
Regular Meeting – December 7th, 2020
City File Number – OZS-2020-0018

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

D. Barrick, Chief Administrative Officer

Planning and Development Services:

R. Forward, Commissioner
A. Parsons, Director, Development Services
B. Bjerke, Director, Policy Planning
C. Owusu-Gyimah, Manager, Development Planning
D. Vanderberg, Manager, Development Planning
J. Humble, Manager, Development Services
E. Corazzola, Manager, Zoning and Sign By-law Services
Mirella Palermo, Policy Planner
R. Nykyforchyn, Development Planner
N. Deibler, Development Planner
N. Jagtiani, Development Planner
K. Henderson, Development Planner
N. Mahmood, Development Planner
M. Michniak, Development Planner

City Clerk's Office:

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

Members of the Public- Nil

Staff Report:

Nitika Jagtiani, Development Planner, Planning, Building and Growth Management, presented an overview of the application that included the location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Following the presentation, it was indicated that there were no questions or clarification from Committee or pre-registered delegations. There were no members of the public present at the meeting for this application.

City Clerks received 8 resident correspondence emails from the community. The residents provided their views, suggestions, concerns and posed questions with respect to: built form compatibility, impact on natural heritage features, traffic concerns, and grading.

The following is a list of the primary concerns raised by area residents.

Built Form Compatibility

Residents raised concerns that the development would not fit the character of the area.

Response: The proposed development has been supported by several studies that were reviewed by City staff and approved, most notably for built form is an Addendum to the Springbrook Community Design Guidelines. The proposed Draft Plan of Subdivision will be subject to the City's Architectural Control Compliance Review Process. A Design Control Architect and City Urban Design Staff will review the applicants submission to ensure that building designs are appropriate and in general compliance with the CDGs. The Owner will be required to satisfy the Control Architect and City Staff that they are able to comply with these guidelines throughout the design, marketing and construction process. Only dwelling unit designs that have been approved by the Control Architect may be offered for sale and built.

The proposed residential development is designed according to the Credit Valley Block Plan 45-2 and the proposed built forms of single detached dwellings are compatible with the existing adjacent community. The residential units proposed are shaped, oriented and developed in a manner that is compatible with the surrounding area.

Impact on the Natural Heritage Features/Wildlife

Residents raised concerns in regards to the proposed development and the impact it may have on the natural heritage features adjacent to the development, as well as the wildlife in the area, including some endangered species.

Response: An Environmental Impact Study was completed for this application and circulated to staff and the Conservation Authority for review and comment. The report has since been accepted by staff and the Conservation Authority and no adverse impacts are

anticipated on the natural heritage features and/or with the endangered species. Furthermore, a Natural Heritage Systems block and buffer block is being conveyed to the City as well as being zoned appropriately to preserve the feature.

Traffic Impact

Residents were concerned about traffic congestion, increased volume and access to the development from Creditview Road.

Response: The City's Transportation Planning and Region of Peel staff have reviewed the access and are satisfied that the surrounding road network and key intersections can accommodate the traffic generated by the proposed development in conjunction with parcels connected to Hosta Street.

Grading

The neighboring land owners were concerned with the overflow stormwater route from the Hosta Street extension to the wetland in the east of the Tertiary Area through a channel at the south limit of the subject lands and the north limit of 9052 Creditview Road.

Response: The applicant has submitted reports that address concerns related to the interim stormwater management strategy to provide quality, quantity and erosion control for the runoff generated from the site. The reports submitted states that ultimate flows are below the maximum allowable release rate identified by CVCA. The additional discharge will be diverted to the existing stormwater pond in close proximity to site. Staff is coordinating with the consultant to ensure that the overland flow route outfall and erosion protection design will be addressed at the detailed design stage.

RESULT OF CIRCULATION RECEIVED

COMMENTS AND CONDITIONS MEMO

Date: December 16, 2022

File: OZS-2020-0018 - 21T- 20006B

From: Nitika Jagtiani

Subject: Requirements for Plan of Subdivision

Application to Amend the Zoning By-Law and for a Draft Plan of Subdivision

Gagnon Walker Domes Ltd. – Gurpreet Gill

(To permit the development of 5 single detached residential dwellings, a Natural Heritage System Block, and the extension of Hosta Street).

9058 Creditview Road

West of Creditview Road and South of Queen Street W.

WARD: 5

Circulation Date: August 25th, 2022

Plan: Part of Lot 6, Concession 4 W.H.S.

Plan Dated: May 6, 2022

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, Building and Growth Management 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:

PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be conventional townhouse units and dual frontage townhouse units within this plan of subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

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

- iii. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- v. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow

bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- vi. "The final location of walkways may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vii. "The development will be subject to an application for Site Plan Approval. Site details may change without notice. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- viii. "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."
- ix. "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."
- x. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xi. "There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca."
- xii. "Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home."
- xiii. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xiv. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."

- xv. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
- xvi. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
- xvii. "The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot."
- xviii. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
- xix. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."
- xx. "FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

Growth Management/Staging and Sequencing

1. N/A

Digital Submissions of Plans

2. 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.

Final Homebuyers Information Map

1. 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;
2. 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) attach a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

3. 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 the subdivision 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:

“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.”
 - b) 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.
 - c) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
 - d) 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.
 - e) 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.

- f) 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."
- g) 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."
- h) 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."
4. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Site Plan Approval

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

Telecommunications

6. The owner 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 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.
7. 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

8. N/A

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:

Nil

D. 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.



Nitika Jagtiani MES, LEED AP ND
Development Planner
Planning, Building & Economic Development
905-874-3847
Nitika.Jagtiani@Brampton.ca

COMMENTS & CONDITIONS MEMO

Date: August 22, 2022

File: OZS-2020-0018 & 21T-20006B

To: N. Jagtiani, Development Services

From: C. Heike, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT
Official Plan & Zoning By-Law Amendment Application and
Proposed Draft Plan of Subdivision**
(To permit an infill residential development consisting of 5 single-detached dwellings.)

UPDATED Conditions from the Park Planning & Development Section

Consultant: **GAGNON WALKER DOMES LTD.**

Owner: **GIL GURPREET**

Location: 9058 Creditview Road
Circulation Date: August 15, 2022
Ward: 5

In response to the Accela circulation of the 1st Revision (R1) material for the above noted Official Plan & Zoning By-Law Amendment application and Proposed Draft Plan of Subdivision dated August 15, 2022, the following represents an UPDATED summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this replaces our previous memo dated September 9, 2020.

A. PRIOR TO DRAFT PLAN APPROVAL

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

1. NIL.

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the 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 outer limits of the Natural Heritage System (NHS) buffer (Wetland & Buffer Block 6), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

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:

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

Environmental Implementation Report:

4. Prior to Registration, an Environmental Implementation Report shall be submitted, finalized and approved, to the satisfaction of the City and CVC.

Fencing:

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

Maintenance Fees:

6. The Owner shall agree to 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:

7. 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 0.0167 ha. (0.0412 ac.), based on Section 51.1 of the Planning Act. This results in a projected parkland under-dedication of 0.0167 ha. (0.0412 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.

Note: The plan is located within the Credit Valley Secondary Plan Area and is subject to Council resolution CW070-2005 which requires CIL for residential development to be collected at a rate of \$350,000/ac.

Plan Requirements for all Public Lands:

8. Prior to plan registration, the Owner shall provide detailed working drawings for all identified NHS, landscape 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:

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

Summary Requirements:

10. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, stormwater management ponds, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub

beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

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

Tableland Vegetation:

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

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

Warning Clauses – NHS, Open Space, etc.

13. 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 Natural Heritage System (NHS) and/or open space (Wetland & Buffer Block 6) that state:

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

Warning Clauses – Street Trees

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.

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:

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

Development of all Public Lands:

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

Streetscape Implementation:

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

As-Built Drawings:

18. 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:

19. Prior to assumption, any material identified in the Tree Evaluation Report as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, 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:

20. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:

- a) Wetland & Buffer Block '6' shall be identified as part of the existing "Haywood Pond".

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

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
Interim Supervisor, Park Planning
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):
J. Mete, W. Kuemmling, M. Colangelo, K. Dokoska

(Note: A digital copy has also been uploaded to Accela.)

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: Jan 23, 2023
File: **OZS-2020-0018 - 9058 Creditview Road & 21T-20006B**
To: Nitika Jagtiani
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-20006B
Infill residential development - 5 single-detached residential dwellings.
Applicant Name - GAGNON WALKER DOMES LTD.
Developer Name - GILL GURPREET
Location - 9058 Creditview Road

Circulation Date: Aug 25, 2022
Plan: Concept Plans (Interim & Ultimate)
Plan Dated: May 06, 2020
Comment Revision #: **#4**

In response to the circulation of the above noted application, 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

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

1. Municipal right-of-way (ROW) curb radius dimensions to be added to the proposed draft plan of subdivision. **Cleared Aug 25, 2022 SM**

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. The applicant shall ensure that lot frontages and dwelling layouts are such that no driveways will intersect, including any portion within the road allowance.
2. The owner/applicant is to convey a 1.5m road allowance widening along the entire Creditview Road frontage towards the ultimate right-of-way of 23.0m or 11.5m from the centreline of the roadway. **As shown on draft Plan, SM, Oct 03, 2022**

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. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required;
4. Parking supply is to be as per the City zoning requirements.
5. Provide a 0.3m reserve at the southerly limit of the cul-de-sac, if necessary.
6. Prior to registration, the City, at its own discretion, may require the early dedication of all roads, or portions thereof.
7. The applicant shall be responsible for all costs associated with the extension of Hosta Street, and shall provide the applicable securities, as determined by the City, for said works.
8. Registration of the Plan will be dependant of the prior registration of the plan to the north, for servicing and access reasons, and registration of the lands to the immediate south for completion of the cul-de-sac.
9. Driveways width requirements are to adhere with city approvals. Typical standards are 3.5m (single), 6.0m (double), 7.3m (shared).
10. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
11. Utility clearance of 1.5 metres from residential driveways is required.
12. Identify the community mailbox location that will be affiliated with this proposed development.
13. Existing 0.3m reserves across Hosta Street are to be lifted prior to registration of the plan.

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

Date: February 8, 2023

To: Nitika Jagtiani, Development Planner

From: Donna Sanders, Engineering Technologist

Subject: Functional Servicing Report
GAGNON WALKER DOMES LTD. – Gurpreet Gill
9058 Creditview Road
File: OZS-2020-0018 / 21T-20006B

Submission for Zoning By-Law Amendment and Draft Plan of Subdivision:

- Functional Servicing and Stormwater Management Report for Gurpreet Gill prepared by R.J. Burnside & Associates Limited dated **January 2023**, and received January 19, 2023
- Draft Plan of Subdivision dated Latest Revision **April 27, 2021**

Comments:

1. *R0) Insufficient documentation has been provided to show the connection of the subject site to the ultimate stormwater outlet. Please provide the appropriate drawings to support the calculations and design sheet for the subdivision to outfall;*
R1) The report provides inconsistent data, ie. Table 2 vs Figure 5 vs Appendix E post development calculations. As well, further coordination is required with adjacent Consultants to ensure consistency across the subdivision limits, including the southerly application as this may affect drainage area calculations;
R2) Outstanding – Table 2 and 3 differ in post development flows to Pond S5, post development flows to the existing wetland also appear incorrect (low);
2. *R0) Insufficient information has been provided on the preliminary grading plan to demonstrate road alignment or how the subject site will relate to the surrounding lands. Please provide additional details to show interim and ultimate scenarios;*
R1) Partially addressed, however, further coordination is required with adjacent Consultants to ensure consistency across the subdivision limits. Coordinating the preliminary grading information may revise drainage area limits as well;
R2) Addressed
3. *R0) The FSR references existing reports to support assumptions in design of the subdivision. Please provide the referenced excerpts from the existing reports;*
R1) Addressed, however, the excerpts are poorly identified as to source. Please clarify accordingly;
R2) Addressed
4. *R1) The final report is to be stamped and signed by a Professional Engineer of Ontario;*
R2) Outstanding

5. R1) A retaining wall is proposed at the rear lot line of Lots 4 and 5. Please maximize the allowable 5:1 sideyard slope to reduce or eliminate the retaining wall;
R2) Legend still indicates the graphics depicting 3:1 side slopes. Please revise;
6. R1) Please update the Draft Plan of Subdivision, to reflect the latest available dated Revision April 27, 2021;
R2) Addressed
7. R1) Please note that MECP is introducing a new consolidated approval process called the "Consolidated Linear Infrastructure Environmental Compliance Approval" (CLI ECA) and will replace the Transfer of Review process in spring/summer 2022. One key implication of the CLI ECA is that both LID and conventional practices can be installed on private properties **if** the following conditions are met:
 - The City has the legal right to access, operate and maintain the privately owned stormwater works;
 - The City ensures on-going operation and maintenance of the privately owned stormwater works; and
 - The privately owned stormwater works have obtained separate ECA, as required.

As a result of this new CLI ECA process, backyard swales and soil amendment may not be permitted unless the above conditions are met. In addition to that, new SWM requirements may be required for green field developments. Please contact enviropemissions@ontario.ca to confirm how your application will fit into the timing and requirements for transitioning into the new CLI ECA.

R2) Please note that the City has no intention to maintain amenities within private property, therefore topsoil amendment and rear yard trenches or raingardens are not permitted. A subdivision agreement is not a valid legal mechanism to ensure homeowner maintenance of private LIDs, as this agreement is between the City and developer. However, the City is currently exploring other legal mechanisms to achieve such enforcement. LIDs to meet quality and water balance requirements will be further reviewed at detailed design as the CLI ECA requirements are further defined.

Please address the following comments from review of the revised report:

1. The report proposes a new clean water storm sewer taking drainage from RLCB in Lot 3 and roof drains of Lots 2 and 3, and discharging through the emergency overland flow route, outletting to the existing wetland. The clean water pipe discharges through an easement within private lots. Please ensure that the sewer is wholly within one lot along with adequate easement width for future maintenance. Please provide a preliminary cross section depicting zone of influence and calculations to support the easement width pertaining to depth of sewer, as this may affect lot lines on the draft plan;

2. Please note that the emergency overland flow route outfall and erosion protection design will be addressed at detailed design stage;
3. A retaining wall is proposed to extend into the NHS buffer block. We defer review and approval of this item to CVC and Environmental Planning at detailed design stage.

Please have the applicant address the above comments and submit a revised report including written response letter.

cc. Maggie Liu
Olti Mertiri

Date: August 28th, 2022
To: Nitika Jagtiani, Development Services
From: Zoe Milligan, Environmental Planning
File: OZS-2020-0018
Subject: **9058 Creditview Rd**
Application for a Zoning By-law amendment, and draft Plan of Subdivision

Environmental Planning received the following documents associated with the aforementioned application:

- “Scoped Environmental Impact Study (Revision 1)” prepared by R.J Burnside & Associates Limited and dated July 2022;

Our comments are offered below. Please advise the applicant to address these comments, and provide a revised submission accompanied by a letter indicating how and where the City’s comments have been addressed.

Executive Summary

1. The Executive Summary should include a brief overview of major findings and results from the EIS and supporting studies and reports that have implications to the NHS and other environmental features and aspects on site. Please expand the sections on supporting studies to include more details on findings from these supporting studies including, but not limited to, results from grading plan, site and feature water balance, expected hydrologic changes to NHS features, # of Trees removed, # of compensation trees, etc. Additionally, please include a summary of major mitigation measures to be implemented.

Wetland Feature Water Balance

2. The hydrologic changes (e.g. 50% decrease in annual stormwater contribution) during and post construction have potential to have significant impact to the wetland feature and watercourse function on-site and downstream. How this will be addressed will need to be resolved prior to detailed design. A comprehensive plan in the EIS and FSR will be needed, showing how adequate flows and hydrology will be ensured to maintain the health and condition of the wetland. Please defer to CVC comments for additional requirements. City Staff can set up a meeting with CVC, City Staff and the Applicant, if desired.

Should you have any questions, please feel free to contact the undersigned.

Zoe Milligan
Environmental Planner

Kristina Dokoska
Environmental Planner

905-874-5286
zoe.milligan@brampton.com

905-874-2081
kristina.dokoska@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: September 11, 2020
File: **(OZS-2020-0018 and 21T-20006B)**
To: Nitika Jagtiani
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-0006B**
Location: 9058 Creditview Road
Circulation Date: September 2020
Plan: Draft Plan of Subdivision
Plan Dated: April 29, 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)**
 2. **Feasibility Noise Report**
 3. **Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required.**
- 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

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 Credit Valley Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

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

2. Road Reconstruction/Cash Contributions

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

Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

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

6. 0.3 Metre Reserves/Reserve Block(s)

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

7. 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

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)

Archived: 2023/02/08 3:44:45 PM
From: [planninganddevelopment](#)
Sent: Thu, 14 Jan 2021 20:30:49
To: [Jagtiani, Nitika](#)
Subject: [EXTERNAL]RE: OZS 2020 0018 - 9058 Creditview Road - Request for comments
Sensitivity: Normal

Happy New Year Nitika!

No comments from Bell on this one.

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



From: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>
Sent: Thursday, January 14, 2021 8:51 AM
To: Municipal Planning <municipalplanning@enbridge.com>; planninganddevelopment <planninganddevelopment@bell.ca>; Henry Gamboa <henry.gamboa@aletrautilities.com>; GTAW New Area <gtaw.newarea@rci.rogers.com>; FEARON, Christopher <christopher.fearon@canadapost.postescanada.ca>; Hughes, Trisha <trisha.hughes@cvc.ca>
Subject: [EXT]re: OZS 2020 0018 - 9058 Creditview Road - Request for comments

Good Morning Everyone,

Happy New Year! Hope you all are doing well.

With respect to the above noted file, City Staff had circulated request for comments on August 27, 2020. While reviewing the files, I noticed that I have not received comments from your end. Would you please be able to provide me with comments at your earliest convenience. The applicant would like to proceed with a resubmission.

Should you require additional information to assist you with your review, please do not hesitate to contact me.

Thanks!

Kind regards,

Nitika Jagtiani MES (PI.), LEED AP ND
Planner I, Planning, Building and Economic Development
City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2
T: 905.874.3847 E: Nitika.Jagtiani@Brampton.ca

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External Email: Please use caution when opening links and attachments / **Courriel externe:** Soyez prudent avec les liens et documents joints



January 27, 2023

VIA EMAIL

City of Brampton
Planning & Building Dept.
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Attention: Nitika Jagtiani

**RE: City File No. OZS-2020-0018
CVC File No. 21T-20006B
Gurpreet Gill
9058 Creditview Road
Part Lot 6, Concession 4 WHS
City of Brampton**

Credit Valley Conservation (CVC) staff have received and reviewed the above noted Draft Plan of Subdivision, Official Plan Amendment and Zoning By-Law Amendment made by Gagnon Walker Domes Ltd. on behalf of the owner and provide the following comments.

CVC Regulated Area

Based on our mapping, a portion of the property is regulated due to wetland, West Springbrook Creek and the associated flood and erosion hazards. As such, a portion of the property falls under Ontario Regulation 160/06 - Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation. Any future development proposed within the regulated area will require prior permission from CVC in the form of a permit. Consultation with CVC prior to submission of a permit application will be required to confirm complete application requirements.

General Comments

CVC staff have reviewed the Functional Servicing & Stormwater Management Report prepared by Burnside (last revised January 2023) and the Environmental Impact Study prepared by Burnside (January 2023) and have found them generally satisfactory.

A portion of the subject property drains towards the wetland and West Springbrook Creek to the west and a portion of the site drains to an existing stormwater management Pond S5 to the northeast.

It should be noted that the majority of the site drains to proposed stormwater management infrastructure (i.e., servicing) in an adjacent subdivision (21T-17004B), then to an existing stormwater management Pond S5. As such, development of this site will be dependent on timing of detailed design and construction of the SWM servicing in the adjacent subdivision. The applicant should coordinate with the neighbouring development to ensure appropriate timing of works.

CVC staff will continue to review the proposed development through the detailed design stage, including review of the detailed engineering plans and the wetland buffer planting and enhancement plans, in accordance with CVC's previous comments.

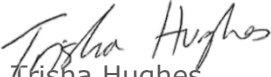
CONDITIONS OF DRAFT APPROVAL

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:

1. The City of Brampton's Restricted Area Zoning Bylaw shall contain provisions which will place all lands within Block 6 (Wetland and Buffer) in an appropriate designation such that the natural hazards are protected in perpetuity.
2. That the natural hazard lands on the property (Block 6) be gratuitously dedicated to the City of Brampton, as appropriate.
3. Prior to the registration of any phase of the plan and any site grading and servicing in the respective phase, that the following information, relevant to that phase, be prepared to the satisfaction of the CVC and the City of Brampton:
 - a) Detailed engineering and grading plans for the overall draft plan of subdivision, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
 - b) Plans demonstrating the details of the emergency overland spillway outlet, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
 - c) Appropriate sediment and erosion control measures be implemented as approved by CVC and the City of Brampton.
4. Prior to the registration of the plan and/or any phase of the plan, the following information will be prepared to the satisfaction of CVC and the City of Brampton:
 - a) That wetland buffer restoration and enhancement plans are submitted to the satisfaction of CVC and the City of Brampton.
 - b) Plans/reports demonstrating the details of the proposed development within the regulated area, including the fulfilling of all requirements for the issuance of a permit pursuant to Ontario Regulation 160/06.
 - c) That the Subdivision Agreement between the Owner and the Municipality contain provisions, wherein the Owner agrees to carry out the works noted in Conditions 3 & 4.
 - d) That a Warning Clause be included in the Agreements of Purchase and Sale advising the future landowners of Lots 4 and 5 that the adjacent public land includes wetland and natural hazards (i.e., flood and erosion) and will remain as a low maintenance environment.

I trust this is satisfactory, however if you need further assistance, please do not hesitate to contact the undersigned at trisha.hughes@cvc.ca or 905-670-1615 ext. 325.

Sincerely,


Trisha Hughes
Planner

cc: Gurpreet Gill (owner)
Gagnon Walker Domes Ltd. (agent)
John Hardcastle, Region of Peel

COMMENTS AND CONDITIONS MEMO

Date: September 11th 2020
File: OZS-2020-0018
To: Nitika Jagtiani
From: Dalia Bahy
Subject: Application to Amend Official Plan, Zoning By-law and plan of Subdivision
Proposal for the subject site to be developed for an infill residential development consisting of five (5) single-detached residential dwellings.

Location: 9058 Creditview Road

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:

An Addendum to the Springbrook Community Design Guidelines has been submitted in support of the Amendment and Draft Plan of Subdivision Applications. The Addendum indicates that all new development within the subject site shall conform to the provisions of the CDGs prepared by NAK Design Group and John G. Williams Limited, Architect, January 2008. The Addendum also indicates that the "Architectural Control Guidelines for Ground Related Residential Development" (ACGGRRD), Chapter 7 of the "City of Brampton - Development Design Guidelines", added through Council approval on August 6, 2008 and By-Law 110- 2010 shall also apply.

A. PRIOR TO DRAFT PLAN APPROVAL

•

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.

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.

Regards,

Dalia Bahy | Ph.D. MCIP, RPP, LEED AP. BD+C

Urban Designer

Strategic Planning Developments Division

City of Brampton | Tel: 905-874-2483

E-Mail: dalia.bahy@brampton.ca

January 14, 2021

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Nitika Jagtiani

Re: Notice of Application and Request for Comments
Gagnon Walker Domes – Gurpreet Gill
9058 Creditview Road
City Files: OZS-2020-0018 & 21T-20006B
Alectra EP File: C3-83

Dear Nitika,

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 visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

If you have any questions or concerns, feel free to contact me at 416.859.8126.

Yours Truly,

Ryan Erzek, CET
Design Tech., Distribution Design – Subdivisions

January 19, 2021

Nitika Jagtiani, MES (Pl.) LEED AP ND
Planner I
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Nitika,

Re: Draft Plan of Subdivision, Zoning By-law Amendment
Gurpreet Gill
9058 Creditview Road
City of Brampton
File No.: OZS 2020-0018

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.

Archived: 2023/02/08 3:44:48 PM

From: [GTAW New Area](#)

Sent: Mon, 21 Sep 2020 20:21:21

To: [Jagtiani, Nitika](#)

Cc: [GTAW New Area](#)

Subject: FW: OZS-2020-0018 and 21T-20006B Notice of Application and Request for Comments DUE SEPT 27/2020

Sensitivity: Normal

Attachments:

[R0_Draft Plan of Subdivision.pdf](#), [R0_Registered Owner's Authorization Draft Plan of Subdivision.pdf](#), [R0_Registered Owner's Authorization ZBLA.pdf](#), [OZS 2020-0018 Notice of Application and Request for Comments \(August 27, 2020\).pdf](#)

Hi

Rogers Communications Canada Inc. has no objections.

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

Prior to registration of the plan of subdivision, the developer/owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Thank you

From: Trdoslavic, Shawntelle [mailto:Shawntelle.Trdoslavic@brampton.ca]

Sent: Friday, August 28, 2020 11:02 AM

To: circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@aletrautilities.com>; GTAW New Area <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca; Vidovic, Branko <branko.vidovic@peelsb.com>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csvgamonde.ca

Cc: Jagtiani, Nitika <Nitika.Jagtiani@brampton.ca>

Subject: OZS-2020-0018 and 21T-20006B Notice of Application and Request for Comments DUE SEPT 27/2020

Good Morning,

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**, Nitika Jagtiani at Nitika.Jagtiani@brampton.ca

Please note comments are due to Nitika **by September 27, 2020**

Thank you and have a great day!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

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September 2nd, 2020

Nitika Jagtiani
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Jagtiani:

**RE: Application for an Amendment to the Zoning By-law and for
a proposed Draft Plan of Subdivision - OZS-2020-0018 & 21T-20006B
Proposal to develop a subdivision of five (5) lots to facilitate single detached
residential dwellings and a Natural Heritage Block
Gagnon Walker Domes – Gurpreet Gill
9058 Creditview Road
West side of Creditview Road and to the north of Queen Street West
City of Brampton (Ward 5)**

The Peel District School Board has reviewed the above-noted application (5 single detached residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows: 3 K-8
1 9-12

The students are presently within the following attendance areas:

	<u>Enrolment</u>	<u>Capacity</u>	<u># of Portables</u>
Ingleborough P.S.	809	764	6
Jean Augustine S.S.	983	1,533	0

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

Trustees

Brad MacDonald, Chair
David Green, Vice-Chair
Carrie Andrews
Susan Benjamin
Stan Cameron
Robert Crocker

Nokha Dakroub
Will Davies
Sue Lawton
John Marchant
Kathy McDonald
Balbir Sohi

Interim Director of Education and Secretary

Jaspal Gill

Associate Director, Instructional & Equity Support Services

Poleen Grewal

Associate Director, Operational Support Services

Jaspal Gill

Associate Director, School Support Services

Mark Haarmann

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.”
 - b) “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board.”
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board’s Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

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

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

21T-20006B comment.doc

September 3, 2020

Nitika Jagtiani
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Jagtiani:

Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Gagnon Walker Domes – Gurpreet Gill
9058 Creditview Road
West side of Creditview Rd, North of Queen St W
File: 21T-20006B (OZS 2020-0018)
City of Brampton – Ward 5

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 5 detached units which are anticipated to yield:

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

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

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Jacinta Marto	343	504	0
Secondary School	St. Roch	1477	1404	0

The Board requests that the following condition be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

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

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

Public Works

10 Peel Centre Dr.
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tel: 905-791-7800

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February 1, 2023

Nitika Jagtiani
Planning and Building Division
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Draft Plan of Subdivision
9058 Creditview Road
City of Brampton, Ward 5
Gagnon Walker Domes Ltd.
City File: OZS-2020-0018, 21T-20006
Region File: RZ-20-018B, 21T-20006B

Dear Nitika,

Further to the Region's comments dated November 30, 2023, staff have reviewed the materials submitted in support of the Draft Plan of Subdivision and Zoning By-law amendment. Our comments and Draft Plan Conditions can be found below.

Planning Review

Planning staff have reviewed the above noted Zoning By-law Amendment and Plan of Subdivision and have noted two planning issues related to the proposed development.

- The Brampton City Council adopted a modified tertiary plan for the Springbrook Settlement Area in October 2020. The Region has been informed by Brampton staff that the tertiary plan will not adversely affect the development.
- The LPAT decision for PL180316 & PL190347, issued March 2, 2021, approved the Zoning By-law Amendment, Draft Plan of Subdivision, and Conditions pertaining to the property north of the subject development. Staff are satisfied that this LPAT decision will not adversely affect the proposed Hosta Street extension.

REGION OF PEEL CONDITIONS OF DRAFT APPROVAL

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-20006B, 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.

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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 sanitary sewer on Creditview Road and 250mm sanitary sewer on Hosta Street.
- External easements and construction may be required.

Water Facilities

- The lands are located within Water Pressure Zone 5.
- Existing infrastructure consist of a 150mm watermain on Creditview Road and 200mm watermain on Hosta Street.
- External easements and construction will be required.

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, as amended 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.

Functional Servicing Report

- A Functional Servicing Report dated January 2023 and prepared by R.J. Burnside & Associates Limited has been received for review by the Region of Peel and is deemed satisfactory. Should the proposal change, a revised Functional Servicing Report will be required for review and approval by the Region of Peel.
 - As part of the Springbrook Tertiary Plan servicing study, it is required that the existing 150mm diameter watermain on Creditview Road from Queen Street to approximately 160 metres north of Queen Street is upsized to 300mm diameter.

Waste Management

- The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to Section 2.0 and 3.0 of the Waste Collection Design Standards being met.

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- Each unit within a development shall have its own identifiable waste collection point (distinct set out area along the curb or the sod that cannot be shared with neighboring units) as approved by Public Works Commissioner or Delegate. The set out area shall be clearly shown. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars.
- A 3m² by 1m² set out area is required to allow for a one-metre separation between cards in order to provide sufficient space for cart collection.

CONDITIONS OF DRAFT APPROVAL

The Region has no objection to this proposal advancing to draft plan approval and provide the following Regional 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; 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;

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- 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.

Land Dedications

- 4. A provision shall be made in the subdivision agreement that:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
 - b. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Traffic/Development Engineering Conditions

- 5. 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.
- 6. Servicing of the subdivision will require:
 - a. Construction (upsizing) of external 300mm diameter watermain along Creditview Road, as requested as part of the Springbrook Tertiary Plan Servicing Study, from Queen Street to approximately 160 meters north of Queen Street. The Developer shall make necessary arrangements in respect to design and construction of the 300mm diameter watermain at the sole cost and expense of the Developer.
 - b. Existing water service and sanitary sewer connection on Creditview Road, if these are not being used to service Lot 1, must to be properly abandoned and the road restored to the original condition or better.

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

Drawings – Servicing and “As Constructed”

- 7. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
- 8. 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

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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

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 servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
11. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
12. 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.
13. 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.
14. 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.
15. 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;
 - a. 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

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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.

- b. 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
 - c. 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.
 - d. 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.

16. 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
17. 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 (sonia.tam@peelregion.ca 905.791.7800 x4283) at your earliest convenience.



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Sonia Tam
Intermediate Planner
Development Services
Region of Peel

AMENDMENT TO THE ZONING BY-LAW



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To OZS_2020_0018_APP 13_Zoning By-law Amendment.docx

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:
Residential Hamlet 1 (RHM1)	Residential Single Detached E -11.0-3678 (R1E-11.0-3678) and Floodplain (F)

- 2) By adding thereto the following section:

“3678 The lands zoned as R1E-11.0-3678 on Schedule A to this By-law:

3678.1 Shall be subject to the following requirements and restrictions:

1. Minimum Lot Area: Shall be the value of 25 times the minimum lot width in square metres
2. Minimum Lot Depth: 24.0 metres
3. Minimum Front Yard Depth:
 - a. 3.5 metres where the rear lot line abuts a Floodplain Zone.
4. Minimum Rear Yard Depth:
 - a. 6.0 metres
 - b. 4.5 metres where the rear lot line abuts a Floodplain Zone
 - c. A balcony or deck in the rear yard may encroach up to 2.5 metres into the required rear yard setback”.

3678.2 Shall also be subject to the requirements and restrictions relating to the R1E Zone and all the general provisions of this by-law, which are not in conflict with those set out in Section 3678.1”

ENACTED and PASSED this [enter date] day of [enter month], 2023.

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

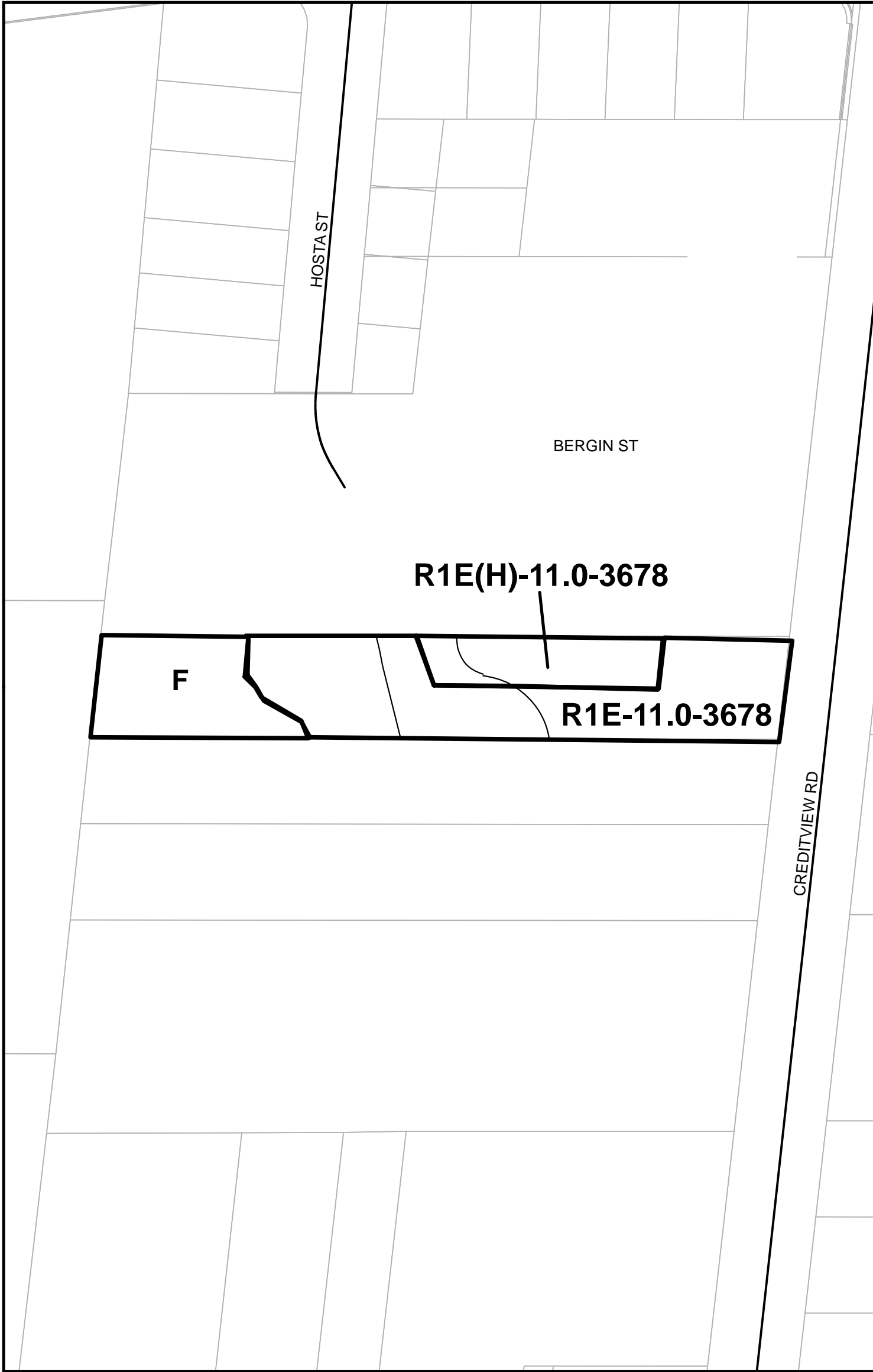
Patrick Brown, Mayor

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

Peter Fay, City Clerk

(OZS-2020-0018)

DRAFT



Date: 2023-03-01

Subject: **OZS-2022-0028**

Secondary Title: Recommendation Report
Application to Amend the Zoning By-law
(To permit a mixed-use development comprised of two towers (35 and 47 storeys) with a 6 to 8-storey podium)
Nahid Corp. – 2556830 Ontario Inc.
226 Queen Street E.
Ward: 1

Contact: Angelo Ambrico, Manager, Development Services
Planning, Building and Growth Management
905-874-2953, angelo.ambrico@brampton.ca

Report Number: Planning, Bld & Growth Mgt-2023-002

Recommendations:

1. **THAT** the report titled: Recommendation Report, Application to Amend the Zoning By-law, Nahid Corp. – 2556830 Ontario Inc., west of Kennedy Road, at the northeast corner of Queen Street East and June Avenue, Ward 1 (File: OZS-2022-0028 Planning, Bld & Growth Mgt-2023-002), to the Planning and Development Committee Meeting of March 20, 2023, be received;
2. **THAT** the Zoning By-law Amendment application submitted by Nahid Corp. on behalf of 2556830 Ontario Inc., Ward: 1, File: (OZS-2022-0028 and Planning, Bld & Growth Mgt-2023-002), be approved, on the basis that it represent good planning, including that it is consistent with the Provincial Policy Statement, conform(s) to the Grown Plan for the Greater Golden Horseshoe, The Region of Peel Official Plan and the City's Official Plan for the reasons set out in the Planning Recommendation Report, March 1, 2023;
3. **THAT** the amendments to the Zoning By-law, as generally attached as Appendix 9 to this report, be adopted subsequent to the approval of the following studies: Functional Servicing Report and Traffic Impact Study;
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 amendments to the Zoning By-law to accommodate the proposed development, with minor revisions being completed to the Functional Servicing Report and Traffic Study, prior to Council's approval of the amending by-law.
- The application proposes a mixed-use residential, commercial and office development comprised of two towers (35 and 47-storeys) on a 6 to 8-storey podium. The proposal includes 940 residential units, 2,513 square metres of commercial and office space, and 398 underground parking spaces.
- The Region of Peel has confirmed that water and sanitary sewer servicing capacity for the proposed development is available.
- The property is designated '*Central Area*' on Schedule A and '*Urban Growth Centre*' on Schedule A1 of the Official Plan. The property is also designated '*Central Area Mixed-Use*' in the Queen Street Corridor Secondary Plan. No amendments are required to the Official Plan and Secondary Plan.
- The property is zoned '*Queen Street Mixed Use Transition (QMUT)*' and '*Future Development (FD)*' by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the increased height and density of the proposal. The draft Zoning By-law is attached as Appendix 9 to this report.
- 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.
- A Statutory Public Meeting for this application was held on September 26, 2022. There were no members of the public who spoke at the meeting and no written submissions were received.
- The proposed Zoning By-law amendment represent good planning, is consistent with the Provincial Policy Statement as is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan.

Background:

The property is located west of Kennedy Road, specifically on the northeast corner of Queen Street East and June Avenue. The site is currently developed with a 6-storey hotel (the “Marigold Hotel”) along with a motor vehicle rental establishment. Along June Avenue are two single detached dwellings that are also part of the subject lands.

This application has been reviewed for completeness and found to be complete in accordance with Section 22 (4), and Section 34 (10.4) of the *Planning Act*. A formal Notice of Complete Application was issued on February 3, 2022. On September 26, 2022 a public meeting was held for this application.

Current Situation:Proposal (Refer to Appendix 1 and 1A)

Details of the proposed development is as follows:

- A mixed-use residential, commercial and office development comprised of two towers (35 and 47-storeys) on a 6 to 8-storey podium;
- 940 residential units are proposed consisting of:
 - 640 - one bedroom units
 - 222 - two bedroom units
 - 78 – three bedroom units
- 2,513 square metres of commercial and office space located within the first two levels of the podium of the building.
- A total of 398 underground parking spaces, including:
 - 210 residential parking spaces
 - 188 visitor parking spaces
- A Floor Space Index (FSI), which is the ratio of the building area to site area of 10.7

Property Description and Surrounding Land Use:

The lands have the following characteristics:

- A total site area of approximately 0.7 hectares (1.73 acres);
- A total frontage of approximately 94 metres (308 feet) along June Avenue and 69 metres (227 feet) along Queen Street East;
- The site is currently developed with a 6-storey hotel (the Marigold Hotel) along with a motor vehicle rental establishment. Along June Avenue are two single detached dwellings that are also part of the proposal.
- The land is generally flat. There is some existing vegetation that is associated with the dwellings and landscape along Queen Street E.

The surrounding land uses are described as follows:

- North: Single-detached dwellings along Charles Street;
- South: Queen Street East, beyond is a commercial plaza and high density residential buildings;
- East: Retail buildings, beyond is Kennedy Road; and,
- West: June Avenue, beyond which are single-detached dwellings and a mix of retail and commercial buildings.

Refinement of Existing Studies and Concept Plan

At the time of writing this Report, the following studies require some revision prior to a final approval, but are at a stage where they are substantially complete. These reports include:

- Traffic Impact Study (TIS)
- Functional Servicing Report (FSR)

The Functional Servicing Study has been supported in principle by Region of Peel and City of Brampton staff, but may require additional modifications based on site specific engineering requirements. The completion of these reports to the City's satisfaction will be required prior to Council enactment of the Zoning By-law.

It is also generally noted that the attached Conceptual Site Plan (Appendix 1) will also require some modification, but which will be accommodated via a future site plan application, which is typical. In this regard, the site plan would include

- a 15 metre daylighting triangle at the northeast corner of Queen Street East and June Ave,
- an additional 3 metres of right-of-way on the east side of June Avenue.

Summary of Recommendations

This report recommends that Council approve a Zoning By-law amendment that is generally in accordance with the attached Appendix 9, subsequent to the final approval of the Functional Servicing Report and Traffic Impact Study.

The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe the Region of Peel Official Plan, and the City of Brampton Official Plan.

Planning Analysis Summary

This proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposed development is located in the City's '*Central Area*' and '*Urban Growth*

Centre', which is intended for intensification in the City of Brampton Official Plan. The property is also located on the future '*Bus Rapid Transit (BRT)*' corridor and is accessible to public transit, making this site appropriate for high-density development. The proposed Zoning By-law Amendment will result in the redevelopment of an underutilized site creating new housing stock as encouraged by the policies of the Official Plan. It is also located within an '*Urban Growth Centre*' as defined through the Region of Peel Official Plan, and will adequately and efficiently use existing sanitary sewer, water and transit infrastructure. The proposed development will be transit-supportive and offer a pedestrian-friendly design with high quality architectural treatment.

For more information with respect to the planning analysis for this proposal, please refer to Appendix 7 - Detailed Planning Analysis.

Planning Act

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the *Planning Act*. The proposed development adequately provides and efficiently uses existing infrastructure for communication, transportation, sewage and water resources, as well as waste management. It ensures the orderly development of safe and healthy communities by providing an appropriately scaled mixed-use development on an underutilized site.

The applicant intends to develop one bedroom, two bedroom and three bedroom residential units that will offer a range of housing types for differing income and age groups. This site provides an ideal location for the proposed development as it is well served by existing and planned transit services. The architectural and landscape design will also offer a built-form that is well-designed and offers a sense of place, contributing to the revitalization of the Queen Street Corridor within Brampton's '*Central Area*'.

Provincial Policy Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning *matters "shall be consistent with"* policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 1.1.1 (b) of the PPS, which speaks to accommodating an appropriate affordable and market-based range and mix of residential types. In addition, Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. According to the Provincial Policy Statement, land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, and efficiently use infrastructure and public service facilities which are planned or available. The PPS also includes a number of policies encouraging intensification within appropriate areas (e.g. Section 1.1.3.2, 1.1.3.3, 1.1.3.4). Staff is satisfied that the proposed development is consistent with the applicable sections of the PPS.

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject property is located within the built-up area and the proposal will add a mix of land uses through intensification. The development will add a mix of dwelling sizes and types, will utilize existing infrastructure, and offer a compact built-form. Staff is satisfied that the proposed development is consistent with the applicable sections of the Growth Plan.

Region of Peel Official Plan

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the '*Urban Systems*' and '*Urban Growth Centre*' designation in the Regional Official Plan. The proposed Zoning By-law Amendment conforms to regional policies with respect to healthy communities, achieving an intensified and a mix of land uses in appropriate areas that efficiently use resources. The proposal will also contribute to adding housing supply in Peel and will assist in contributing to regional population and employment forecasts. Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

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

The lands are designated '*Central Area*' on Schedule A and '*Urban Growth Centre*' on Schedule A1 of the Official Plan. The '*Central Area*' designation permits a range of dwelling typologies, including high density residential, office and mixed used development, amongst other uses. The '*Urban Growth Centre*' designation encourages intensification and the redevelopment of underutilized sites into mixed-use, transit-oriented and pedestrian friendly environments. The subject property is also located along a 'Bus Rapid Transit' Corridor, where higher densities and higher order transit is planned to be located.

The application has demonstrated that the proposal meets the requirements of the '*Central Area*' designation and the City's broader intensification policies. Staff is satisfied that the proposed development conforms to the City of Brampton Official Plan.

Queen Street Corridor Secondary Plan (Area 36)

The subject property is designated '*Central Area Mixed Use*' within the Queen Street Corridor Secondary Plan. Lands designated '*Central Area Mixed Use*' are intended to accommodate intensification and compact built-form and may incorporate any combination of mixed uses, including retail, office, and residential. The proposal includes two residential condominiums with a total of 940 residential units within the 47 and 35-storey tower, and 2,513 square metres of commercial space within portions of the building's podium, with a Floor Space Index of 10.7. The applicant has provided appropriate justification through the supporting studies for increased density on the site. This includes the promotion of an appropriate built form and public realm that is compatible within the existing neighbourhood. This is demonstrated through the creation of ground floor retail uses along Queen Street, a parkette / amenity area along June Ave, a landscaped *woonerf* (*well designed shared vehicular and pedestrian space*) internal to the site, and mid-block breezeway connection. Staff believe that the proposed development will contribute to a well designed urban character that will help facilitate the future transformation of the Queen Street Corridor into a compact, mixed-use, transit-oriented and pedestrian friendly community. Staff is satisfied that the proposed development conforms to the Queen Street Corridor Secondary Plan.

Community Engagement

The application was circulated to City Departments, commenting agencies and property owners within 240 metres (787 feet) of the subject lands, exceeding the Planning Act requirement of 120 metres (394 feet) for such applications. An analysis of all department/agency comments are included as part of Appendix 7 to this report. Notice signs were placed on the subject lands on August 30, 2022 to advise members of the public that an application to amend the Zoning By-law had been filed with the City.

A statutory Public Meeting for this application was held on September 26, 2022. No members of the public attended the Statutory Public Meeting to speak to the application and no written submissions were received by the Planning Department.

In addition, a developer-led engagement was held by the applicant on August 24, 2022. Approximately 5 members of the public were in attendance. Local Area Councillor Santos and Vicente were also present. The primary questions from the meeting was to inquire about the timeline as to when the project would be completed, what the unit mix would be and about the availability of amenity space.

Below are the three questions that were asked of the public and the responses that were provided.

Question	Response
What is the projected timeline until occupancy?	The consultant generally stated that they were hoping for Zoning By-law approval and Site Plan approval within a year, with construction to follow shortly after.

What are the sizes and mix of the dwelling units?	The consultant generally stated that there is a mix of 1, 2 and 3 bedroom units, which will be confirmed prior to the approval of the Site Plan.
Is the amenity space publicly accessible?	The consultant generally stated that it was their intention to make the amenity space available to the public along June avenue.

Corporate Implications:

Financial Implications:

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

Other Implications:

There are no other corporate implications associated with this application.

Term of Council Priorities (2019-2022):

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

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

Living the Mosaic – 2040 Vision

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

Conclusion:

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

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

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 9, following the completion of technical studies including the Functional Servicing Report and Traffic Impact Study. In summary, the application is appropriate for the orderly development of the lands and represents good planning.

Initial Review by:

Angelo Ambrico, MCIP, RPP
Manager, Development Services
Planning & Development Services

Reviewed and Recommended by:

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

Approved by:

Steve Ganesh, MCIP, RPP
Commissioner,
Planning, Building and Growth Management

Appendices:

Appendix 1 – Concept Site Plan
Appendix 1a – Concept Plan Rendering
Appendix 2 - Location Map
Appendix 3 - Official Plan Designation
Appendix 4 - Secondary Plan Designation
Appendix 5 – Zoning Designation
Appendix 6 - Existing Land Use Map
Appendix 7 - Detailed Planning Analysis
Appendix 8 - Public Meeting Summary and Analysis
Appendix 8a – Results of Application Circulation
Appendix 9 – Draft Zoning By-law Amendment
Appendix 10 – Sustainability Snapshot

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HARBANS SIDHU
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Drawn By: CJK



BRAMPTON
Flower City

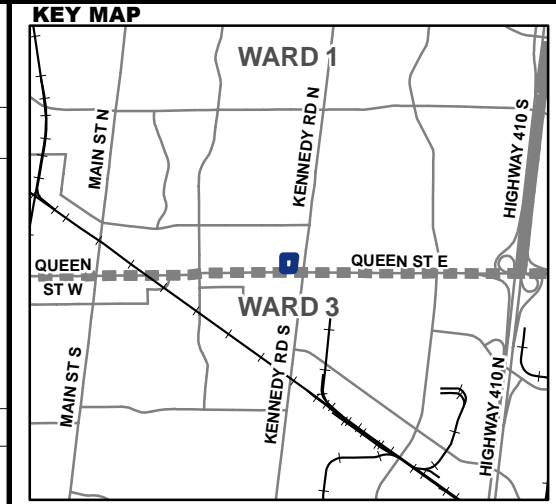
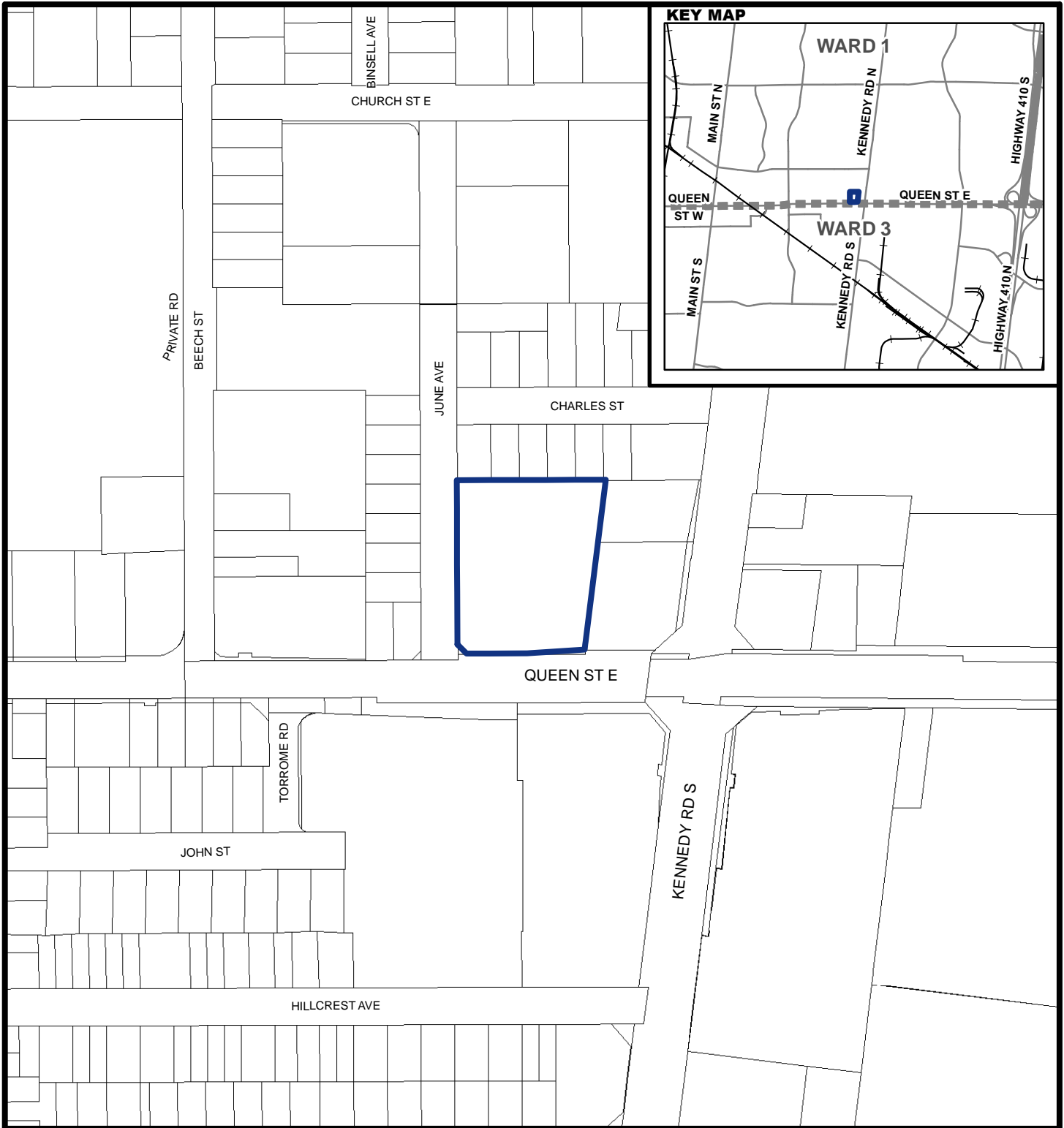
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT


Author: ckovac

Date: 2022/08/23

APPENDIX 1A
CONCEPT IMAGE
NAHID CORP.
2556830 ONTARIO INC.

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CITY FILE: OZS 2022-0028



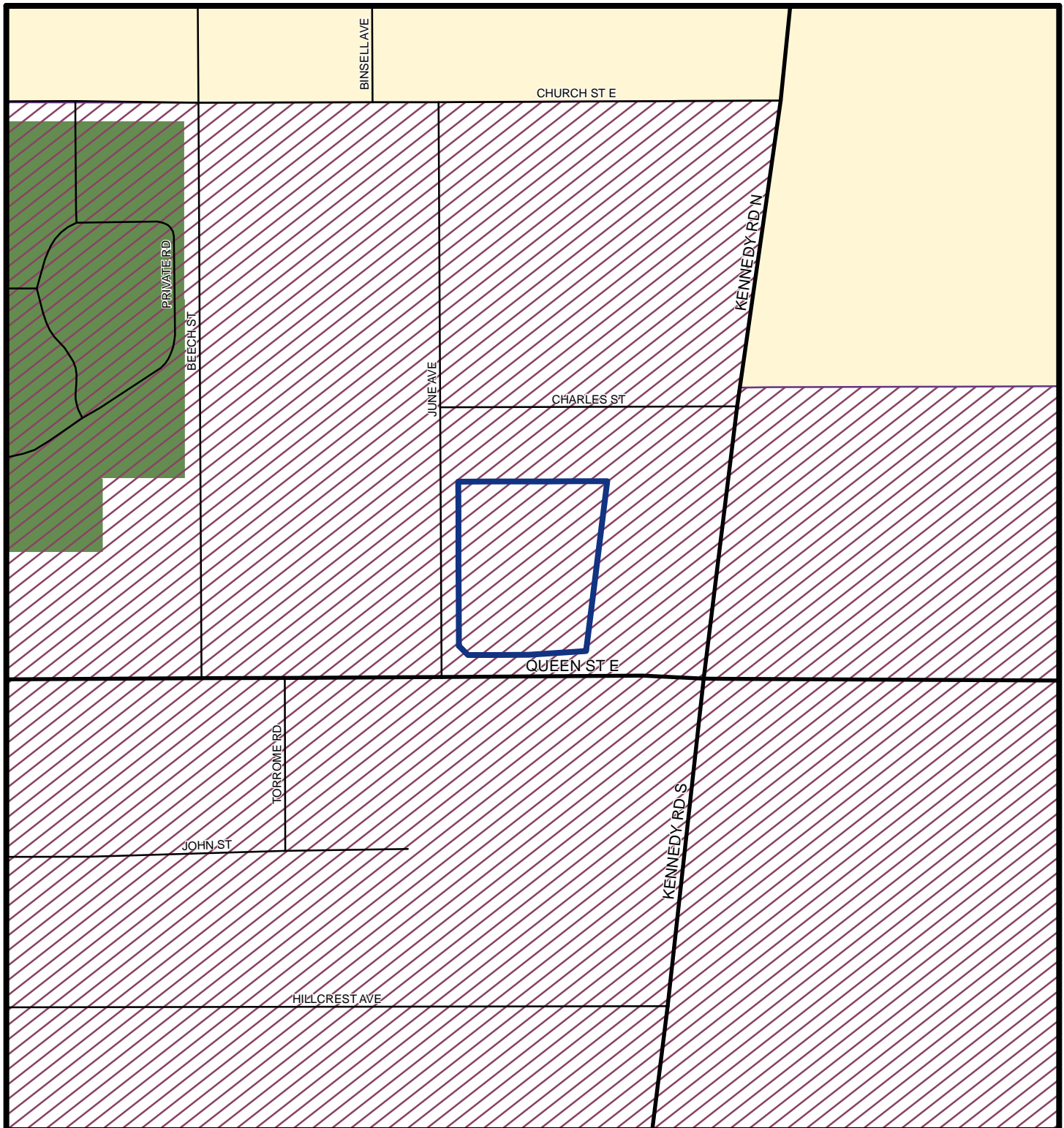
 SUBJECT LAND

 PROPERTY LINE



APPENDIX 2 LOCATION MAP

**2556830 ONTARIO INC.,
HARBANS SIDHU**
CITY FILE: OZS 2022-0028



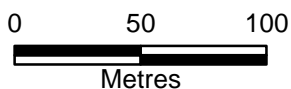
EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|--|--------------|---|-------------|
|  | SUBJECT LAND |  | RESIDENTIAL |
|  | CENTRAL AREA |  | OPEN SPACE |



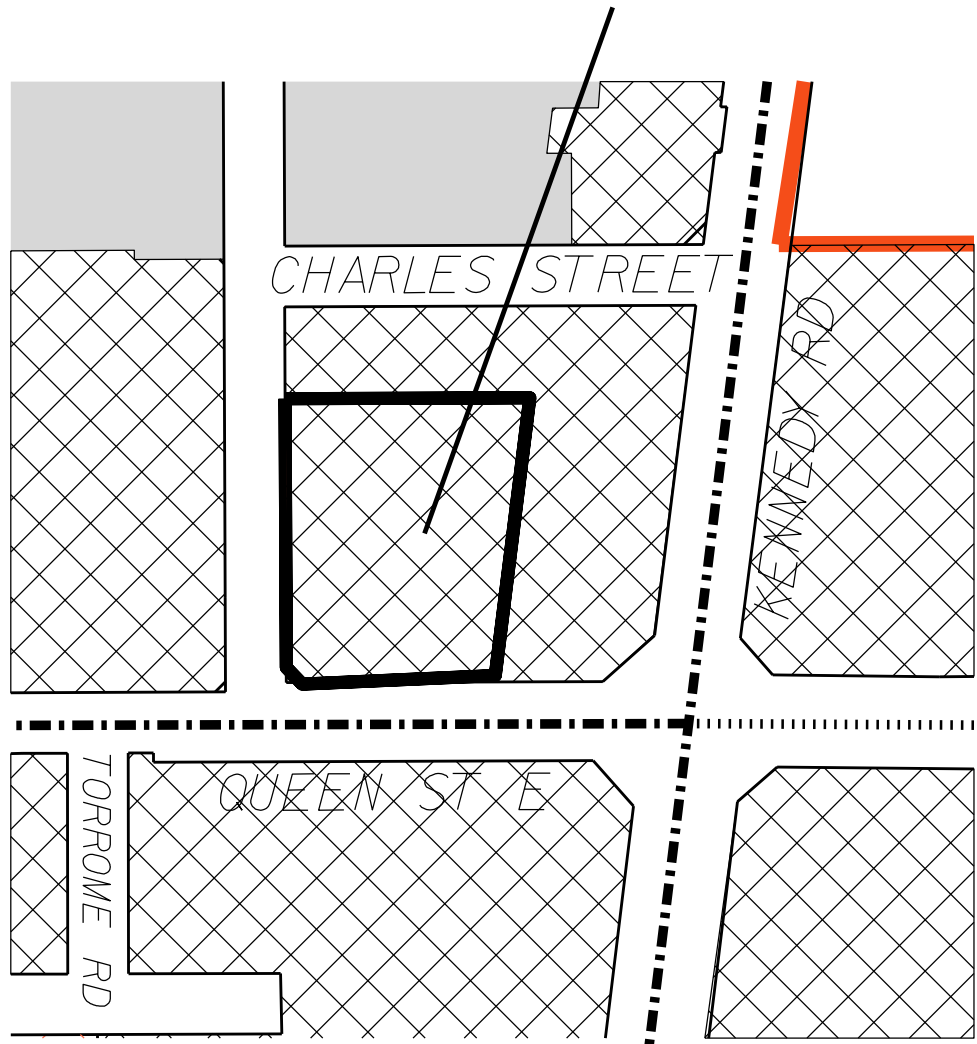
APPENDIX 3 OFFICIAL PLAN DESIGNATIONS

**2556830 ONTARIO INC.,
HARBANS SIDHU**
CITY FILE: OZS-2022-0028



Author: ckovac
Date: 2022/08/23

SUBJECT LANDS



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

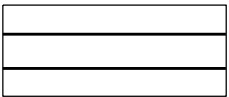
Subject Lands TRANSPORTATION

RESIDENTIAL

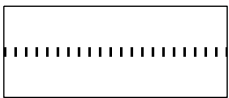
 High Density

COMMERCIAL

 Central Area Mixed Use



Local Road



Major Arterial Road

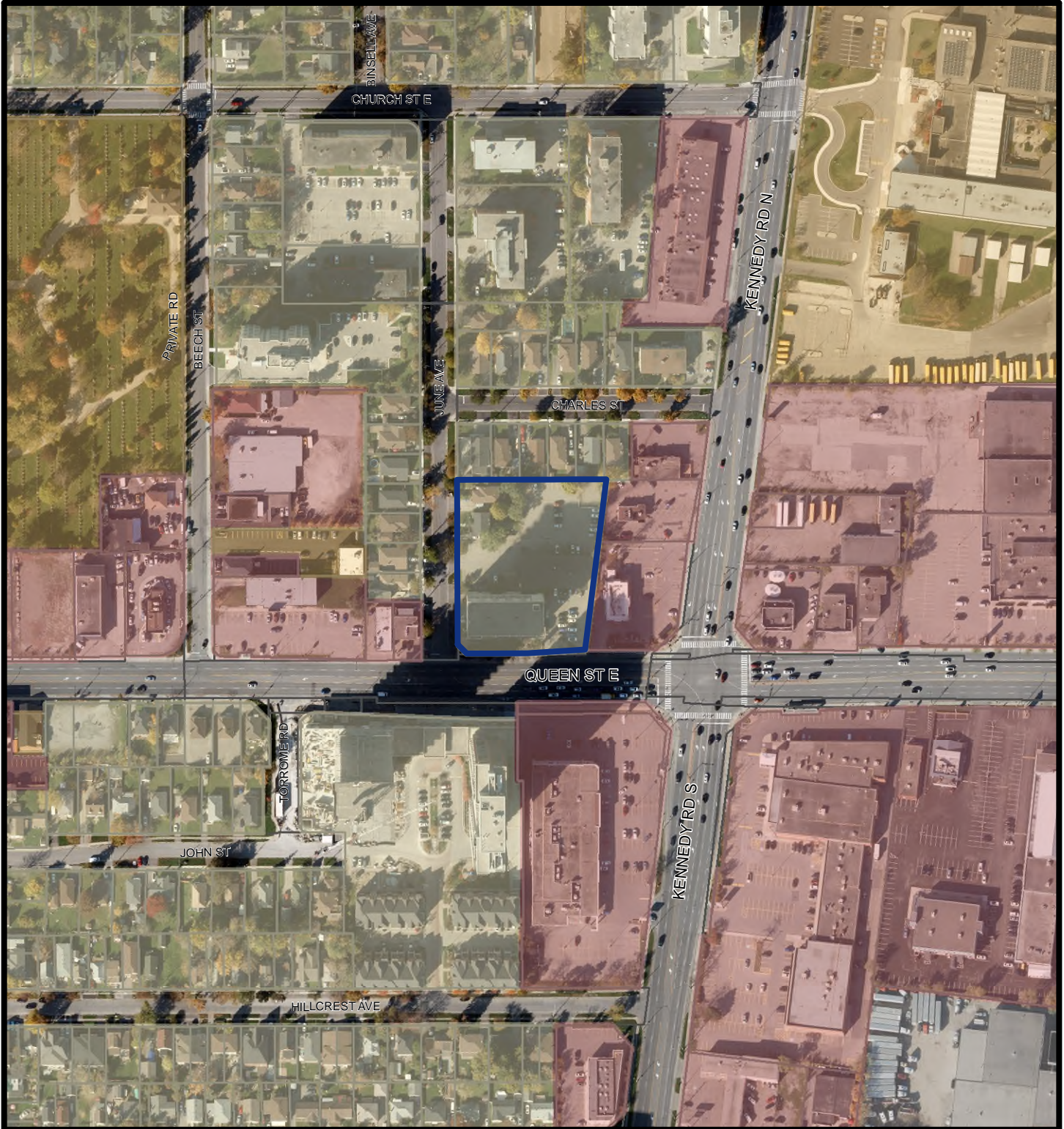


Minor Arterial Road












 SUBJECT LAND
 COMMERCIAL
 INSTITUTIONAL
 RESIDENTIAL
 INDUSTRIAL





AERIAL PHOTO DATE: FALL 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		



APPENDIX 6
AERIAL & EXISTING LAND USE

DETAILED PLANNING ANALYSIS

City File Number: OZS-2022-0028

Region File: OZ-22-028B

Overview

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 Queen Street Corridor Secondary Plan (Area 36) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical and well designed manner that supports sustainable long term housing and economic viability.

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:

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

(h) - the orderly development of safe and healthy communities;

(j) - the adequate provision of a full range of housing, including affordable housing;

(l) - the protection of the financial and economic well-being of the Province and its municipalities;

(p) - the appropriate location of growth and development;

(o) - the protection of public health and safety;

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

(r) – the promotion of built form that:

- i. Is well designed;*
- ii. Encourages a sense of place; and*
- iii. Provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.*

The proposed development has regard for matters of provincial interest as it promotes the orderly development of safe and healthy communities, due to its location on Queen Street West, which is designated as a *'Bus Rapid Transit Corridor'* and within an *'Urban Growth Centre'* in the Official Plan. The subject property is located in an area planned for mixed-use, transit oriented developments, and intensification. The proposal will contribute 940 new residential housing units in the area, as well as 2,513 square metres of commercial space, which satisfies Section 2 (h), (j) and (p) of the Planning Act.

Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.

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:

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;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,*
- 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.*

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

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.*

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.

1.4.3 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*

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.

1.8.1 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;

f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;

The property is located within a settlement area that is defined in provincial and municipal planning documents. It is designated “Central Area” as per ‘Schedule A’ of the City of Brampton Official Plan, which permits various mixed-use development types including

high-rise apartments. The proposed development represents an appropriately scaled development within an 'Urban Growth Centre' along the Queen Street Corridor. The Queen Street Corridor is also the focus for the implementation of the City's Bus Rapid Transit (BRT) routes. Added intensification along this route will assist in the future transformation of this corridor as a mixed-use corridor with a full range of office, retail and service activities, as well as a variety of residential uses.

The proposed mixed-use development also represents intensification within the Urban System and utilizes existing municipal services and community uses. The development efficiently uses lands that are underutilized, adjacent to existing public transit services, and in close proximity to Downtown Brampton. Through the use of zoning controls and urban design guidelines, the built form and character of the proposed development will both integrate into the existing neighbourhood and enhance the character and design of the site itself. The development also represents a compact built-form which will provide of mix of land uses and housing types. Being a form of intensification, the proposed development will assist in achieving the policy objective of ensuring sufficient housing supply within a settlement area. Existing water and wastewater infrastructure can accommodate the proposal's expected demand.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with the Provincial Policy Statement.

2020 Growth Plan for the Greater Golden Horseshoe

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:

- a) the vast majority of growth will be directed to settlement areas that:*
 - a. Have a delineated built boundary; b. Have existing or planned municipal water and wastewater systems; and*
 - c. Can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas; ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*

2.2.1 (4) Applying the policies of this Plan will support the achievement of complete communities that:

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

- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- e) provide for a more compact built form and a vibrant public realm including public open spaces;*

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*

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a built-up area that is planned to accommodate this type of growth, has good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.1.2 c) of the Growth Plan.

The proposed development is also located within Brampton's Urban Growth Centre and is directly serviced by existing transit provided by Brampton Transit along Queen Street. The scale of the development provides an appropriate transition of built form within a transit corridor, while providing a mix of housing and commercial uses to support complete communities. This satisfies section 2.2.1 (a), (c) and (d), as well as 2.2.3 (a), (b), (c), (d), (e), and (f) of the Growth Plan.

Regional 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 and managing resources. It provides a basis for efficiently managing growth.

The subject application is within the "Urban System" designation on Schedule D, and "Urban Growth Centre" on Schedule E1 as established in the Region of Peel Official Plan. The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Region of Peel 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.

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

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.

5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Area and any other appropriate area within the Delineated Built-Up Area.

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

5.5.3.2 Facilitate and promote intensification.

5.6.18.1 To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services.

5.6.18.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.

5.9.2.5 Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

5.10.34.5 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, strategic growth areas, GO rail Stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.

The proposed Zoning By-law amendment will facilitate intensification within an 'Urban Growth Centre' and within the Regional Urban Boundary as defined by the Regional Official Plan. Staff is satisfied that the site design will result in the redevelopment of an underutilized site into a compact built form that is transit-oriented, while creating an

attractive public realm surrounding the development. The proposal will also contribute to the overall supply of housing in Brampton, particularly one and two bedroom apartment typologies. This will help diversify the housing stock in the area while accommodating residential and employment growth, which will further assist in the achievement of regional population and employment forecasts. The proposed development is situated in an area that optimizes the use of existing infrastructure, including but not limited to, public transit, sanitary sewers, and water mains, resulting in an efficient urban form.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The property is designated as 'Central Area' on Schedule A – General Land Use and 'Urban Growth Centre', as per Schedule 1A in the Official Plan. The 'Central Area' and 'Urban Growth Centre' designation permits a broad range of mixed use development typologies, including office, retail, and residential, and is also the appropriate location for intensification as per the Official Plan policies. The subject property is also designated as a 'BRT Corridor' on Schedule C – Transit Network of the Official Plan.

The proposed Zoning By-law amendment to implement this proposal conforms to the following policies of the Brampton Official Plan:

3.2.3.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 persons and jobs combined per hectare by 2031 or before, measured over the entire gross floor area of the Urban Growth Centre

3.2.3.3 Development within the Urban Growth Centre shall generally be designed to achieve development at 4-storeys and greater

3.2.3.4 Opportunities to exceed the maximum height and/ or density currently permitted within the Secondary Plan or Zoning By-law within the Central Area and Urban Growth Centre shall be considered subject to the provisions of section 5.12.

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

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

(i) A full range of office, retail and service activities;

- (ii) A variety of residential uses;*
- (iii) Entertainment and cultural uses such as movie theatres, museums,*
- (iv) art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City;*
- (v) Governmental, institutional and community facilities and uses including Places of Worship subject to Section 4.9.8 of this Plan;*
- (vi) A high density employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- (vii) Major transit infrastructure.*

4.2 (a) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area.

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.

The proposed development represents an appropriate level of intensification within the City's 'Central Area' and 'Urban Growth Centre', and is also located along a 'Bus Rapid Transit Corridor', where higher densities and higher order transit is planned to be located. The proposal will result in the redevelopment of an underutilized site, which will assist in the transformation of the Queen Street Corridor into a mixed-use, transit-oriented pedestrian friendly environment, as encouraged by the policies of the Official Plan.

The City's Official Plan also encourages a range of housing accommodation in terms of dwelling types through appropriate mix and density policies. A variety of unit types are proposed in the development, including 940 residential units with one bedroom, two bedroom and three bedroom configurations within a mixed use apartment building. This will help achieve the City's housing objectives to help meet the City's future housing needs. The applicant informed that they intend to develop approximately 32 % of the units as 2 and 3-bedroom units, which will help contribute towards the accommodation of 'family sized' households – but this will be determined at the site plan approval stage. A total of 2,513 square metres of commercial space is also proposed within the podium of the building which will provide additional employment opportunities and contribute towards the goal of creating a complete community. The proposed development will also help achieve the City's minimum gross density target of 200 residents and jobs combined per hectare by 2031.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Official Plan.

Secondary Plan – Queen Street Corridor Area 36

The property is designated 'Central Area Mixed Use' in the Queen Street Corridor Secondary Plan Area (SP36). 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 and a full range of entertainment and cultural uses.

The proposed Zoning By-law amendment to implement this proposal conforms to the following policies of the Brampton Official Plan:

4.0 General Objectives and Criteria

- *promotes the intensification and improvements of the Central Area and its component areas as the major focus of commercial and community activity for the residents of Brampton, and as an increasingly important location for regional activity related to other parts of the Greater Toronto Area;*
- *Facilitates the evolution of the corridor from an automobile-oriented commercial corridor to a higher-density, pedestrian- and transit-oriented, bicycle-friendly, mixed-use corridor by balancing the needs of existing businesses with the need to ensure that redevelopment and intensification opportunities are not precluded;*
- *Promotes the character of Queen Street as a strong pedestrian and transit environment;*
- *Requires major redevelopment projects to identify and address those traffic and transportation-related matters that may impact existing heavy industrial users to continue or expand their operations in a safe and efficient manner.*
- *Proposes improvements to the local road network and enhanced public transit to facilitate development/ redevelopment in the secondary planning area*
- *To promote land assembly and discourage land fragmentation within the Central Area in order to encourage comprehensive development.*

5.1.2 Central Area Mixed-Use

5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) 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 City shall encourage a mix of uses within each proposed development, including active commercial uses at-grade, with office, institutional or residential uses located in the upper storeys. However, stand-alone uses shall also be permitted, such as office buildings and residential buildings, provided the development achieves the policies of this Plan with respect to built form, and subject to any further detailed land use policies as outlined in this Plan. Where a stand-alone residential or office building is proposed, the City will encourage, where appropriate, the ground floor to be developed with convertible frontages and a suitable ground floor building height to preserve future opportunity for conversion to commercial uses. A combination of stand-alone uses, as well as mixed-use buildings, will both contribute to achieving an overall vibrant, mixed-use corridor over the long term.(5.1.2.1)

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.

5.2 Residential:

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

5.3.1.2. Basic physical form elements, including building heights and setbacks are subject to the urban form policies referenced in Section 8.0 of this Plan.

6.0 Transportation Network

6.1.1 (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

6.3 Public Transit

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 by-law.

6.3.7 The City shall ensure the protection of an adequate right-of-way along Queen Street within the Secondary Plan Area for High Occupancy Vehicle Lanes (HOC) / Reserved Bus Lanes (RBL)

The proposed Zoning By-law amendment will help promote intensification and revitalization of the City's Central Area to help achieve its future transformation into a compact, mixed-use, transit-oriented and pedestrian friendly community. Lands designated 'Central Area Mixed Use' are intended for intensification and mixed use development. The proposal includes two residential condominiums with a total of 940 residential units within the 47 and 35-storey tower, and 2,513 square metres of commercial space within portions of the building's podium. A total of 398 resident parking spaces, and 188 visitor parking spaces are proposed as part of the development. The proposed development helps achieve many of the Secondary Plan objectives around intensification and compact built form. The intended parking ratio proposed by the

applicant also assists in reducing automobile dependence and promoting increased transit usage within the Secondary Plan area.

While the maximum Floor Space Index (FSI) generally permitted within the '*Central Area Mixed Use*' designation is 3.5 FSI, with a maximum of 2.0 FSI permitted for residential uses, the applicant has provided appropriate justification through the supporting studies to increase the FSI to 10.7. This includes the promotion of appropriate built form, public realm, mix of land uses, neighbourhood compatibility, and transit-oriented development. The creation of ground related retail uses along Queen Street, a parkette / amenity area landscaped *woonerf*, and mid-block pedestrian breezeway connection, contribute towards the creation of an appropriate sense of place, and the future revitalization of Queen Street Corridor.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Official Plan.

City of Brampton Zoning By-law

The subject property is currently zoned '*Queen Street Mixed Use Transition (QMUT)*' and '*Future Development (FD)*' by City of Brampton Zoning By-law 270-2004, as amended. An Amendment to the Zoning By-law is required to permit the increased height and density of the proposed mixed use development.

In order to facilitate the proposed development consisting of a 47 and 35-storey mixed use apartment building, a '*Composite Residential Commercial*' (CRC) Zoning designation is being proposed, with site-specific provisions.

A copy of the draft Zoning By-law is included as Appendix 9 of this report. The Zoning By-law will be adopted following the final approval of the supporting technical studies, which includes the Functional Servicing Report and Traffic Impact Study.

Technical Requirements:

Planning Justification Report

A Planning Justification Report was prepared by Gagnon Walker Domes Ltd. The purpose of the Planning Justification Report is to provide the policy context and planning 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 Queen Street Corridor Secondary Plan are satisfied. Staff are satisfied with the contents of the report.

Urban Design Brief

An Urban Design Brief was prepared by Gagnon Walker Domes Ltd. in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the

context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site as well as the that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly mixed use development that achieves diversity in residential housing. Urban Design staff have supported the Urban Design Brief in Principle. A Sun and Shadow Study was included as an Appendix to the Report.

It is noted that staff have not asked the applicant to try to satisfy the 45 degree angular plane guideline, which is often applied where there are low-density residential dwellings abutting a site that is developing with a high-rise apartment building. This has not been applied here because all the lands that abut this site are all designated 'Central Area Mixed Use' by the Secondary Plan, the same designation as the subject site. Due to that designation, which permits intensified development forms, as well as their proximity to Queen Street, they are all likely to redevelop with intensified development forms in the future.

Traffic Impact Study

A Traffic Impact Study prepared by Nextrans was submitted in support of the application to assess the transportation related aspects of the proposed development. The City of Brampton Traffic department has provided comment which includes conditions to ensure that the transportation needs within the community are fulfilled at the Site Plan stage. The lands will be accessed from Queen Street East (right-in right-out) and June Avenue (full moves). The site configuration also allows for access to the lands to the east if in the event that those lands are developed and can be designed to accommodate a mutual road layout. The Study was prepared in accordance with the City of Brampton Traffic Impact Study Guidelines and Terms of Reference, and concludes that the proposed development can adequately be accommodated by the existing transportation network. City of Brampton staff found the Report to be satisfactory, with minor revisions that will be required prior to Council's approval of the Zoning By-law.

Noise Feasibility Study (Acoustircal Report)

The Noise and Vibration Study was prepared by RJ Burnside & Associates Limited in support of the proposed development. The assessment found that the stationary sound levels at all points of reception at the proposed development are below MECP limits, and therefore, no external stationary noise mitigation measures are required. The assessment also determined that the development's internal stationary sources requires noise mitigation measures to meet the applicable MECP noise standards. City staff found the report to be satisfactory.

Phase 1 & 2 Environmental Site Assessment (ESA)

A Phase 1 & 2 Environmental Site Assessment was prepared by Pinchin Ltd in support of the application. City Staff reviewed the study and found that it is satisfactory. The applicant will be required to complete an RSC prior to the issuance of a building permit.

Arborist Tree Evaluation Report

A Tree Inventory Report and Tree Preservation Plan was prepared by Kuntz Forestry Consulting Inc. in support of the proposed development. *The purpose of the Tree Evaluation Report and Tree Protection Plan* is to identify existing trees on or abutting the subject lands and to determine which trees require removal, protection and propose compensation measures for any removals required to facilitate the proposed development. The report found that a total of 33 trees were required to be removed to facilitate the development, while 10 trees are able to be retained. Trees will be planted as part of the development, and any additional trees that are required to ensure that there is no net loss in plant material will be planted in another location or compensation will be paid to the City for planting trees in another location.

Functional Servicing Report (FSR)

A Functional Servicing Report (FSR) prepared by Valdor Engineering Inc. was submitted in support of the application. Generally, the FSR provides an analysis of the proposed water and wastewater servicing capacity, as well as the storm drainage and stormwater management servicing capacity. This information is used in determining the viability of the project and whether it can operationally function with the services available. City of Brampton and Region of Peel engineering staff found the Report to be satisfactory, with minor revisions required prior to Council enactment of the Zoning By-law.

Hydrogeotech Report

A Hydrogeological Report that was completed by Terraprobe on May 12, 2022. The report analyses the soil substrate and confirms whether the soil is of a composition that can withstand the development. A future hydrogeological assessment will provide further analysis of the groundwater level and quantity and the potential impacts on groundwater. This report will be completed at a later date.

Sustainability Score and Summary

The applicant has submitted 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 47 points that satisfies the City's Silver Threshold. The Sustainability Score Snapshot has been included in the Appendix.

APPENDIX '8'
RESULTS OF PUBLIC MEETING
City File Number: OZS-2022-0028

Members Present

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

Staff Present

Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Emma De Melo, Planner, Planning, Building and Growth Management
Tejinder Sidhu, Planner, Development Services
Elizabeth Corazzola, Director, Planning, Building and Growth Management
Stephen Dykstra, Planner, Development Services
Andrew VonHolt, Deputy Fire Chief, Fire & Emergency Services
Peter Fay, City Clerk
Charlotte Gravlev, Deputy City Clerk
Clara Vani, Legislative Coordinator

Members of the Public:

None

Results Of The Public Meeting and Notification:

A meeting of the Planning Design and Development Committee was held on September 26, 2022 in the Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the *Planning Act* and City Council procedures. This meeting was held in-person and virtually.

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

No correspondence was received from the public.

Consultant Directed Public Meeting:

In addition to the statutory Public Meeting, the applicant held an off-site Public Meeting. In order to inform the local population the applicant has indicated that flyers were provided to a catchment area of approximately 250 metres, and they were distributed through a private company that completed this by going door to door.

The meeting was held on August 24th at the Grand Empire Banquet & Convention Centre at 100 Nexus Ave. and was also available virtually. The meeting started at 7:00PM. Slides were shown to provide the public with a general idea of the project and there was an opportunity to ask questions at the end of the presentation.

It was estimated that there were approximately 5 members of the public attended.

Notable Attendees:

Councillor Santos
Councillor Vicente

Questions from Public:

Projected timeline until occupancy of the buildings:

The consultant generally stated that they were hoping for Zoning By-law approval and Site Plan approval within a year, with construction to follow shortly after.

What are the size and mix of the dwelling units:

The consultant generally stated that there is a mix of 1, 2 and 3 bedroom units, which will be confirmed prior to the approval of the Site Plan.

Is the Amenity Space publicly accessible:

The consultant generally stated that it was their intention to make the amenity space available to the public along June avenue.

Public Works

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

peelregion.ca

March 3, 2023

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

**RE: Application for Zoning By-law Amendment
 226 Queen Street East and 10-12 June Avenue
 Second Submission Comments
 City of Brampton
 Regional File: RZ-22-028B
 City File: OZS-2022-0028**

Dear Mr. Dykstra,

The Region has reviewed the second submission (materials received on December 20, 2022 and on January 3, 2023) for the above noted zoning by-law amendment application to facilitate development of the subject lands for two residential towers of 45 and 35 storeys with an 8-storey connecting podium; approximately 940 residential units; approximately 3,000 square metres of commercial area; and approximately 625 parking spaces, including three levels of underground parking.

Comments on the original submission were provided to the City on October 28 2022, and Regional comments on the resubmission are found below.

Development Services

- The Region of Peel has identified sanitary servicing constraints. The Region of Peel is in the midst of a capital project under state of good repair to make improvements downstream of the subject lands that are to commence later in 2023.
- The Region of Peel has no objection with the proposed development proceeding for Council consideration at this time, recognizing that state of good repair (SOGR) works will need to be operational in advance of the issuance of any subsequent site plan approval.

Sustainable Transportation

- The Sustainable Transportation Strategy group note the inclusion of several recommendations by the applicant and have no further comments.

Servicing Connections

- Significant population increase is proposed beyond the previously approved 2041 planning horizon that is the basis of the current Water Wastewater Master Plan (approximately 1,500 to 2,550 in this SGU).
- The Functional Servicing Report was reviewed and identified a constraint along the existing 300mm sewer south of Queen Street, adjacent to the Etobicoke Creek.

Public Works

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L6T 4B9
tel: 905-791-7800

peelregion.ca

- The Region has plans to divert some areas north of Queen Street, along Centre Street and John Street, and bypass the constrained section. There are two upcoming construction projects involved which alleviate the constraint.
 - (1) A 450mm sewer along John Street. The Region is in the process of finalizing the slopes for this alignment and construction will commence in Spring of 2023.
 - (2) A 525mm sewer along Centre Street. This sewer has a shallower slope so the Region can increase the pipe size to support future intensification that is likely to occur in this area. This project is at 90% design now, scheduled to go to construction in Fall of 2023, and likely be in service early in 2024.

Waste Management

Although we have not yet received a satisfactory waste management plan, we have no objection to deferring a satisfactory waste management plan to the subsequent site plan approval process.

Please see below items to be addressed prior to site plan approval.

Please confirm the following by labeling Drawing ZBL-3 as noted below:

Vehicle Access Route Tower A & B:

- The Waste Collection Vehicle access route throughout the complex indicating turning radii and turning movements is to be clearly labelled on the site plan.
- The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This includes the turning radii to the entrance and exit of the site.
- 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.
- The maximum grade permitted along the waste collection vehicle access route is 8 percent.
- In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
- A minimum 18 meter straight head-on approach to the Collection Point is required.
- If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, or transformer cover) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes.

Both Loading Entrance / Collection Point:

Please refer WCDSM Section 4.3.2 and Appendix 5 for concealed collection point requirements which must be demonstrated and labelled on the site plan drawing:

- Overhead clearance at the Collection Point – A minimum of 7.5 metres from the concrete pad is required at the Collection Point. The clear height of 7.5 metres is free of obstructions such as sprinkler systems, ducts, wires, trees, or balconies. This must be shown and labelled on subsequent revised submissions.
- A Collection Point made of a solid level (+/- 2%) concrete pad is required. The concrete pad must extend a minimum of 1.5 metres in length outside of the concealed collection point to accommodate the front wheels of the waste collection vehicle.
- The number, size, and type (Garbage/ Recyclable Materials) of Front-end bins must be depicted and labelled in the staging area. Please refer to WCDSM Appendix 6 Front-end

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Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations. Garbage and recycling are collected on different days, therefore, only the maximum number of front-end bins to be collected at a time (either garbage or recycling) will need to be shown staged at the collection point.

The collection area should not require the jockeying of front-end bins (i.e., manually positioning one front-end bin at a time for the waste collection vehicle to pick up) by property management staff. The Region of Peel strongly discourages waste collection area designs that rely on property management staff to move front-end bins during waste collection.

However, where all reasonable attempts have been undertaken and these requirements cannot be met, reliance on property management staff to facilitate waste collection will be considered at the Region's discretion subject to the following requirements:

- a. The bins should be properly positioned in the collection area on the day of collection before 7 am.
- b. The driver is not required to exit the collection vehicle to facilitate collection.
- c. Property management is responsible for moving bins during collection.
- d. The Region will not be responsible for emptying bins that are inaccessible to the collection vehicle.
- e. Property management must be visible to waste collection vehicle on approach to site, otherwise the waste collection vehicle will not enter the site.
- f. Property management will be responsible for safely maneuvering waste collection vehicles into and/or out of, as well as around the site.
- g. Please indicate on the site plan that property management staff will be responsible for moving bins to the staging area at the time of collection and returning to storage room following collection.

If jockeying is required, please provide the following jockeying notes stated above on the site plan:

Garbage Rooms Tower A & B:

- The number, size, and type of Recyclable and Garbage Front-end bins must be labelled in all the garbage enclosure rooms and waste collection points. Please refer to WCDSM Appendix 6 Front-end Garbage and Recycling Bins and Appendix 7 Waste Bin Calculations.
- Private Waste Collection is required for Commercial/retail waste. Commercial/retail waste must be stored and set out separate from residential waste and labeled on a on the Site Plan drawings.

For more information, please consult the Region of Peel Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

Should you have any questions or concerns with our comments, I can be reached either at dana.jenkins@peelregion.ca or 905-791-7800 ext 4027. Thank you, Stephen.

Regards,

Dana L. Jenkins

Dana Jenkins
Development Services
Department of Public Works

From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Sent: 2022/10/26 9:35 AM
To: Dykstra, Stephen
Subject: RE: [EXTERNAL]RE: OZS-2022-0028 TRCA Review fee

Hello Stephen,

I can confirm TRCA will have no comments or conditions as part of OZS-2022-0028. It is our expectation that conformity with the previously noted SWM criteria will be provided through the future SPA process.

Thank you,

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

T: 1-437-880-1938
E: Anthony.Syhlonyk@trca.ca
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | trca.ca



All digital submissions and documents can be submitted to the following e-mail addresses:
Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca
Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

From: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Sent: October 26, 2022 8:56 AM
To: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Subject: RE: [EXTERNAL]RE: OZS-2022-0028 TRCA Review fee

Anthony,

Can you please confirm that the TRCA will not have any comments related to the OZS application. As stated below we anticipate that the TRCA will be involved at the Site Plan level.

Regards,

Stephen Dykstra MCIP, RPP
Development Planner III
Tel: (905) 874-3841

From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>
Sent: 2022/10/14 3:31 PM
To: Wayne Long <wlong@nahidcorp.com>
Cc: Amir Yarazavi <amir@nahidcorp.com>; Gaurav Chopra <choprag99@gmail.com>; Harbans Singh <harbans_sidhu@grandempirebanquet.com>; Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: [EXTERNAL]RE: OZS-2022-0028 TRCA Review fee

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello Wayne,

TRCA acts as the Regional interest with respect to Stormwater Management issues per our Memorandum of Understanding, and provide comments on all municipal applications to which our Stormwater Management Criteria applies.

This being said, we can defer review of these SWM criteria until SPA/detailed design. Please note that the SWM strategy will need to confirm with TRCA's SWM guidelines, available here:

<https://trca.ca/conservation/stormwater-management/understand/swm-criteria-2012/download>

Please ensure the submitted Functional Servicing Report is updated with these criteria for future review with the SPA. TRCA planning fees will apply at that time.

Regards,

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

T: 1-437-880-1938
E: Anthony.Syhlonyk@trca.ca
A: 101 Exchange Avenue, Vaughan ON L4K 5R6

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Enquiries/ applications within Peel Region municipalities – peelplan@trca.ca

Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

From: Wayne Long <wlong@nahidcorp.com>
Sent: Friday, October 14, 2022 12:19 PM
To: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>

Cc: Amir Yarazavi <amir@nahidcorp.com>; Gaurav Chopra <choprag99@gmail.com>; Harbans Singh <harbans_sidhu@grandempirebanquet.com>; Dykstra, Stephen <Stephen.Dykstra@brampton.ca>
Subject: RE: OZS-2022-0028 TRCA Review fee

Good Morning Anthony

My understanding is TRCA has no natural features that will be affected by this application.

Other than being on the a standard comprehensive circulation list, I would assume you r response would be you have no interest, and no fees would be required.

Unless my understanding is incorrect, please provide clarity.

In the meantime we will be advising our client not forward any fees at this time.

Regards

Wayne Long

Wayne Long, OAA MRAIC

Vice President – Development + Planning

Nahid Corp. | Unit 2-31 Scarsdale Road, Toronto, ON, Canada, M3B 2R2

O: 647-345-2442 x103 | C:416-904-8873

E: wlong@nahidcorp.com | W: www.nahidcorp.com

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From: Amir Yarazavi <amir@nahidcorp.com>
Sent: October 14, 2022 12:05 PM
To: Wayne Long <wlong@nahidcorp.com>
Subject: Fw: OZS-2022-0028 TRCA Review fee

Regards,

Amir Yarazavi, Architect

M.Arch, OAA

Nahid Corp. | Unit 2-31 Scarsdale Road, Toronto, ON, Canada, M3B 2R2

O: 647-345-2442 x105 | C:416-999-6101

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please consider the environment before printing this e-mail.

From: Anthony Syhlonyk <Anthony.Syhlonyk@trca.ca>

Sent: Friday, October 14, 2022 12:03

To: Amir Yarazavi <amir@nahidcorp.com>; harbans_sidhu@grandempirebanquet.com
<harbans_sidhu@grandempirebanquet.com>

Cc: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>

Subject: OZS-2022-0028 TRCA Review fee

Good afternoon,

TRCA staff are finalizing our comments on your application and it appears the \$3,100.00 review fee remains outstanding. Please advise on how this fee will be paid so we can finalize our review. We can accept mailed cheque or online payment.

Thank you,

Anthony Syhlonyk, MPlan

Planner

Development Planning and Permits | Development and Engineering Services

T: 1-437-880-1938

E: Anthony.Syhlonyk@trca.ca

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

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Enquiries/ applications within York Region municipalities – yorkplan@trca.ca

We thank you for your cooperation as we respond to the current situation.

Please review the City of Brampton e-mail disclaimer statement at:

<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

January 3, 2023

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

Re: Notice of Application and Request for Comments – 226 Queen Street East
COB File: OZS-2022-0028

Dear Stephen,

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

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

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

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

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 52 weeks or longer.

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

E/ If there is any existing Alectra Utilities property plant and/or equipment in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any
Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

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

Yours Truly,

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

November 8, 2022

Stephen Dykstra, MCIP, RPP
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Stephen,

Re: Site Plan Control Application
2556830 Ontario Inc. - Harbans Sidhu
226 Queen St E
City of Brampton
File No.: SPA-2022-0108
Related Application: OZS-2022-0028

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.

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 phased construction, all costs are the responsibility of the applicant.

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.

The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.

Sincerely,



Jasleen Kaur
Municipal Planning Coordinator
Engineering

ENBRIDGE
TEL: 437-929-8083
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

August 29, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Stephen:

**RE: Application to Amend the Zoning By-law
OZS-2022-0028 & PRE-2022-0002
The Nahid Corporation
226 Queen Street East
Northeast side of Queen Street East and June Avenue
City of Brampton (Ward 1)**

The Peel District School Board has reviewed the above-noted application (940 apartment units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
79	23	13

The students generated from this development will attend the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
Aloma Crescent P.S. (Kindergarten to Grade 5)	358	470	0
Balmoral Drive Sr. P.S. (Grade 6 to Grade 8)	590	693	0
Bramalea S.S. (Grade 9 to Grade 12)	1,064	1,278	2

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.

If you require any further information, please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours Truly,

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

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

OZS-2022-0028 comment.doc

From: GTAW New Area <gtaw.newarea@rci.rogers.com>
Sent: 2022/09/01 2:37 PM
To: Dykstra, Stephen
Subject: [EXTERNAL][OZS-2022-0028] Notice of Application and Request for Comments: DUE SEPT 6/2022
Attachments: Notice of Application and Request for Comments (August 22 2022).pdf; RO_Cover Letter (28).pdf

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hi,

Rogers Communications Inc has no objections or concerns.

Regards,

Anisha George

Project Coordinator

Rogers Communications
8200 Dixie Road, Brampton, ON L6T 0C1

anisha.george@rci.rogers.ca



From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Monday, August 22, 2022 2:45 PM
To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathynn.olivethomas@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; planification <planification@csviamonde.ca>; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; Gaurav Robert Rao <Gaurav.Rao@alecrautilities.com>; DaveA.Robinson@alecrautilities.com; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; GTAW New Area <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca; peelplan@trca.ca; Colleen Bonner <Colleen.Bonner@trca.ca>; Anthony.Syhlonyk@trca.ca
Cc: Dykstra, Stephen <Stephen.Dykstra@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>
Subject: [OZS-2022-0028] Notice of Application and Request for Comments: DUE SEPT 6/2022

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments**. An application for **226 Queen Street East** with an assigned file number of **OZS-2022-0028**

was submitted to City of Brampton for review and the applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Stephen Dykstra by September 6, 2022**

If you have any concerns please contact Stephen at Stephen.Dykstra@brampton.ca

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

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

shawntelle.trdoslavic@brampton.ca

Our Focus Is People 



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<http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

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THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

Appendix 9 - Draft Zoning By-law (OZS-2022-0028).docx

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
Queen Street Mixed Use Transition (QMUT)	Composite Residential Commercial– Section 3686 (CRC – Section 3686)
Future Development (FD)	

- (2) By adding the following sections:

“3686 The lands designated CRC - Section 3686 on Schedule A to this By-law:

3686.1 Shall only be used for the following purposes:

- 1) Permitted Uses:

Residential:

- a. an apartment dwelling
- b. purposes accessory to other permitted uses (eg. amenity space)

Commercial:

- c. an office
- d. a retail establishment
- e. a convenience store
- f. a personal service shop
- g. a day nursery
- h. a printing of copying establishment
- i. a dining room restaurant, a take-out restaurant
- j. a service shop
- k. a personal service shop
- l. a community club
- m. a health & fitness centre

- n. an art gallery
- o. an amusement arcade

The following uses shall not be permitted:

- a. an adult video store
- b. an adult entertainment parlour
- c. a body art and/or tattoo parlour
- d. a massage or body rub parlour
- e. a drive-through facility

3686.2 For the purposes of CRC (H) – Section 3686:

Podium shall mean any of various building elements that form the base or bottom storeys of a building, distinguished from the Tower.

Tower shall mean the portion of the building located above a height of 10 storeys for buildings located along Queen Street East and above a height of 6 storeys for all other buildings.

3686.3 Shall be subject to the following:

- | | | |
|-----|--|---|
| 2) | Minimum Lot Area: | No Requirement |
| 3) | Minimum Lot Width: | No Requirement |
| 4) | Minimum Lot Depth: | No Requirement |
| 5) | Minimum setback to Queen Street East: | 0.0 metres |
| 6) | Minimum setback to June Avenue: | 0.0 metres |
| 7) | Minimum setback to Rear Lot Line: | 7.5 metres for any portion of the building less than 2 storeys

12.5 metres for any portion of the building that are 3 storeys or more |
| 8) | Minimum setback to Interior Side Lot Line: | 7.5 metres for any portion of a building within 30 metres of Queen Street East

5.0 metres for any portion of a building more than 30 metres of Queen Street East |
| 9) | Minimum setback to a daylighting triangle/rounding: | 0.0 metres |
| 10) | Minimum distance between buildings within lands zoned CRC-3686: | Podiums: 10 metres; and Towers: 25 metres; which may be reduced to 15.5 metres at the building's corners. |
| 11) | Maximum encroachment into the minimum rear and interior side yard setbacks for canopies, porches and patio shall be: | 2.5 metres |

- 12)

Minimum Podium Height:

6 storeys along Queen Street East
- 13)

Minimum Ground Floor Height:

3.5 metres
- 14)

Maximum Floor Space Index (FSI):

10.7
- 15)

Maximum Building Height:

a) 47 storeys (150m) for any building located within 40m of Queen Street,

b) 35 storeys (115m) for any building beyond 40m of Queen Street.
- 16)

Notwithstanding 3686.2 (16), the following shall be exempt from the calculation of building height:

a) Lighting fixtures, trellises, stair enclosures, landscape 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, rooftop lobbies to access rooftop 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 5.0 metres

b) A roof structure which is used only as an ornament or to house the mechanical equipment of any building
- 17)

Maximum Tower Floorplate Area:

800 square metres
- 18)

Minimum Parking Requirements:

a) Visitor Parking

0.2 stalls per dwelling unit

b) Access to any parking lot must be provided from an internal road;
- 19)

Commercial and office uses listed in Section 3686.1 1) c) through to p) shall be limited to the first 2 floors only;
- 20)

Loading areas shall be screened from view from a public street;
- 21)

Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within a climate controlled area within a building."

ENACTED THIS _____ day of _____, 2023.

Approved as to form.

Year/month/day

Dir. Dev.

Patrick Brown, Mayor

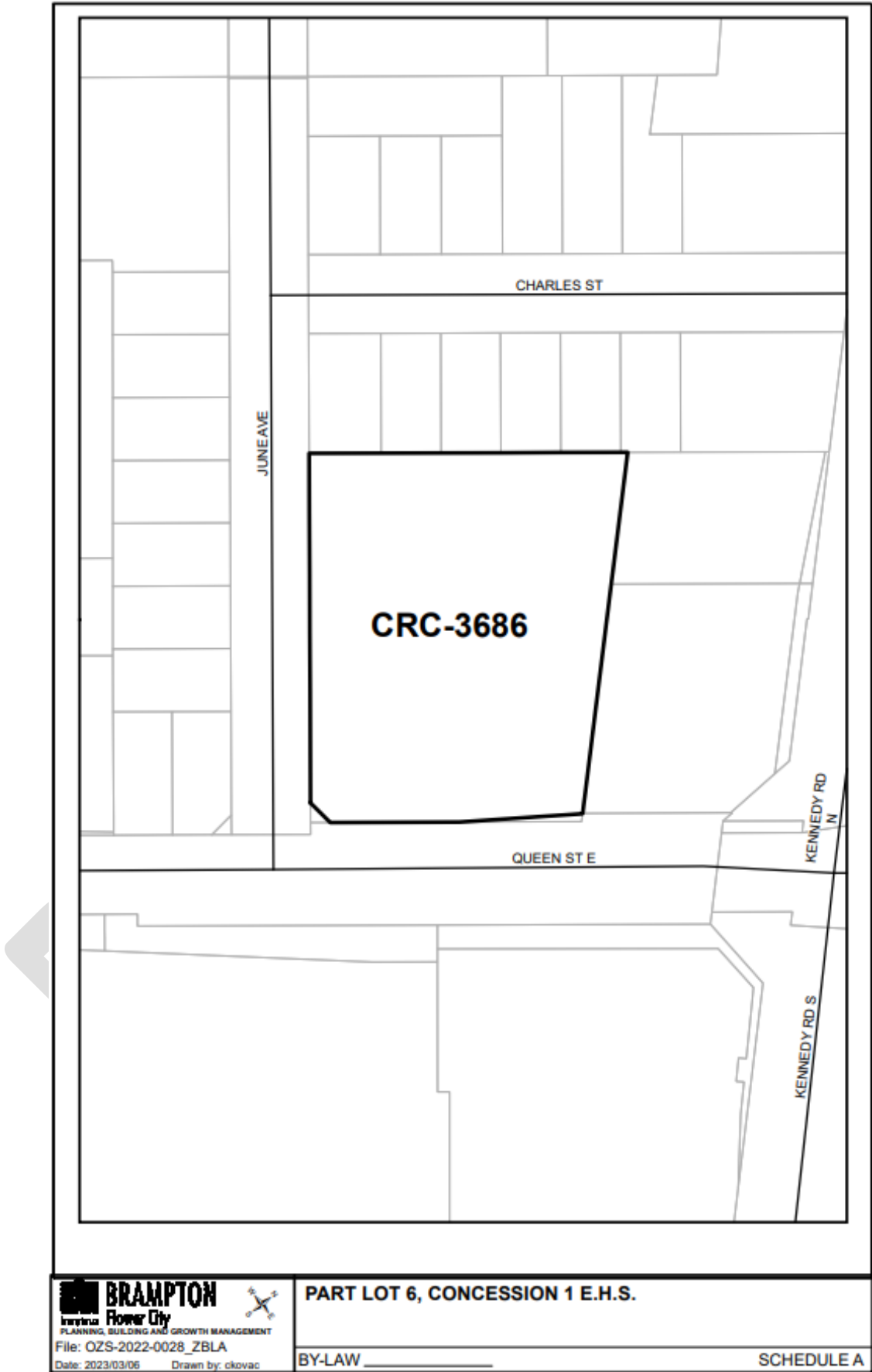
Approved as to content.

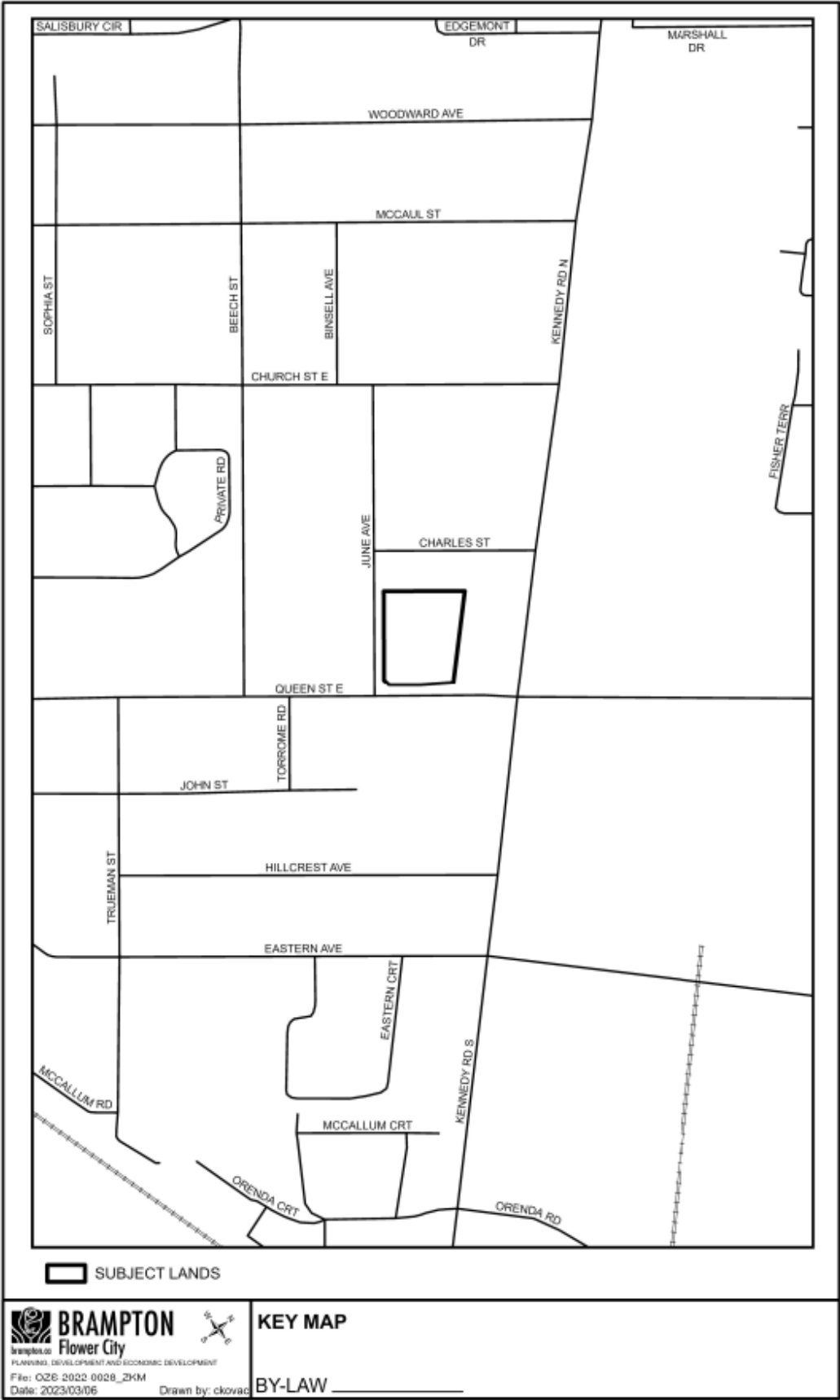
Year/month/day

Legal

Peter Fay, City Clerk

(OZS-2022-0028)





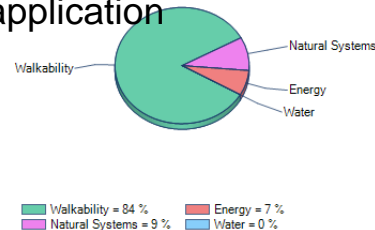
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: 226 Queen St. E

City File Number: PRE2022-0002- OPA-ZBLA application

Plan Type: Draft Plan



SUSTAINABILITY SCORE: 47

THRESHOLD ACHIEVED: SILVER

Land use Diversity Mix: Proximity to Basic Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

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

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

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

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

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

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

- [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.
- [Minimum] Street tree distances have been provided on both sides of new and existing streets, within the project and on the project side of bordering streets, between the vehicle travel lane and walkway (in meters).
- [Aspirational] 75% of sidewalks will be shaded by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.
- [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Street Networks/Blocks - Intersection Density

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

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

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] 75% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 75% of residents/employment are within 200 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Active Transportation - Creation of Trail and Bike Paths

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

Walkability - Promote Walkable Streets

- [Aspirational] 100% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.
- [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Parks - Park Accessibility

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

Stormwater - Stormwater Management Quality and Quantity

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

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

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

Energy Conservation - Energy Management

- [Minimum] An energy management strategy has been developed for the development.

Lighting - Reduce Light Pollution

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



Minutes

Brampton Heritage Board

The Corporation of the City of Brampton

Tuesday, February 21, 2023

Members Present: Peter Dymond (Co-Chair)
Douglas McLeod (Co-Chair)
Stephen Collie
Nick Craniotis
Kathryn Fowlston
Palvinder Gill
Paul Willoughby
Regional Councillor P. Vicente - Wards 1 and 5

Members Absent: Roy de Lima
Leroy Onuoha
Daniel Rollings
Keba Tamara Thomas

Staff Present: Charlton Carscallen, Principal Planner/Supervisor
Anastasia Abrazhevich, Assistant Heritage Planner
Chandra Urquhart, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:00 p.m. and adjourned at 7:58 p.m.

2. **Approval of Agenda**

The following motion was considered:

HB010-2023

That the agenda for the Brampton Heritage Board meeting of February 21, 2023 be approved as published and circulated.

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

Regional Councillor Vicente declared a Conflict of Interest on item 10.1 - Heritage Permit Application and Designated Heritage Property Incentive Grant Application – 249 Main Street North – Ward 1, as the Councillor owns property directly across the street.

4. Previous Minutes

4.1 Minutes - Brampton Heritage Board - January 24, 2023

The minutes were considered by Planning and Development Committee on February 6, 2022, and approved by Council on February 8, 2023. The minutes were provided for the Board's information.

5. Consent

Nil

6. Presentations\Delegations

Nil

7. Sub-Committees

Nil

8. Designation Program

Nil

9. Heritage Impact Assessment (HIA)

9.1 Report by Merissa Lompart, Assistant Heritage Planner, re: Heritage Impact Assessment for 10300 The Gore Road, Former Castlemore Schoolhouse S.S. #6 – Ward 10

Anastasia Abrazhevich, Assistant Heritage Planner, provided an overview of the subject report noting that the proposal to sever the land into two parcels will not negatively impact the property.

The following motion was considered.

HB011-2023

1. That the report from Merissa Lompart, Assistant Heritage Planner, re:
Heritage Impact Assessment, 10300 The Gore Road, Former

Castlemore Schoolhouse S.S. #6 – Ward 10, dated January 10, 2023,
to the Brampton Heritage Board Meeting of January 24, 2023, be
received; and

2. That the following recommendations as per the Heritage Impact Assessment by WSP be followed:
 - a. That future development of the severed lands maintain views to the front facade and north elevations of the former schoolhouse from The Gore Road through the appropriate placement of buildings;
 - b. That any future application under the Planning Act for the severed lands be accompanied by a Heritage Impact Assessment to review potential negative impacts and provide appropriate alternatives and/or mitigation measures.
3. That the consent application for the severance of these lands be recommended for approval by Heritage staff through the appropriate planning processes as outlined by the Planning Act.

Carried

10. Other/New Business

- 10.1 Report by Anastasia Abrazhevich, Assistant Heritage Planner, re: Heritage Permit Application and Designated Heritage Property Incentive Grant Application - 249 Main St N - Ward 1

Anastasia Abrazhevich, Assistant Heritage Planner, provided an overview of the report, responded to questions pertaining to the future plans for the building, and explained that the initial heritage permit had expired and the purpose of the second permit was to complete the internal and exterior work on the building.

The following motion was considered:

HB012-2023

1. That the report from Anastasia Abrazhevich, Assistant Heritage Planner, re: **Heritage Permit Application and Designated Heritage Property Incentive Grant Application – 249 Main Street North – Ward 1, dated January 25, 2023**, to the Brampton Heritage Board Meeting of February 21, 2023 be received;
2. That the Heritage Permit and Heritage Incentive Grant application for 249 Main Street North for the restoration of the interior decorative archway,

restoration of interior decorative elements including ceiling medallions, and restoration of four decorative dove moldings and the addition of a new exterior steel staircase at the back of the building be approved, subject to the following conditions:

- a. That the proposed works be conducted by a qualified heritage contractor with demonstrated experience working with heritage properties to the satisfaction of Heritage staff;
- b. That the applicant confirm the proposed cleaning and restoration methods for the decorative interior archway, ornamental ceiling, and installation of the steel staircase to the satisfaction of Heritage staff;
3. That the Designated Heritage Property Incentive Grant application for the restoration of the interior alterations, and the exterior addition of a new steel staircase at the back of the building be approved, to a maximum of \$10,000.00 and;
4. That the owner shall enter into a designated Heritage Property Incentive Grant Agreement with the City upon Council's approval to support the Grant.

Carried

10.2 Report by by Anastasia Abrazhevich, Assistant Heritage Planner, re: Heritage Permit Application and Designated Heritage Property Incentive Grant Application – 63 Elizabeth St S – Ward 3

Anastasia Abrazhevich, Assistant Heritage Planner, provided an overview of the report and responded to questions of clarification regarding the purpose of the incentive grant and the repair work on the property at 63 Elizabeth Street South.

In response to questions, staff noted that the grant requested was to cover costs for the repair and replacement of windows, not the re-shingling of the roof as stated in Clause 3 of the recommendation. Staff advised the recommendation will be amended to read as follows:

'That the Designated Heritage Property Incentive Grant application for the repair of windows at 63 Elizabeth St S be approved to a maximum of \$10,000.00'

The following motion was considered:

HB013-2023

1. That the report from Anastasia Abrazhevich, Assistant Heritage Planner, re: **Heritage Permit Application and Designated Heritage Property Incentive Grant Application - 63 Elizabeth St S - Ward 3, dated January 25, 2023** to the Brampton Heritage Board Meeting of February 21, 2023 be received;
2. That the Heritage Permit application for 63 Elizabeth Street South to repair the windows in the sunroom and basement window be approved.
3. That the Designated Heritage Property Incentive Grant application for the repair of windows at 63 Elizabeth St S be approved to a maximum of \$10,000.00; and
4. That the owner shall enter into a designated Heritage Property Incentive Grant Agreement with the City upon Council approval to support the Grant.

Carried

10.3 Report by Shelby Swinfield, Heritage Planner, re: Heritage Permit Application – 7741 Churchville Road - Ward 6

Charlton Carscallen, Principal Planner/Supervisor, provided an overview of the Heritage Permit Application for 7741 Churchville Road and noted that the work proposed is consistent with Churchville Heritage Conservation District.

The following motion was considered:

HB014-2023

1. That the report from Shelby Swinfield, Heritage Planner, re: **Heritage Permit Application – 7741 Churchville Road, dated January 10, 2023**, to the Brampton Heritage Board Meeting of February 21, 2023, be received; and,
2. That the Heritage Permit Application for 7741 Churchville Road be approved.

Carried

10.4 Report by Shelby Swinfield, Heritage Planner, re: Minor Update to Churchville Heritage Conservation District Plan - Addressing Updates

Charlton Carscallen, Principal Planner/Supervisor, provided an overview of the subject report and noted that the amendments proposed are considered minor and intended to provide updated information based on a review of the plan, as the current list of Buildings of Heritage Significance is not entirely consistent with the original list.

The following motion was considered:

HB015-2023

1. That the report from Shelby Swinfield, Heritage Planner, re: **Minor Update to Churchville Heritage Conservation District Plan - Addressing Updates** dated October 6, 2022, to the Brampton Heritage Board Meeting of February 21, 2023, be received; and
2. That staff be authorized to update the address list of “Buildings of Heritage Significance” to reflect the current addresses of those properties identified within the original 1989 study materials.

Carried

11. Current Heritage Issues

Charlton Carscallen, Principal Planner/Supervisor, provided an update on current heritage issues and initiatives which included the following topics:

- Providing expanded Board training to the new Board to include the work of City Planning and the new requirement to the Ontario Heritage Act resulting from the impact of Bill 23
- Delaying of the Heritage Register update while impact of Bill 23 is being reviewed
- New and ongoing initiatives coming forward include:
 - Indigenous engagement process
 - Public engagement process pertaining to the archaeological management plan
 - Heritage management plan for the City – will include how the City’s Official Plan works
 - Update the Heritage Conservation Plan
 - Update the Terms of Reference for the Heritage Building Protection Plan

- Work on processes that are user friendly and more transparent for everyone to follow
- Explore ways to help property owners who would like to designate their property
- Revisit the need for a heritage designation delegated authority by-law to approve certain types of permits
- Organize future annual plaque and award ceremonies around heritage properties
- Reinstate the heritage news letter publication
- Refresh of the City's Heritage website

Board discussion included the following:

- Comments on the success of the Heritage Highlights' event held at Bramalea City Centre on Saturday, February 11, 2023
- Concerns that owners of designated properties are required to pay much higher insurance premiums and some insurance companies refuse to offer the service

Staff advised that they are aware of this issue in other municipalities and advised that some insurance firms are now specializing in this type of service. Staff will look into this matter and provide an update at a future meeting.

The following motion was considered:

HB016-2022

That staff be directed to look into the matter of insurance premiums for heritage designated properties and report back to the Board at a future meeting.

Carried

12. Information Items

Nil

13. Correspondence

Nil

14. Referred/Deferred Items

Nil

15. **Question Period**

Nil

16. **Public Question Period**

Nil

17. **Closed Session**

Nil

18. **Adjournment**

The following motion was considered:

HB017-2023

That Brampton Heritage Board do now adjourn to meet again on March 21, 2023 at 7:00 p.m. or at the call of the Chair.

Carried

Douglas McLeod (Co-Chair)

Peter Dymond (Co-Chair)