

**Detailed Planning Analysis**  
**City File Number: OZS-2023-0033**

**Overview**

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

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

**Planning Act R.S.O 1990:**

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion to these sections.

**Section 2:**

- (e) the supply, efficient use and conservation of energy and water;*
- (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;*
- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) The adequate provision of a full range of housing, including affordable housing;*
- (o) The protection of public health and safety;*
- (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;*

*(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 high quality, safe, accessible, attractive, and vibrant.*

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

*(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

*(b) whether the proposed subdivision is premature or in the public interest;*

*(c) conformity to the official plan and adjacent plans of subdivision, if any;*

*(d) suitability for the land for the purpose for which it is being subdivided;*

*(f) the dimensions and shapes of the proposed lots;*

*(i) the adequacy of utilities and municipal services; and*

Analysis:

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates medium density residential uses and reserve blocks for future development. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the residential character of the proposed Draft Plan of Subdivision with residential intensification in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

**Provincial Policy Statement (PPS):**

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

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

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, 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;*
- f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society*
- g. Ensuring that necessary infrastructure and public service facilitates are or will be available to meet current and projected needs*
- h. Promoting development and land use patterns that conserve biodiversity*

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

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

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

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

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

*b) Permitting and facilitating:*

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

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

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

*d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it 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.*

*Section 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.*
- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

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

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

*Section 1.8.1 – Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- c) 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;*
- g) Maximize vegetation within settlement areas, where feasible;*

Analysis:

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also

promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly built up with existing low-rise residential. A pedestrian connection is provided to Mavis Road which is well served by Public Transit and maintains a multi-use path to support active transportation this satisfies sections 1.4.3e), 1.6.7.2, and 1.81e) of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

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 higher order transit where it exists or is planned; and*
  - iv. areas with existing or planned public services facilities;**

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

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

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

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

*d) Expand convenient access to:*

*i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

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

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

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

*Section 2.2.6.3 – To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

*Section 4.2.10.1 - Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*

*a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*

*b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;*

Analysis:

The subject site is located within the 'Built-up Area - Conceptual' within the Growth Plan, in which infrastructure services and public transit are already provided. Furthermore, the proposed development is in proximity to transit corridors along Mavis Road and Steeles Avenue West. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4,

2.2.1.4.10, and 4.2.10.1 a) through optimization of land use and expansion of residential use to complete the community.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of residential land uses within an underutilized and vacant area as a result of a holdout property. In accordance with Sections 2.2.1.4 and 2.2.4.10, development proposal is located near existing and planned public transit routes. There are local services available in close proximity to the site such as Hickory Wood Public School as well as existing parks and trail areas in the Churchville community. At the intersection of Steeles and Mavis a commercial plaza is located to serve the immediate community.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Growth Plan.

### **Region of Peel Official Plan (April 2022)**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure and “Built-Up Area” as shown on Schedule E-3 of the Region of Peel Official Plan. The site is also located along “Other Rapid Transit Corridors” on Mavis Road as identified in Schedule F-1. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

*Section 5.6.1 - To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*

*Section 5.6.2 - To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

*Section 5.6.3 - To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*

*Section 5.6.4 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*

*Section 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.*

*Section 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*



*Section 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.*

*Section 5.9.1 - To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*

*Section 5.9.15 - Support the initiatives of local municipalities to promote additional residential units to achieve Regional and local housing objectives.*

*Section 5.10.1 - To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.*

*Section 5.10.7 - To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.*

*Section 5.10.16 - Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.*

*Section 5.10.34.1 - To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.*

*Section 5.10.34.3 - To support and encourage the connectivity and coordination between transit services.*

#### Analysis:

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure and 'Built-up Area' in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize existing infrastructure, and enhance pedestrian use of existing transit.

The site maintains itself as an agriculturally zoned site, with a residential dwelling and various outbuildings and is underutilized. The proposed development provides appropriate residential land uses and intensification through the inclusion of semi-detached units which is consistent with the surrounding built form. The site will also have access to surrounding existing transit options / active transportation in accordance with Section 5.10.1, 5.10.7, and 5.10.16. The site is in close proximity to a commercial plaza and institutional uses, this would allow for active transportation to be a feasible method of transportation and further fulfill regional goals sought in S 5.10.34. The site is also along the boundary of Brampton and Mississauga and is well served by both

Brampton and Mississauga Public Transit services (MiWay, ZUM, etc.). The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Region of Peel Official Plan.

### **City of Brampton Official Plan (2006):**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Community Area" on Schedule 1 – City Concept; and "Residential" on Schedule A – General Land Use Designations of the City of Brampton Official Plan and the proposed Zoning By-Law Amendment and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

#### *Section 2.4.2 – Managing Growth in Brampton:*

- c) Direct a portion of new residential development annually to within the built-up area;*
- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) Promote the efficient use of existing City and Regional services and infrastructure.*

*Section 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.*

#### *Section 4.2 – Residential:*

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive*

- streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.*
- (iii) *Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.*
  - (vi) *Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*

*Section 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.*

*Section 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.*

*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:*

**New Housing Mix and Density Categories**

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

*Section 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.*

*Section 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.*

*Section 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.*

*Section 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;*
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;*
- vi) Incorporation of multiple unit dwellings and apartments; and,*
- vii) Landscaping and fencing on private property;*

*Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.*

#### *Section 4.2.7 – Residential Design*

*For ground-related residential developments:*

- to design housing that enhances the relationship between the house and the street;*
- to create a varied and intimate streetscape;*
- to use projecting elements such as porches, porticoes, bay windows and balconies;*
- to observe an appropriate and comfortable relationship to grade for raised entrances and porches;*
- to create architecturally well-scaled elevations with carefully considered window design placement;*
- to use a variety of roof forms within one streetscape;*
- to avoid the placement of large garages on narrow lots;*
- to recess attached garages from the main building façade and limit the maximum garage projection;*
- to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;*
- to proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,*
- to use single car garages for townhouses, semi-detached and small detached units.*

*Section 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 4.2.7.4 - Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:*

- i) Promote an appropriate massing and conceptual design of buildings;*
- ii) Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*
- iii) Encourage the protection and enhancement of safe and attractive built environments;*
- iv) Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;*

*Section 4.5.2.10 – From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.*

*Section 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:*

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;*
- ii) Requiring the provision of adequate off-street private parking; and,*
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.*

*Section 4.5.2.26 – The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.*

*Section 4.5.2.28 – The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.*

*Section 4.5.4.9 – The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.*

*Section 4.5.5.5 – The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.*

*Section 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads*

*Section 4.11.4.1 – Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.*

*Section 4.11.4.2 –The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.*

*Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:*

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City’s overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*

- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis:

The property is designated 'Residential' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal conforms to the "Residential" designation of the Official Plan. The Draft Plan of Subdivision includes solely semi-detached units to add to the variety of built form in the city. The subject property will be located close to existing transit infrastructure on Mavis Road which will aide residents in reaching community amenities, services, and destinations within and around the City. A pedestrian access is also contemplated by this application to Mavis Road. The proposal also is within walking distance to commercial uses and institutional uses and the major surrounding roads maintain mixed use paths.

The proposal is infill of nature and will promote a built form that is consistent with the existing surrounding development which consists of primarily low rise residential in the form of detached and semi-detached units. Through review of the Urban Design Brief and the zoning standards proposed, the development will remain consistent with the existing context by providing semi-detached units and the completion of Nathaniel Crescent a local road within the City. As the proposal contemplates semi-detached units, the built form is consistent with S. 4.2.7 and the density matches that of S. 4.2.1.2.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

**Bram West Secondary Plan (Area 40c):**

The proposed development is located within the Bram West Secondary Plan Area 40c. The property is designated "Medium Density Residential" in the Secondary Plan. The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

*The Planning Vision for Bram West is as follows:*

- *Bram West is planned to be a balanced, sustainable community that will be supported by superior infrastructure and services based on accountable decision making, full public participation and responsible growth management.*
- *Bram West's multi-dimensional, full service urban economy will provide residents with ample live-work opportunities, contributing to a cleaner environment and an overall sustainable lifestyle.*

## *Section 3.2 – Goals*

*Section 3.2.3 - To coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to support that growth, in accordance with the City of Brampton Growth Management Program;*

*Section 3.2.4 - To promote a balanced community structure including the proper allocation of both residential and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity in keeping with the City's Strategic Plan;*

*Section 3.2.11 - To develop an effective and efficient transportation network and transit system to service not only Bram West but all of West Brampton*

*Section 3.2.12 - To develop excellence in community living based on the application of the following principles:*

- i) a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;*
- iii) the achievement of excellence in civic design in both the public and private realm;*
- iv) an interconnected system of open space and recreational areas;*
- vii) integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;*
- viii) an attractive and ordered built form as well as human scale walkable communities through the use of appropriate building heights, massing, setbacks, streetscapes, landscapes, gateways and architectural treatments;*
- x) a balanced transportation system, including roads, public transit, pathways, and transportation demand management measures that provides efficient transportation links.*

*Section 3.4.1 - The various residential designations as shown on Schedule SP40(a), are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from single detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations, or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential*



*designations provided that they are integrated in an appropriate manner with adjacent residential uses.*

#### *Medium Density Residential*

*Section 3.4.10 - In areas designated Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.4.2 and 3.4.12.*

*Section 3.4.12 - Any proposal for Medium Density development will have regard for the transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.*

#### *4.1 Roads*

*Section 4.1.2 - This Plan provides for the staged construction of Mavis (Chinguacousy) Road in accordance with Part I, Section 4.3 of the Official Plan. The right-of-way requirement for Mavis (Chinguacousy) Road, south of Steeles Avenue shall be sufficient to accommodate an 8 lane arterial road as determined by the City of Brampton and the Region of Peel.*

#### *4.2 Public Transit*

*Section 4.2.2 - Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.*

*Section 4.2.3 - 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 standards.*

#### *4.3 Pedestrian/Cyclist Links*

*Section 4.3.2 - Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.*

#### *5.7 Sanitary Sewage and Water Supply*

*Section 5.7.1 - Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.*

#### *6.2.4 - Cost Sharing:*

*In addition to Development Charges, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under The Development Charges Act, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the secondary plan area and fairly allocate related costs of development. Developer Cost Sharing Agreements may encompass the whole or part of the secondary plan area and may only deal with:*

- *local services as permitted in Section 59(2) of the Development Charges Act, 1997; or;*
- *matters to which the parties voluntarily agree; or,*
- *other matters permitted by law*

*The City will not negotiate or be a party to Developer Cost Sharing Agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner. Subject to the appeal mechanisms noted below, the issuance of final approvals or the release of lands for development shall, where appropriate, be subject to the finalization and execution of such cost sharing agreements or other arrangements as permitted by law. In this context, the City will continue to process applications for development approvals, notwithstanding that an applicant has not entered into a Developer Cost Sharing Agreement. It is recognized that to the extent that landowners enter into a Developer Cost Sharing Agreement that is in some aspects beyond the jurisdiction of the City to impose, those aspects of the agreement may not be imposed on an involuntary basis on other landowners, by draft plan or consent condition, or otherwise.*

*In a situation where agreement is not reached regarding a Developer Cost Sharing Agreement, this provision is not intended to interfere with the holding of a hearing by the Ontario Municipal Board, or to fetter the discretion of the Board in any way whatsoever respecting the merits of a consent or subdivision, or the conditions of approval thereof, including cost sharing conditions, brought before it in accordance with the Planning Act.*

#### Analysis:

The proposal conforms to designated “Medium Density Residential” designation of the Secondary Plan. The Draft Plan of Subdivision will provide appropriate residential intensification that is in line with the built form and density permitted within the Medium Density designation, satisfying S. 3.4.10. The site proposes semi-detached units which complement the existing subdivision through both typology and architectural treatments as confirmed through the Urban Design Brief, this satisfies S. 3.4.12 and 3.2.12.

The Draft Plan of Subdivision includes a walkway connection to Mavis Road which is well served by transit by both Brampton and Mississauga as it remains on the boundary of both municipalities, this would satisfy S. 4.2.2 and 4.3.2. The site is also in proximity to commercial uses (Steeles Avenue West and Mavis Road) and institutional uses (Hickory Wood Public School, Sheridan College) and remains connected to an

extensive open space network through the Churchville Heritage District and trail network.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Bram West Secondary Plan (SP40c).

### **Zoning By-law**

The subject properties are currently zoned 'Agricultural (A)' and "Residential Extended Zone R2B – Special Section 2774 (R2B-2774)" by By-Law 270-2004, as amended.

#### **Analysis:**

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. The R2B-2774 zone permits semi-detached units along with site specific standards for the zone.

An Amendment to the Zoning By-law is required to facilitate the proposed Draft Plan of Subdivision. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed two zones to permit the requested uses along each lot. The Special Section refer to unique provisions within the by-law that only apply to one specific area. The applicant is currently proposing to use Special Sections through a R2B Zone. An Open Space (OS) zone is also proposed to accommodate the buffer along Mavis Road.

The proposed zoning amendment includes revised provisions for setbacks, heights, lot area, width and depth and provisions for the garage amongst other provisions. Staff note that a rear yard of 6.5m is proposed, and appropriate justification has been provided through the review of the application. It is noted that the reduced rear yards will mirror the existing subdivision and provide an increase in livable space through a larger kitchen and additional bedroom.

### **Technical Studies**

The following technical requirements have been satisfied:

#### **Planning Justification Report**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal

policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

### **Functional Servicing and Stormwater Management Report**

RAND Engineering Corporation had been retained by Paradise Homes Mahogany Inc. to complete a Functional Servicing Report, required by the Region of Peel. The approved engineering drawings for Plan 43M-1590 which include the future design of the 7896 Mavis Road sewers and watermains are included as Figures as part of this report. The report found that existing sanitary sewers, watermains, storm sewers, and stormwater management facility within the Plan 43M-1590 and the proposed services internal to the 7896 Mavis Road site are as per the overall servicing design for the development area, have sufficient capacity for the proposed development, and are in accordance with Region and City standards. There will be no impacts on Mavis Road storm drainage or grading as a result of the proposed development. Regional Staff have reviewed this report and have no concerns.

### **Preliminary Noise Assessment**

YCA Engineering Ltd. has been retained to complete an Environmental Noise Assessment. The report has determined that sound levels are acceptable to the City of Brampton and the Ministry of Environment, Conservation and Parks and will be achieved using commonly practiced abatement measures, which include the provision air conditioning for various lots, provision of high acoustic barrier, provision of upgraded building components, review of mechanical ventilation system; inclusion of warning clauses in the development agreement, preparation of a detailed noise impact study, and to have a Professional Engineer qualified to perform acoustical engineering services in Ontario to certify that the noise control measures have been properly installed and constructed as per the noise study recommendations. Staff have reviewed this report and found it satisfactory to support the proposed development.

### **Arborist Report**

Strybos Barron King Ltd. was retained to prepare an Arborist Report in support of planning applications for the proposed property. The report found that as a result of the proposed development works associated with the application, all trees internal to the site will require removal. Previously planted boulevard trees along Nathaniel Crescent, which are not in conflict with the proposed site works can be preserved and protected. The report further found that based on the City's compensation guidelines for removal of healthy tableland trees, a total of forty-six (46) compensation trees are required. Pending review with City of Brampton, Open Space Development, 45 compensation trees can be planted on site, leaving a shortfall of 1 tree to be compensated through a

cash-lieu payment to the City. Staff have reviewed the Arborist Report and found it supportable of development application.

### **Geotechnical Study**

Soil Engineers Ltd. was retained to carry out a Preliminary Geotechnical Assessment for the subject lands. Upon reviewing previous geotechnical report, the assessment concludes provided various preliminary design considerations including that the proposed structure can be supported on conventional spread and strip footings, founded on engineered fill or sound native soil. Staff have reviewed the report and found

### **Environmental Site Assessment(s)**

Soil Engineers Ltd. was retained to carry out a Phase One Environmental Site Assessment (ESA). The Phase One ESA has revealed the several environmental concern for the subject site, including the possible use of pesticides as a part of historical agricultural activities at majority of the subject site; presence of heating oil AST located in the basement of the residential building at eastern portion of the subject site; presence of motor oil barrel/drum located to the north of barn/storage at middle portion of the subject site; presence of oil stains on soil underneath a tractor parked for long term at middle portion of the subject site; and, the presence of charcoal disposed at southwest of barn/storage at middle portion of the subject site. As a result of these findings, the Phase One ESA report recommended a Phase Two Environmental Site Assessment be conducted to address the above environmental concerns. The Phase Two Environmental Site Assessment has been submitted in a subsequent submission and has determined no contamination on site. Technical staff have reviewed the report and found it satisfactory for the purposes of rezoning and the draft plan of subdivision.

### **Archaeological Assessment**

AMICK Consultants Limited has been retained to prepare the Stage 1-2 Archaeological Property Assessment for the subject site. The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment which consisted of test pit survey at a ten-metre interval to confirm disturbance on 24 July 2023. As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the report recommended that no further archaeological assessment of the study area is warranted; the Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed; and the proposed development undertakings are clear of any archaeological concern. Staff have reviewed the assessment and found it capable of supporting the development application.