

**Detailed Planning Analysis**  
**City File Number: OZS-2022-0030**

**Overview**

The proposal has been reviewed and evaluated against The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan (ROP), the City of Brampton Official Plan (OP), the Snelgrove-Heart Lake Secondary Plan and other applicable City of Brampton guidelines and priorities. 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 I, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard for. 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:

- h) The orderly development of safe and healthy communities;
- 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; and
- r) The promotion of built form that:
  - i. Is well-designed
  - ii. Encourages a sense of place, and
  - iii. Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant

Section 51(24):

- 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;
- 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;
- i) the adequacy of utilities and municipal services

Analysis:

Regard for these sections is reflected in the proposed Zoning By-law Amendment and Draft Plan of Subdivision. The development proposal incorporates the following qualities:

- The proposal represents the orderly development of safe and healthy communities as it will make efficient use of lands that are currently vacant.
- The proposal is within an appropriate location of growth and development that is consistent with the surrounding land uses.
- The proposal will complete the remainder of vacant land within this subdivision with additional housing stock
- 8 additional residential dwellings will be added which will assist the municipality with meeting projected population growth and fill housing supply targets.
- The proposal will provide future residents with access to the existing transit routes. Furthermore, the subdivision is designed to facilitate pedestrian movement.
- The proposed development will contain well-designed, high-quality, vibrant built form to encourage a sense of place. The new units will be compatible with the existing neighbourhood in order to assist with a strong sense of place.
- The proposal is consistent with matters of provincial interest.
- The proposal is in the public interest, as it services an existing area, while expanding housing availability for the City of Brampton's residents.
- The proposal conforms to the Region of Peel and City of Brampton Official Plan designations and their respective policies.
- Proposal conforms to the existing plan of subdivision layout and lotting.
- The proposal will contain a new public road designed to accommodate local traffic, which will connect with existing and new municipal roadways.
- The dimensions and shapes of the proposed lots are deemed to be appropriate in relation to the existing adjacent lots.

Based on the above, staff is satisfied that the application fulfills the requirements as identified within the Planning Act, specifically Section 2 and 51(24). These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. These will be described in relevant sections below.

## **Provincial Policy Statement, 2020**

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

e) Support active transportation;

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

and

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

- Section 1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- Section 1.1.3.6 - New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- Section 1.4.3 - Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) Permitting and facilitating:
    1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety
- 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 2.1.1 - Natural features and areas shall be protected for the long term.

Analysis:

The proposed development includes single detached dwellings that will add to the City's stock of housing supply and rely on the existing municipal infrastructure and public services to service the new dwellings. This development will result in a healthy, liveable, and safe community representing appropriate, suitable and supportable form of intensification.

The proposed zoning by-law amendment will effectively intensify the vacant lands with single detached dwellings which complement the abutting housing forms in the adjacent properties. The proposed development makes efficient use of existing servicing. The units proposed will add a further range and mix of housing options to the local neighbourhood. Homeowners will have the ability to add additional residential units in the form of a garden suite (within the rear yard) or basement apartment unit. This will further increase the housing stock and provide rental opportunities to future community members.

The development is located within a short walk of existing bus transit stops which promotes transit supportive and pedestrian active neighbourhoods. Planning for new public streets, within Brampton, and the adjacent development within Caledon, provides for physical connectivity for residents to access parks, transit, and community

amenities while also engaging in social interaction. There is a buffer block fronting Hurontario Street to provide setbacks from MTO highway interchange and will act as a protected natural area and open space zone for the local neighbourhood.

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

### **Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (GGH) promotes development that contributes to complete communities, that are designed to support healthy and active living, prioritizes intensification and higher densities in growth areas, supports a range of housing options, and supports the long-term viability of new economic and employment opportunities. The subject lands are located within the “Built up Area” in the GGH. The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan.

- Policy 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;
- Policy 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;
  - e) Provide for a more compact built form and a vibrant public realm, including public open spaces;
  - f) Mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;
- Policy 2.2.2.3 - All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
  - c) encourage intensification generally throughout the delineated built-up area;
- Policy 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.
- Policy 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.
- Policy 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 lands are located within the City of Brampton's delineated built boundary, as located within the City's Official Plan, as well as within the Built-Up Area of the GGH. Delineated built boundary is where growth is intended to be allocated as there is existing municipal water and wastewater system's to accommodate the new units.

The addition of new housing units further creates a complete community, as it develops underutilized vacant land to provide housing to residents, and provide convenient

access to jobs, transit, services and amenities within the city. The backyards have sufficient space for the homeowners to include a garden suite and/or a basement apartment. This will allow for further housing options to future residents of the neighbourhood with different economic backgrounds and family sizes. Within its immediate proximity of the site, there is institutional land uses (church, school, and seniors apartments), commercial and retail plaza (located at Hurontario and Mayfield), and open spaces/parks/trails (Summer Valley Pond/Parkette), all with access to transit (BRT Corridors and Secondary Transit Corridors) for the public's use in order to reduce vehicle dependency and increase active transportation.

Based on the above, staff are satisfied that the proposed development is consistent with the policies of the Growth Plan for the Greater Golden Horseshoe.

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

The Region of Peel Official Plan sets out 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" in Schedule E-3 Growth Plan Policy Area of the Region of Peel Official Plan. The site is also located along the "Local Intensification Corridor" on Schedule E-2 and "Other Rapid Transit Corridors" on 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.

- Policy 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.
- Policy 5.4.11 - Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.
- Objective 5.5.3 - To phase urban development within the Regional Urban Boundary to ensure development occurs in a well planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this Plan.
- Objective 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.
- Objective 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.



- Objective 5.6.4 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- Policy 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.
- Policy 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.
- Objective 5.9.1 - To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.
- Policy 5.9.14 - Direct the local municipalities to include policies in local municipal official plans that permit additional residential units, including: a) the use of two residential units in a detached house, semi-detached house, or rowhouse; and b) the use of a residential unit in a building or structure ancillary to a detached house, semidetached house, or rowhouse.
- Policy 5.9.15 - Support the initiatives of local municipalities to promote additional residential units to achieve Regional and local housing objectives.
- Policy 5.9.16 - Encourage the local municipalities to utilize tools such as licensing and registration to promote the legalization of new and existing additional residential units and ensure compliance with health and safety standards.
- Policy 5.9.17 - Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.
- Objective 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.
- Objective 5.10.5 - To support a transportation system that enhances economic vitality and growth in the Region.
- Policy 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
- Objective 5.10.34.1- To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.
- Objective 5.10.34.3 - To support and encourage the connectivity and coordination between transit services.

#### Analysis:

The site is located within the “Urban System” which comprises a variety of communities that contain living, working and social opportunities. Complete communities are in effect when residents can work, live, and play with access to transit for further opportunities to

access amenities and services. 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 is also located within the Regional Urban Boundary. Both “Urban System” and “Regional Urban Boundary” are locations where development is to be directed. 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. In accordance with 5.9.1, the proposal supports intensification of vacant land in order to complete the Snelgrove Community. The new units are consistent with the existing surrounding built form.

With the addition of the new detached units, homeowners have the opportunity, should they please, to create basement apartment units (Additional Residential Units) or garden suites. These additional units, not only increase housing units for the City’s and the Region’s housing targets, but also provide another form of affordable housing for members of the community to rent/lease, who would not normally be able to afford the cost of living in a detached home. A part of a complete community is having residents of different financial and economic backgrounds living within the same neighbourhood.

The site is located along a “Local Intensification Corridor” and “Other Rapid Transit Corridor”. The new units are within access to existing transit routes, which will provide further access to any planned transit routes in the future, or to other municipalities transit routes, across the region or GTHA. The site is also part of the Town of Caledon’s “Planned Major Transit Station Area (MTSA)” (HUB-2), as the development site is located at the boundary of Caledon and Brampton. The Province of Ontario's Growth Plan defines an MTSA as the area within a 500 to 800m distance from a transit station, representing approximately a 10-minute walk. Connections to separate transit services allow for more attractive forms of travel. Access to transit allows for reduction of auto dependency on personal motor vehicle usage. The site is in close proximity to a commercial plaza and institutional uses, which would allow for active transportation to be a feasible method of transportation and further fulfill regional goals sought in Objective 5.10.34.

Based on the above, staff are satisfied that the proposed development is consistent with the policies of the Region of Peel Official Plan.

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

The subject lands are designated “Residential” on Schedule A and “Communities” on Schedule 1 of the Official Plan. The site is located on a Major Arterial Road on Schedule B. The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

- Policy 2.5.4 – It is the objective of this plan to:
  - a) Cooperate with neighbouring municipalities on matters of land-use planning and policy development, infrastructure planning and the long-term protection and enhancement of the natural heritage system; and,
  - b) Build stronger relationships with adjacent municipalities through the logical extension of transportation services and compatible growth patterns.
- Policy 3.2.8 – Communities 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. Existing communities will prosper from opportunities for infill/intensification, notably those in the Central Area and Urban Growth Centre.
- Policy 3.2.8.1 - The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.
- Policy 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.
- Policy 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:

### New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none"> <li>▪ Low Density</li> </ul>	<ul style="list-style-type: none"> <li>▪ 30 units/ net hectare</li> <li>▪ 12 units/ net acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Single detached homes</li> </ul>
<ul style="list-style-type: none"> <li>▪ Medium Density</li> </ul>	<ul style="list-style-type: none"> <li>▪ 50 units/ net hectare</li> <li>▪ 20 units/ net acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Single detached homes</li> <li>▪ Semi-detached homes</li> <li>▪ Townhouses</li> </ul>
<ul style="list-style-type: none"> <li>▪ High Density</li> </ul>	<ul style="list-style-type: none"> <li>▪ 200 units/ net hectare</li> <li>▪ 80 units/ net acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Townhouses</li> <li>▪ Duplexes</li> <li>▪ Maisonettes</li> <li>▪ Apartments</li> </ul>

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

- Policy - 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 & 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. 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.
  
- Policy 4.5.4.8 - The City shall work with adjacent local and regional municipalities in planning future cross boundary transit services to assess the travel demand on particular corridors in an effort to provide seamless services to passengers across municipal boundaries.
  
- Policy 4.5.4.19 - The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.

- Policy 4.5.4.26 - The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.
- Policy 5.6.1 - The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 51 of the Planning Act will be administered by the City to ensure that the policies of the Official Plan and Secondary Plans are complied with and that a high standard of layout and design is maintained in areas experiencing development.

### Analysis

The subject lands are located on the border of the City of Brampton and the Town of Caledon. Separate development applications were submitted to subsequent municipalities, however staff at the City of Brampton and the Town of Caledon, worked together throughout the entirety of the file review, along with The Region of Peel, in order to determine proper planning, infrastructure, buffer zones, logical road extensions, similar built forms, pedestrian access, and compatible growth patterns in relation to policies 2.5.4 a) and b).

The site is located within the Residential designation which permits single detached housing. The eight detached units proposed within Brampton are in line with the adjacent land uses along Highwood Road and with the new proposal within Caledon, that is connected with this proposal. The density and housing mix permitted within section 4.2.1.2 of the low-density category (single detached dwellings), 30 units/net hectare (12 units/net acre). The proposal is 21.05 units/hectare (8.51 units/acre), therefore the proposed residential housing types and density conforms to the low-density category of the Official Plan.

The design of the subdivision is consistent with and complements the adjacent housing. The subdivision represents appropriate forms of infill development which maximises the land use and municipal infrastructure already in place. The compact built form and the overall site design will enhance underutilized lands and provide a sense of place for residents. The proposal is subject to the City of Brampton Architectural Control Compliance review process, ensuring key design elements of the subdivision are to the satisfaction of the City of Brampton.

The Draft Plan of Subdivision includes detached units to add to the variety of built forms in the city. The subject property will be located close to existing transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the city. The proposal is also within walking distance to commercial and institutional uses as well as parks and walking trails.

The site is located adjacent to Hurontario Street which is designated on Schedule C of the Brampton Official Plan as a BRT (Bus Rapid Transit) Corridor. This will provide the new residents with access to other ZUM transit routes and/or other regional/municipal transit networks. The use of public transportation over single vehicle occupancy, where possible, is important in reducing the negative impacts of emissions on the environment.

Based on the above, staff is satisfied that the proposed application conforms to the policies of the City of Brampton Official Plan.

### **Council Adopted - Brampton Plan**

The subject lands are located within the “Neighbourhoods” Designation of Schedule 2 within the Brampton Plan. The general intent of “Neighbourhoods” designation is where most residents live and comprise a mix of uses and lower scale built forms. It is the goal of the plan to develop “Neighbourhoods” into a 15-minute neighbourhood where most daily needs are met with an area that can be accessed in a 15-minute walk from home. The site is also located along the “Priority Bus or Zum” – Schedule 3B Transit Network. This promotes active transportation and access to public transit for the local residents.

The new Brampton Plan has been adopted by the City of Brampton. The plan is currently with the Region of Peel for comments. The plan is not yet in effect.

### **Snelgrove-Heart Lake Secondary Plan (Secondary Plan Area 1)**

The lands subject to the policies contained in the Snelgrove-Heart Lake Secondary Plan Area 1 are generally bounded by Mayfield Road to the north, Bovaird Drive East to the south, Highway 410 to the east, and McLaughlin Road and the Orangeville Brampton (OBRY) Railway to the west.

The site is designated ‘Low Density Residential’ within the Snelgrove-Heart Lake Secondary Plan (Area 1) Schedule 1.

### **Low Density Residential**

Policy 1.1.1 - Lands designated Low Density Residential on Schedule 1 shall be developed in accordance with the New Housing Mix and Density Categories in Section 4.2.1.2 of the Official Plan.

### **Analysis**

The Brampton Official Plan section 4.2.1.2 states that low density residential should have a maximum density of 30 units per net hectare within the housing form being that of single detached units. The proposal for 8 detached units is calculated at a rate of 21.05 units/hectare, which is below the above threshold.

Based on the above, staff is satisfied that the proposed application conforms to the policies of the Snelgrove Heart Lake Secondary Plan.

### **Zoning By-Law**

The subject property is zoned 'Agricultural' – as per City of Brampton Zoning By-law:

#### Agricultural

1. Agricultural purposes as defined in Section 5 of this by-law,

#### Non Agricultural

1. A single detached dwelling
2. Supportive Housing Residence Type 1 or a Supportive Housing Residence Type 2
3. A cemetery
4. An animal hospital
5. A kennel
6. A home occupation

#### Accessory

1. Purposes accessory to the other permitted purposes

An amendment to the Zoning By-law is required in order to facilitate the proposal.

The proposed Zoning By-law Amendment seeks to delete and replace the Agricultural (A) designation with three site-specific Residential Zones (R1F-12.0) and an Open Space (OS) zone to permit a buffer from Hurontario Street and the MTO interchange. The site-specific zoning will include performance standards to regulate building height, building setbacks, garage widths, encroachments, and other items as attached in Appendix 11. These standards are reflective of the existing housing forms and proposed housing planned for the area, which allows for the new development to be compatible and fit within the existing neighbourhood.

Staff are supportive of a reduction in the rear yard setback and the front yard setback for the lots that are part of the development plan, that do not meet normal standards. Due to the tight sight configurations, staff are supportive of lots 4-6, which have a 6.05m, 6.72m, and 7.16m rear yard setbacks, as a majority of the lots maintain the standard of 7.5m. Staff are satisfied that the reduction in rear yard setbacks for 3 of the lots is acceptable due to the tight site configurations and road configurations to match existing intersections. The 3 lots are adjacent to a single side yard of one other lot. In the lots that have a reduction in rear yard setbacks, future homeowners have sufficient space on site to allow for a potential basement unit in order to add an ARU to the site should they please, as a garden suite would not have sufficient space.

For the front yard setback, Lots 7 and 8 have consistent front yard setbacks of 4.5m minimum, along with other zoning standards, with those units that they share a street frontage on Highwood Road. The reduction to 2.5m would only be for the units that share a street frontage on McApline Road. The Town of Caledon subdivision shares the same street frontage as the 6 Brampton units. The 2.5m front yard setback would be consistent with the Town of Caledon lots, which provides for consistency and compatibility between municipalities along the same street frontage. Brampton typically approves 3.0m front yard setbacks, therefore staff is satisfied that the reduction of 0.5m due to the tight site constraints is appropriate. The builder plans to develop larger homes to provide for more usable space to future homeowners. The following provisions will fit well with the existing community and provide for consistency between the proposal to the north and lands adjacent within Brampton. This reduction will not affect the driveway setbacks. The driveway's will have a 5.75m setback which will allow for vehicles to park without overhanging into the sidewalk or right of way.

Where normal provisions are not consistent with city standards, the homebuyers map will detail the reductions/discrepancies in order to provide future homeowners with knowledge of the reduced standards, where applicable, prior to purchasing.

#### Additional Residential Units (ARU)

Appropriate measures have been taken, where possible, to protect for the opportunity of future residents to create ARUs within detached dwellings. Provisions have been included in the Draft Zoning By-law to protect for the minimum 1.2 metre unobstructed path of travel to meet Ontario Building Code requirements to accommodate additional residential units. A standard rear yard depth of 7.5 metres are appropriate to allow for homeowner's to have the option to add an ARU, while still maintaining appropriate green space, drainage, privacy, and access to sunlight. There is also the opportunity for ARUs to take the form of a secondary unit in the basement of a dwelling unit, should there not be sufficient setbacks in the rear yard. A majority of the lots have a 7.5m rear yard setback, where feasible.

#### Technical Requirements

The following technical requirements have been satisfied:

##### Sustainability Score

No sustainability score is required for this development application as the proposal is less than 10 units.

##### Archaeological Assessment (Stage 1 & 2)

Staff have reviewed the Stage 1 and 2 Archaeological Assessment prepared by Amick Consultants Limited, submitted in support of the application. Staff have received a letter from the Ministry of Citizenship and Multiculturalism confirming that the Stage 1 and



Stage 2 Archaeological Assessment report has been entered into the Ontario Public Register of Archaeological Reports. The proposed undertaking is clear of any archaeological concern. Heritage staff have reviewed the assessment and have no further comments.

#### Environmental Noise Feasibility Study (Acoustical Report)

The Environmental Noise Feasibility Study (Acoustical Report) was prepared by Valcoustics Canada Ltd 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. MTO staff and Town of Caledon Staff were also consulted due to the close proximity of the Highway 410 interchange.

#### Functional Servicing Report and Storm Water Management

A Functional Servicing Report prepared by R.J. Burnside & Associates was completed in support of this development application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report. Environmental engineering staff are 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.

#### Phase 1 and 2 Environmental Site Assessment

A Phase 1 and Phase 2 Environmental Site Assessment was submitted in support of this application by EXP Services Inc. Environmental engineering staff provided clearance for this file subject to a Record of Site Condition being filed with the Ministry of Environment, Conservation, and Parks prior to subdivision registration. Environmental engineering staff are 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.

#### Urban Design Brief

The applicant submitted an Urban Design Brief by NAK Design Strategies. Urban Design staff approved the Urban Design Brief on December 19<sup>th</sup>, 2023. Urban Design staff are satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment and the proposed plan of subdivision.

### Planning Justification Report

The applicant submitted a Planning Justification Report, which was prepared by Glen Schnarr and Associates Inc. 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, Secondary 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.

### Tree Evaluation Report and Tree Protection Plan

A Tree Evaluation Report and Tree Protection Plan, completed by LGL Limited Environmental Research Associates was prepared for the subject lands. A total of 45 trees were identified and assessed during the tree inventory. This includes lands in both The Town of Caledon and the City of Brampton. A total of 28 trees are to be removed within the limits of the City of Brampton. Compensation payment required for Brampton is 74. No trees shall be removed prior to the approval of the report and plan and the receipt of payment for cash-in-lieu for tree compensation, which will be required prior to the issuance of topsoil stripping permit during the detailed design stage. Open space staff have evaluated the study and found it to be satisfactory.

### Traffic Impact Study

A Traffic Impact Study was prepared by BA Group and was submitted to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines the planning and policy context, the current transportation infrastructure, vehicle parking considerations, sight line and design, traffic volumes, and vehicle traffic operations analysis. Each unit will have 4 parking spaces per unit. Traffic staff have evaluated this study and found it to be satisfactory, with no further issues.

### Land Use

A majority of the existing housing in the immediate area is that of single detached dwelling tenure. The new development to the north, within the Town of Caledon, is also for single detached dwellings. There are townhouse building forms under approval across the street to the south. The development proposal is consistent with existing built forms, height, land use type, and design. The subdivision of land is compatible with the existing neighbourhood providing access to vehicular and pedestrian movement.