

**Detailed Planning Analysis  
City File Number: OZS-2022-0031**

**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, 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.

**Matters of Provincial Interest**

**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:

- (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 of 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.

Analysis: Planning Act R.S.O 1990

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 a residential development totaling twenty-six (26) freehold residential dwellings (24 semi-detached and 2 single-detached homes), a 285 square metre amenity area and external improvements to the existing cul-de-sac. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will be available in the future to support the proposed development in accordance with Sections f) and h) 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 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 that 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 facilities are or will be available to meet current and projected needs;
- h. Promoting development and land use patterns that conserve biodiversity.

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

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

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

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 1.1.3.7 – Planning authorities should establish and implement phasing policies to ensure:

- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

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.

Section 1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services;
- b) ensure that these systems are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;
  - 2. prepares for the impacts of a changing climate;
  - 3. is feasible and financially viable over their lifecycle; and
  - 4. protects human health and safety, and the natural environment;
- d) integrate servicing and land use considerations at all stages of the planning process.

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:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- g) Maximize vegetation within settlement areas, where feasible.

Analysis: Provincial Policy Statement

The proposed development supports liveable, healthy communities by representing an appropriate and supportable development 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. The development also efficiently uses lands that are currently underutilized, adjacent to transit services. Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will both integrate into the existing neighbourhood, enhance the character and design of the site itself. The proposed development is located in close proximity to Torbram Road which is well served by Public Transit and maintains a multi-use path to support active transportation this satisfies sections, 1.6.7.2, and 1.8.1e) 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 promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area'

of the Growth Plan. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

Section 2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
- b) growth will be limited in settlement areas that:
  - i. are rural settlements;
  - ii. are not serviced by existing or planned municipal water and wastewater systems; or
  - iii. are in the Greenbelt Area;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public services facilities;
- d) development will be directed to settlement areas, except where the policies of this plan permit otherwise;

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

Section 2.2.2.1 - By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

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

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
  - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

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

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

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

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 3.2.1.1 – Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.

Section 3.2.1.2. Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

- a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
- b) providing sufficient infrastructure capacity in strategic growth areas;
- c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and
- d) considering the impacts of a changing climate.

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

The subject site is located within the 'Built-up Area - Conceptual' of the Growth Plan, in which infrastructure services and public transit are already provided. Furthermore, the proposed development is in proximity to transit corridors along Torbram Road and Sandalwood Parkway. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10 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. 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 Robert J. Lee Public School as well as existing parks and trail areas in the 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" in Schedule E-3 The Growth Plan Policy Areas in Peel of the Region of Peel Official Plan. The proposal was also 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 5.4.10 – Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 – Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

5.4.16 – Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

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

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.

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.

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

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

5.6.11 – Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.13 – Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

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

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

5.10.3 – To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban Systems" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized area, utilize planned infrastructure, and enhance the public open system.

The proposed development provides appropriate residential land uses through the inclusion of residential uses consistent with the surrounding neighbourhood context and will also have access to surrounding planned transit options/active transportation in accordance with section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached and semi-detached structural types, in close proximity to park facilities in accordance with section 5.4.10. 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 section 5.6.11 of the Region of Peel Official Plan.

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 be made to meet the current and future needs of its residents. The property is designated as "Communities" on Schedule 1 – City Concept; and "Residential" in 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

- c. Direct a portion of new residential development annually to within the built-up area;
- 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.

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. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

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. 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.

**New Housing Mix and Density Categories**

<b>DENSITY CATEGORY</b>	<b>MAXIMUM DENSITY</b>	<b>PERMITTED HOUSING TYPES</b>
<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>

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

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

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 & 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 4.2.18 – 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 – Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;
- (iv) Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;
- (v) Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,
- (vi) Implementing the Flower City Strategy.

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;
- (v) The provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings;
- (vi) Protect natural heritage features, encourage the preservation of trees and hedgerows, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;
- (vii) Encourage the placement of recessed garages behind the main wall of the building;
- (viii) Consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/ maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,
- (ix) Encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities.

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 4.8.3.1 - The City shall request the appropriate authorities to ensure that the location, design and construction standards used for any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects and the ultimate urbanization pattern near or adjacent to that pipeline.

Section 4.8.3.2 - In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no structures or excavations be permitted within a certain setback from the limits of the right-of-way, as set out by TransCanada Pipelines in accordance with the advice of the National Energy Board and the Ontario Fuel Safety Branch.

Section 4.8.3.3 - Crossings of the gas pipeline right-of-way by roads, services, utilities, drainage features or construction vehicles must be first authorized by TransCanada Pipelines. Such authorization must be obtained prior to the commencement of any crossing work and may require the proponent to enter into a crossing agreement with TransCanada.

Section 4.8.3.4 - Any excavation within 30 metres (98 feet) of the gas pipeline right-of-way involving power equipment or explosives is subject to authorization by the National Energy Board and advance notice to TransCanada Pipelines. A minimum setback of 10 metres shall be maintained from the limits of the pipeline right-of-way for all permanent structures and

excavations. A reduced setback will be subject to the necessary municipal approval and demonstration that the safety and integrity of the pipeline will not be compromised.

Section 4.8.3.6 - The City shall encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights and the other provisions of this Plan.

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.

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 non-renewable 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 emphasise 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: City of Brampton Official Plan (2006)

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 twenty-six (26) freehold residential dwellings (24 semi-detached and 2 single-detached homes) to add to the variety of built form in the city. The subject lands are located close to existing transit infrastructure on Torbram road which will aid residents in reaching community amenities, services and destinations within and around the City. The proposal also is within walking distance to commercial uses and institutional uses and the major surrounding roads maintain mixed use paths.

A 'Holding (H)' provision is recommended in the recommended draft Zoning By-law Amendment as the proposed development encroaches onto City owned land to the south, legally described as Part 9 on 43R-19607. Within this area, the applicant is proposing a parking spaces, sidewalk, park and noise wall. The landowner has engaged in discussions with the City's Realty Department to purchase the land. Through the discussions between the landowner and City staff, it is anticipated that Part 9 on Plan 43R-19607 will be deemed surplus and sold to the Landowner. As such, a Holding provision is recommended Holding (H) provision in the Zoning By-law to proceed with the application. Until the 'Holding (H)' symbol is removed, these lands shall only be used in accordance with the "Agricultural (A)" zone in the City of Brampton Zoning By-law 270-2004, as Amended.

The proposal also conforms to Section 4.8.3 of the Official Plan. The TransCanada Pipeline has been engaged through the application process. South of the subject property limits are the lands legally described as Part 7 on Plan 43R-19607 (Attachment 14 – Reference Plan). Part 7 contains an easement in favour of the Trans Canada Pipeline. TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board (NEB). As such, certain activities must comply with the Canadian Energy Regulator Act (Act) and the National Energy Board Damage Prevention Regulations (Regulations). City staff and the applicant have worked closely with TCPL staff to ensure the proposed development satisfies regulatory requirements for development within proximity to the TCPL infrastructure. At the request of the TCPL, provisions have been included within the proposed zoning by-law (Attachment 9), as well as conditions of draft approval for the draft plan of subdivision (Attachment 10) to ensure the proposed development maintains adequate setbacks to the TCPL easement limits.

As such, the proposal is consistent with the "Residential" land use designation and an amendment to the official Plan is not required.

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.

### **Brampton Plan, Draft Brampton Official Plan, 2023**

On November 1, 2023, Brampton Council adopted the City of Brampton's new Official Plan, 'Brampton Plan'. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051. The Council adopted Official Plan is currently with the Region for review and approval, as the Region remains the approval authority for local Official Plan Amendments.

The subject lands is designated as “Community Areas” on Schedule 1A – City Structure and “Neighbourhoods” on Schedule 2 – Designations. The Neighbourhoods designation is found throughout the city and will support the achievement of 15-minute neighbourhoods. Neighbourhoods include a broad range of residential uses together with neighbourhood-supportive commercial and community services and facilities, such as libraries, recreation centres, schools and daycares, that serve and support the residents of these neighbourhoods. The Brampton Plan policies that are applicable to this application include but are not limited to:

2.2.7.38 Development in Neighbourhoods will have regard for the existing physical character of each geographic neighbourhood, including in particular:

- a. Patterns of streets, blocks and lanes, parks, and public building sites;
- b. Prevailing size and configuration of lots;
- c. Prevailing heights, massing, scale, density, and dwelling type of nearby residential properties;
- d. Prevailing building type(s);
- e. Prevailing location, design and elevations of buildings relative to the grade of driveways and garages;
- f. Prevailing setbacks of buildings from the street or streets;
- g. Natural System and natural hazards;
- h. Prevailing patterns of rear and side yard setbacks and landscaped open space areas;
- i. Continuation of special landscape or architectural styles, where appropriate that contribute to the unique physical character of the geographic neighbourhood;

2.2.7.39 In Neighbourhoods, infill development that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

- a. Heights, massing and scale that are compatible with adjacent residential properties;
- b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;
- c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- d. Front onto existing or newly created public streets wherever possible; and,
- e. Provide safe, accessible pedestrian walkways from public streets

Analysis: Brampton Plan 2023

The proposal conforms to the “Neighbourhoods” designation of Schedule 2 of the Brampton Plan. The application contemplates semi-detached and detached residential dwellings that are in close proximity to existing transit infrastructure on Torbram road which will aide residents in reaching community amenities, services and destinations within and around the City to help achieve the 15-minute. The proposed development also maintains the intent of Policy 2.2.7.38 to have regard for the existing physical character of the neighbourhood.

The application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Draft Brampton Plan. Staff is satisfied that the proposed Draft Plan of Subdivision and Zoning By-law Amendment is consistent with the policies of the Draft Brampton Plan.

## **Springdale Secondary Plan (Area 2)**

The proposed development is located within the Springdale Secondary Plan (Area 2). The property is designated “Low Density Residential 1” 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:

Section 1.1.1 – Low Density Residential - Lands designated Low Density 1 on Schedule 2 shall only be developed for single-detached and semi-detached dwelling units at a maximum density of 35 units per net residential hectare.

The proposed development has a density of 36.01 units per net residential hectare, despite exceeding the maximum density of the low density residential designation by 1.06 units per hectare. City staff have determined that an amendment to the Secondary Plan is not required. Appropriate provisions are included in the Zoning By-law Amendment to ensure that the policies of the Secondary Plan are maintained.

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 Springdale Secondary Plan (Area 2).

### **Zoning By-Law:**

The subject lands are currently zoned ‘Agricultural (A)’.

Analysis: Zoning By-law

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.

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 facilitate the proposed development, the Zoning By-law Amendment proposes to rezone the lands to the “Residential Townhouse C (R3C)” zone, with site specific exceptions. The proposed zoning amendment includes revised provisions for setbacks, heights, minimum parking for visitors, minimum barrier free parking, and landscape open space amongst other provisions. As the proposed development is located within the Trans-Canada Pipeline (TCPL) easement, staff note that this proposed Zoning By-law includes the TCPL Easement requirements. TCPL have reviewed and are satisfied with the proposed development subject to conditions of draft approval for the Draft Plan of Subdivision.

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that to ensure that arrangements have been made amongst the owner and the City to purchase Part 9 on 43R-19607, or, that satisfactory alternative arrangements are made should Part 9 on 43R-19607 not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.

## **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 the provincial and municipal policies. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan and the Zoning By-law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and found it satisfactory.

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

A Functional Servicing and Stormwater Management Report was prepared by Urbanworks Engineering Corporation dated November 2023 in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing.

City Staff have reviewed the Functional Servicing and Stormwater Management Report and are satisfied that the site can achieve the grading, storm servicing, and stormwater management proposed therein. Staff do note that the grading and structures are proposed outside of the property limits to the south and on City owned lands. The City's environmental engineering department have provided the following conditions: The applicant is to make arrangements satisfactory to the City to allow for works external to the subject site. Should the application be revised due to inability to obtain legal access, a revised FSR shall be submitted to Environmental Engineering for review.

### **Traffic Impact Study**

A Traffic Impact Study (TIS) with a subsequent amending memo dated July 25 2023, was prepared by CGE Transportation Consulting to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document and addendum letter to be satisfactory.

### **Stage 1 and 2 Archaeological Assessment**

A Stage 1 and 2 Archaeological Assessment was prepared by Archeworks Inc. in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

### **Arborist Report and Tree Preservation Plan**

Canopy Consulting was retained to prepare an Arborist Report and Tree Preservation Plan in support of the planning application for the subject lands. The report documents eighty-nine (89) trees as part of this project; five (5) of which are located within the municipal road allowance. The report further found that based on the City's compensation guidelines for removal of healthy tableland trees a total of one hundred and seventy-nine (179) replacement trees are required.

Details of the new plantings and the tree removal compensation will be addressed during the Site Plan stage. Open Space staff have reviewed the documents and found them satisfactory to support the application for a Draft Plan of Subdivision and to Amend the Zoning By-law.

### **Environmental Site Assessment**

A Phase 1 Environmental Site Assessment was prepared by Soil Engineers Ltd. and was carried out in accordance with Ontario Regulation 153/04. Technical staff have reviewed the report and found it satisfactory for the purposes of rezoning and the draft plan of subdivision subject to the following conditions:

1. A Record of Site Condition (RSC) must be filed (the RSC property limits must match the limits of the proposed development) with the Ministry of Environment, Conservation and Parks (MECP), prior to site plan approval/ subdivision registration and a copy be provided to the City. The RSC shall certify the subject site, as being suitable for the correct intended use.
2. Copies of final ESA reports supporting the RSC must be provided to the City.
3. The domestic well on site must be decommissioned as part of the site development activities and a copy of the decommissioning report must be provided to the City prior to the issuance of a building permit.

### **Noise Attenuation Statement**

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.

### **Urban Design Brief**

An Urban Design Brief was prepared by Landscape Planning Landscape Architects was dated May 2022, was completed and submitted for the proposed development application. The Urban Design Brief focuses on principles for site configuration and design, massing and built form, and landscape and architectural treatments at a high level. Planning and Design Staff has no objections to the Urban Design Brief for the purpose of the Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision application.

### **Geotechnical Study**

Soil Engineers Ltd. was retained to carry out a Geotechnical Assessment for the subject lands. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff has no objections to this report.

## **Sustainability Score and Summary**

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 35 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.