

**Detailed Planning Analysis**  
City File No. OZS-2022-0017

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide direction that supports land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2 of the *Planning Act*.

Section 2(a) - *the protection of ecological systems, including natural areas, features and functions;*

Section 2(e) - *the supply, efficient use and conservation of energy and water;*

Section 2(f) - *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

Section 2(h) - *the orderly development of safe and healthy communities;*

Section 2(i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

Section 2(j) - *the adequate provision of a full range of housing, including affordable housing;*

Section 2(l) - *the protection of the financial and economic well-being of the Province and its municipalities;*

Section 2(o) - *the protection of public health and safety;*

Section 2(p) - *the appropriate location of growth and development; and,*

Section 2(q) - *the promotion of development that is designed to be sustainable,*

*to support public transit, and to be oriented to pedestrians.*

Regard for these sections is reflected in the proposed Official Plan and Zoning By-law Amendments for a residential development that:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and existing/planned transit services;
- provides a land use that is compatible with the surrounding land uses;
- relies on a road network that is walkable;
- efficiently uses and conserves the use of energy and water;
- constitutes orderly development of safe and healthy communities;
- benefits from the existing educational, health, social, cultural and recreational facilities;
- supports adequate provision of a full range of housing, including affordable housing; and,
- supports the financial and economic wellbeing of the City.

#### Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement.

##### *1.1.1: healthy, livable and safe communities are sustained by:*

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

The proposed development will add to the City's stock of housing supply and, in conjunction with the adjacent residential subdivisions and existing retail, institutional and recreation facilities in the area, help accommodate the long term residential, retail, recreational, park, and open space needs of the community. It will also rely on the existing municipal servicing and transit infrastructure. This development will contribute to a healthy, livable and safe community.

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

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

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

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

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

This proposal constitutes a compact form of development located in a generally residential neighbourhood within a settlement area that is defined in the provincial and municipal planning documents. The proposal is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through an intensified use of land and reliance on the existing municipal and public services. The proposed development, which is situated in the Designated Greenfield Area, will add to the City's housing stock and help it achieve its intensification and redevelopment objectives. Furthermore, the proposed development supports active transportation, and will support the existing Brampton Rapid Transit (BRT) on Mississauga Road.

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

*a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

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

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

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and,*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations*

The proposed high density residential development is consistent with the above-noted policies put forward by the PPS. The proposed development contributes to the range of housing options by introducing stacked townhouse and apartment housing forms including a mix of unit sizes which can be supported by existing municipal infrastructure including municipal services and transit. Therefore, the proposed development is consistent with PPS as it provides for housing which can be supported by existing public services and the use of available transit infrastructure.

*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;*

The proposed development, in combination with the surrounding residential development, parks, golf course, and the multi-purpose walkways, will generate opportunities for active transportation, recreation and community connectivity by providing convenient access to existing/new recreational services, parks, and open space areas in the area.

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

The proposed development will utilize existing public service facilities to minimize municipal servicing costs and optimize the use of services. The proposal conforms to the PPS by utilizing existing municipal services to accommodate the proposed development.

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

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

*1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

*New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

*1.73.1 b) Encouraging residential uses to respond to dynamic market-based needs*

*and provide necessary housing supply and range of housing options for a diverse workforce.*

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

*2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The proposed development will utilize existing public roads and be serviced using existing infrastructure connections located on Mississauga Road. The subject property is located within walking distance to a bus stop located along Mississauga Road which connects to bus routes and higher order transit locations, including GO stations. Active transportation opportunities are available through the use of existing multi-use trails located in the area. The proposed development is designed to minimize private vehicle trips and to encourage the use of active transportation by creating accessible and efficient access to the existing sidewalks, and will provide convenient access to the existing BRT service on Mississauga Road. The proposed development conforms to the above-noted policies of the PPS as it promotes the creation of livable, complete communities, represents an efficient use of land and contributes to a mix of housing options for a diverse workforce within an appropriate built up area.

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

#### A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

The subject lands are situated within the 'Designated Greenfield Area' as per the 2020 Growth Plan. As such, the proposal conforms to the following policies of the plan:

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

- a) the vast majority of growth will be directed to settlement areas that:*
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and,*
  - iii. can support the achievement of complete communities.*

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

The proposed development is located in the 'Designated Greenfield Area' within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water, wastewater systems, transit (regular and higher order) and road infrastructure. In conjunction with the adjacent residential subdivisions, the proposed development will have convenient access to the commercial uses, amenities, recreational opportunities, and employment opportunities in the area, connectivity to road network, and opportunities for active transportation. These will provide this development with the necessary features to be a complete community.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*

*f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*

*g) integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within a designated growth area in the City's Official Plan. The proposal will contribute towards a diverse range and mix of housing options in the area and generate new forms and tenures of housing stock, providing stacked townhouses and residential apartment units in an area that is predominantly surrounded by single detached dwellings. It will also provide housing on a site that is well connected to the local road network, is served by the existing BRT service, and takes advantage of the existing municipal infrastructure, and public services. In combination with the adjacent residential, commercial and institutional development, and park/golf course facilities, the proposal will also support the achievement of complete communities by providing medium/high density housing that is in close reach and proximity to a range of amenities. The site's connectivity to the area's road network and proximity to valleylands, community park, and a golf course will contribute to the publicly accessible open spaces, other recreational facilities, and encourage walking/active transportation.

#### *2.2.6: Housing*

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

*a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

*i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and,*

*ii. establishing targets for affordable ownership housing and rental housing;*

The proposed development, which is an intensified use of an appropriately located property and well served by the existing/planned transit service, will add to the City's housing stock (mostly one to two-bedroom apartment units, and three-bedroom townhouses) and help meet the community's current and future housing needs.



### *2.2.7: Designated Greenfield Areas*

- 1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
  - a) supports the achievement of complete communities;*
  - b) supports active transportation; and,*
  - c) encourages the integration and sustained viability of transit services.**
- 2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
  - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;**

In conjunction with the adjacent existing/draft approved residential subdivisions, the proposed development constitutes a complete community by way of offering housing on a site located on a BRT corridor, and is well served by the existing municipal infrastructure, public services, amenities, commercial/retail, and employment opportunities. It also offers publicly accessible open spaces and other recreational facilities in the area, and encourages opportunities for walking/active transportation. Additionally, the subject property is within short reach of highways 401 and 407 which support regional connectivity and contribute to the creation of complete communities. The combined people and jobs density per hectare proposed by this development will help the City meet the minimum density target for Brampton's 'Designated Greenfield Area' established in the Growth Plan.

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

### Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources, and provides a basis for efficiently managing growth.

### *The Urban System Objectives*

The subject lands are located within the *Urban System* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

#### *5.3.1.1: To conserve environmental and resource attributes of the Region;*

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

The proposed development will contribute towards achieving the Urban System's objectives by way of developing an intensified and compact form of development on an appropriately located and serviced property that will lead to an efficient use of the land resources and existing/planned municipal infrastructure, correspond to the characteristics of the existing communities, and provide a transit supportive, pedestrian friendly environment.

*5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The proposed development conforms to the policies in the Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an ease of access to existing services including but not limited to, public transit, recreation and employment opportunities. Moreover, the proposal offers a compact built form which efficiently utilizes the subject property and capitalizes on existing infrastructure, further promoting the efficient use of land. The proposal reinforces these policies by providing for an increase in residential density on a property which has immediate access to public transit opportunities. Moreover, consideration has been given to the Crime Prevention Through Environmental Design (CPTED) guidelines through building orientation. The provision of windows facing the streets provides for 'eyes on the street' concept and therefore an increase in perceived safety. Therefore, the proposed development conforms to the policies noted above.

### *Greenfield Density*

The subject lands are located within the Designated Greenfield Area in the Peel Region Official Plan, to which the following objectives are applicable:

*5.5.4.1.1: To plan and designate greenfields to contribute to complete communities;*

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

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

*5.5.4.1.4: To optimize the use of designated greenfield area;*

*5.5.4.1.5: To enhance the natural environment and resources;*

*5.5.4.2.1: Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan;*

*5.5.4.2.2: Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:*

*City of Brampton: 51 residents and jobs combined per hectare.*

The proposed development, which will complement the adjacent existing/planned residential development (containing low density residential, commercial and institutional uses), will satisfy these goals by creating a pedestrian friendly development which has the potential to be transit supportive (Mississauga Road BRT). Additionally, the subject property is located generally in proximity to Highway 401 & 407 which support regional connectivity and contribute to the creation of complete communities. The proposal conforms to the above noted objectives and policies as it will contribute to a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the existing recreational facilities, public services, amenities, retail/commercial & employment opportunities, open space, and a golf course in the area through the existing road network. The proposed jobs/people forecasted to occupy the subject lands, will play a role in contributing to the Region of Peel's population growth target, as well as achieving the regional density requirements.

## *Housing*

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

The proposed medium/high density (stacked townhouse and apartment building) development will add to the range and mix of housing types, densities, sizes and tenures available in the City and contribute towards meeting the housing needs of current and future residents of the Region.

## *The Transportation System in Peel*

*5.9.1.4: To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

*5.9.2.5: Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*

The proposed compact and intensified residential development which will be served with BRT on Mississauga Road and Highway 401/407, will promote and encourage increased use of public transit, and optimize the use of the municipal transportation infrastructure to support growth in an efficient manner.

## *Major Road Network*

*5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersection with Regional roads in consultation with the affected area municipality.*

The proposed development will be served with one limited (right-in/right-out) interim access point on Mississauga Road located near the southerly property boundary. The interim limited access will be supported with pedestrian crossing signals to facilitate pedestrian crossing of Mississauga Road. This access will become a permanent full-moves shared access with 8672 Mississauga Road (currently occupied by the Terrace on the Green restaurant) when that property redevelops in the future. At that time, the technical feasibility of making the access a signalized intersection will be considered. This arrangement is intended to optimize traffic safety and carrying capacity.

A holding 'H' symbol will be attached to the zoning to make sure that prior to site plan approval, a private access easement for ingress/egress in favour of the adjacent property (8672 Mississauga Road) has been established to facilitate a future shared access, and pedestrian crossing signals at the Mississauga Road access have been installed to the satisfaction of the City and Region.

*5.9.5.1.1 To support and encourage a higher use of public transit and an increase in transit modal share within the region.*

*5.9.5.1.4 To support and encourage transit – supportive development densities and patterns particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

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

The subject property fronts onto Mississauga Road, a Major Arterial Road (Regional) and a BRT corridor with higher-order movement of people and goods and opportunities for inter and intra regional connections. It is also located in general proximity to Highways 401 and 407. The proposal includes priority elements such as bicycle parking opportunities and immediate access to bus transit. Therefore, the proposed development will support the existing public transit system in Peel and encourage connectivity and coordination between transit services to provide an efficient and sustainable inter- and intra-regional transit network in Brampton.

The proposed development conforms to the Regional Plan's objectives and policies, through proposing a built form that is compact, complementary to the area, and contributes to the Region's density targets. The proposed development will introduce a residential built form and density that will assist in the creation of a complete community which has access to various existing community services.

#### City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and to set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Plan.

The property is designated 'Communities', 'Designated Greenfield Areas', and 'Open Space' in Schedule 1 City Concept; 'Residential' and 'Open Space' in Schedule A General Land Use Designations; and 'Upscale Executive Housing Special Policy Areas' in Schedule A1 Upscale Executive Housing Special Policy Areas in 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 houses to high-rise apartments. Furthermore, Mississauga Road is designated as a 'Major Arterial (Regional)' road on Schedule B - Road Hierarchy. Mississauga Road is also identified as a 'BRT Corridor' in Schedule C- Transit Network.

### *Built Boundary and Designated Greenfield Area*

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City, and places the subject site just outside of the Built Boundary and within the Communities area. It also shows the subject lands as located within the Designated Greenfield Area overlay.

*3.2.2 Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.*

*3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.*

The proposed development, which complements the adjacent existing/planned residential development (comprising low density residential, commercial and institutional development), envisages a complete community that provides a compatible form of development on a site that is situated on the Mississauga Road BRT corridor, and takes advantage of the existing/planned municipal infrastructure, public services, amenities, retail/commercial uses, and employment opportunities. Additionally, the subject property is located generally in proximity to Highways 401 & 407 which support regional connectivity and contribute to the creation of complete communities. The proposed development will also have access to the valleylands, a golf course, and other recreational and open space facilities in the area via existing road network. The proposed development will also help Brampton achieve its density target for the 'Designated Greenfield Area'.

### *Intensification Corridors*

*3.2.6 Intensification Corridors are one of the City's key intensification areas, planned to accommodate significant growth through higher residential and employment densities supporting higher order transit service. Located mainly along major arterial roads, intensification corridors provide linkages across the City connecting mobility hubs, major transit station areas and the Central Area, including the Urban Growth Centre.*

*To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted.*

*3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.*

*3.2.6.2 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height.*

*3.2.6.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.*

While the property is located along Mississauga Road, it is not situated on a portion of the road designated *Primary Intensification Corridor*. Nevertheless, it is located very close to the *Primary Intensification Corridor* designated portion of Mississauga Road, and based on its service with BRT and general proximity to Highways 401 & 407, has the attributes to accommodate intensified development. The property is situated just outside of the City's Built Boundary Line, and the BRT service provides it with linkages to Brampton's downtown/other mobility hubs. Additionally, its proximity to Highways 401 and 407 supports regional connectivity, and contributes to the creation of complete communities. In view of these attributes, the property has the potential to accommodate higher residential density and support higher order transit service. The proposed compact and medium/high density residential development is considered to be appropriate development which generally meets the intent of the Official Plan.

### *Communities*

*3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.*

*3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.*

3.2.8.5 *Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:*

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- (ii) The development contributes to the City's desired housing mix;*
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day-to-day needs of residents such as commercial, recreational and institutional uses;*
- (v) There is sufficient existing or planned infrastructure to accommodate the development;*
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;*
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including*



*measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.*

The property is located along a portion of Mississauga Road which is not currently designated Primary Intensification Corridor. Yet, it is located very close to the Primary Intensification Corridor designated portion of Mississauga Road. Serviced with BRT, and located in general proximity to Highways 401 & 407, the property has the attributes to accommodate intensified development. The property is situated just outside of the City's Built Boundary Line, and the BRT service provides it with linkages to Brampton's downtown/other mobility hubs. Additionally, its proximity to Highways 401 and 407 supports regional connectivity, and contributes to the creation of complete communities.

The proposed development is consistent with the general intent and vision of the Official Plan, and is to contribute to the City's desired housing mix. It will help the City achieve its population and employment forecasts set out in the Official Plan. In conjunction with the adjacent subdivisions, the proposed development will form part of a planned complete community with convenient access to uses that serve the day-to-day needs of the residents. There is also sufficient existing and planned infrastructure to accommodate this development. The development will have vehicular access to Mississauga Road, a Major Arterial (Regional) road, served with the existing BRT service on Mississauga Road, and maintain pedestrian, bicycle and vehicular access. Through strategic siting and height of the townhouses and apartment building, massing, setbacks, and architectural design, the proposed development will maintain appropriate transition in built form with the adjacent low/medium density residential and commercial (restaurant) uses.

In view of the above attributes, the property has the potential to accommodate higher residential density and support higher order transit service. The proposed compact and medium/high density residential development is considered to be appropriate development which generally meets the intent of the Official Plan.

### *Residential*

*4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:*

*(i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*

*(iii) Ensuring economic efficiency in providing housing on serviced or*

*serviceable 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;*

- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, sub-watershed studies and block plans.*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development, in conjunction with the adjacent existing residential subdivisions, conforms to these policies by introducing new residential growth that comprises a variety of housing forms and tenure, and is well planned in the form of a complete community. It proposes an intensified and compact form of development to be added to the City's supply of housing that is well served by the existing municipal infrastructure/services, supports transit, encourages walkability, and protects the open space.

### *Upscale Executive Housing*

The property is currently designated 'Upscale Executive Housing Special Policy Areas' in Schedule A1 Upscale Executive Housing Special Policy Areas in the City of Brampton Official Plan. The proposed Official Plan amendment seeks to amend Schedule A1 of the Official Plan to remove the property from the designation 'Upscale Executive Housing Policy Areas' on Schedule A1 Upscale Executive Housing Special Policy Areas.

The intent of the existing Executive Residential designation is to encourage executive and upscale housing adjacent to natural heritage systems, with appropriate vistas and visual and physical access to environmental lands. The key characteristics of the Executive Housing designation are not achieved on the lands proposed for re-designation in the current application. These lands are mostly flat tableland that are a significant distance from the Credit River without clear views or physical access into the valley lands. They have no other characteristics that would make them an attractive location for executive housing. Their location near a major employment area and transportation

corridor, existing commercial uses and existing and planned public transit make them more appropriate for higher density residential use.

Policy 4.2.2.6 requires that a minimum of 5,100 upscale executive housing units be achieved City-wide. As this target has already been exceeded, the removal of this site from the “Executive Residential” designation will not affect the City’s ability to achieve it, or adversely affect the City’s Upscale Executive Housing objectives. This change will reduce land consumption and improve active and public transportation options. In addition, the subject lands are located near a major employment area and BRT transportation corridor, nearby commercial uses that is appropriate for higher density residential uses. Details of the proposed Official Plan amendment are discussed in the later part of this report.

#### *Multi-Storey Buildings/Mid Rise Buildings*

*4.11.3.1 The use of height to create a specific urban form is appropriate at certain locations within the City. Multi-storey buildings, specifically tall buildings, contribute to the image of a city and its skyline. Their design must therefore address issues including, but not limited to, their location, massing, use, and services. Sufficient on-site amenities and facilities should accommodate the anticipated use of the building.*

*Mid-rise buildings are generally considered to range between 4 and 9 storeys in height. They are encouraged to frame the street they are fronting while allowing access to sunlight to adjacent properties.*

*Mid-rise buildings are appropriate along the City’s corridors and within its nodes particularly as part of the larger-scale mixed-use and transit-oriented development areas.*

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

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

The proposed development has been designed and oriented to address certain design/built form principles intended to create a vibrant, street focused development that pays special attention to the interface between the public and private realms. Massing will be provided to build out the street walls of the apartment building along Mississauga Road

in order to provide a visually appealing streetscape along the road. It will be a compact form of development which will offer appropriate intensification and effectively support public sector infrastructure investments in servicing and transit. The built form will be an attractive mid-rise building that encourages visual interest through the use of high quality architectural detailing on the building's facade. A centrally located amenity area and an appropriate landscape strategy will be adopted that integrates the building into its surroundings.

### *Transit Oriented Development*

*4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*

The property is located close to the Primary Intensification Corridor designated portion of Mississauga Road. It is served with BRT and is located in general proximity to Highways 401 & 407. Therefore, it has the necessary features to accommodate intensified development. In view of its key location, the proposed development will be connected to the transportation network, civic amenities, and retail/employment opportunities in the City, and encourage the use of transit.

Staff is satisfied that the broader intent of the Official Plan is maintained by permitting the proposed medium/mid-rise development, and density that would help the City achieve it's minimum density target for the Designated Greenfield Area.

### Bram West Secondary Plan

The property is designated "Executive Residential" on Schedule SP40 (a) of the Bram West Secondary Plan Area 40(d) which permits primarily single detached structural units. A restricted number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape. A limited development of the complementary uses including private education facilities, libraries, day care centres, health centres, and, public recreation facilities shall also be permitted. The proposed Secondary Plan amendment seeks to re-designate the property from current "Executive Residential" designation to "Medium/High Density" designation to facilitate back-to-back stacked executive townhouses and a low-rise (six-storey) apartment building.

The intent of the existing Executive Residential designation is to encourage executive and upscale housing adjacent to natural heritage systems, with appropriate vistas and visual and physical access to environmental lands. The key characteristics of the Executive Housing designation are not achieved on the lands proposed for re-designation in the current application. These lands are mostly flat tableland that are a significant distance from the Credit River without clear views or physical access into the valley lands. They have no other characteristics that would make them an attractive location for

executive housing. Their location near a major employment area and transportation corridor, existing commercial uses and existing and planned public transit make them more appropriate for higher density residential use.

Policy 4.2.2.6 of the Official Plan requires that a minimum of 5,100 upscale executive housing units be achieved City-wide. As this target has already been exceeded, the removal of this site from the “Executive Residential” designation will not affect the City’s ability to achieve it, or adversely affect the City’s Upscale Executive Housing objectives.

An Official Plan Amendment (2006-198) was previously approved by Council in July 2021 for the Scottish Heather Development Inc./Brampton G&H Holdings Inc. Official Plan/Zoning By-law Amendment application (OZS-2020-0011) to re-designate the area within this application, situated immediately to the west of the subject lands, from the “Executive Residential” designation to “Low/Medium Density Residential” designation to change the housing types in the previously draft approved subdivisions (C05W04.005/21T-06024B and C05W05.004/21T-04008B). The subject lands are the only small left-over parcel of land within the Upscale Executive Housing Special Policy Area 1, situated between Scottish Heather Development Inc. & G&H Holdings Inc. subdivisions and Mississauga Road, which is still designated “Executive Residential”, and is now proposed to be redesignated from “Executive Residential” to “Medium/High Density Residential” designation to facilitate the proposed stacked townhouse/mid-rise apartment building. This change will reduce land consumption and improve active and public transportation options. In addition, the subject lands are located near a major employment area, BRT transportation corridor, and commercial uses that is appropriate for higher density residential uses.

Subject to the proposed Official Plan amendment, the proposed development aligns with the goals of the Bram West Secondary Plan by creating a well-balanced residential community that provides a range and mix of residential units in an area which prominently consists of low density housing. The proposed development promotes civic design in the public and private realm by providing enhanced landscaping features along the Mississauga Road frontage. The proposal will provide interconnectedness to the open and recreational space adjacent to the property by providing internal pedestrian pathways throughout the site which connect to the existing municipal sidewalk network and the recreational fields to the east and west. Moreover, the proposed development will include an outdoor amenity area which will be used by the residents of the development and will transition into the neighbouring community park.

The proposed development will be integrated into the existing community by utilizing the existing municipal road system. The proposed development will have an appropriate built form as the building’s height, massing, siting and architectural treatment will establish the building as a landmark. Lastly, the subject property’s close proximity to public transit will support the accessible road and transit links within Brampton and contribute to healthy and complete communities.

The proposed development conforms to the Secondary Plan.

*Proposed Amendment:*

The purpose of the proposed Official Plan amendment (Attachment 10) is to remove the subject lands from the 'Upscale Executive Housing Special Policy Areas' designation on Schedule A1 Upscale Executive Housing Special Policy Areas of the Official Plan, and to redesignate them from "Executive Residential" to "Medium/High Density" designation in the Bram West Secondary Plan to permit back to back stacked townhouses and a mid-rise apartment building. The proposed amendment will reflect the current Provincial policies while adding to the City's housing stock for its current and future needs.

The following amendment to the Official Plan is proposed:

- a) by amending Schedule A1 Upscale Executive Housing Special Policy Areas to the Brampton Official Plan to remove the subject lands from the 'Upscale Executive Housing Special Policy Areas' designation as shown on Schedule A to this amendment.

The following amendments to the Bram West Secondary Plan Area 40(a) are proposed:

- a) by changing on Schedule SP40(a) of Chapter 40(d) of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule B to this amendment from 'Executive Residential' to 'Medium/High Density Residential'; and,
- b) by adding to Section 3.4.7 Medium/High Density Residential, as follows:

"3.4.7.1 On lands designated Medium/High Density Residential, located west of Mississauga Road, east of Rock Bluff Trail, between Embleton Road and Lionhead Golf Club Road, the following shall apply:

- i. A maximum density of 148 units per net residential hectare.
- ii. A maximum height of 6 storeys.
- iii. A maximum floor space index of 1.31."

Staff is satisfied that with the proposed Official Plan amendment, the proposed development conforms to the 'Residential' policies of the Official Plan. In conjunction with the adjacent residential subdivisions, it conforms to the intent of the Secondary Plan by

creating a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

### Riverview Heights Community Block Plan - Sub Area 40 - 3

The subject lands are situated within the approved Riverview Heights Community Block Plan - Sub Area 40 - 3. The Block Plan determines the developable area of the site and the location and size of the infrastructure and community facilities required to support development. The Community Block Plan - Sub Area 40 - 3 contemplates 'Executive Residential' use along a public road ending in a cul-de-sac on the subject lands. The purpose of the Block Plan Amendment (Attachment 10) is to facilitate the development of the property for medium/high density residential (townhouse and apartment building) uses.

#### *Proposed Amendment:*

The following amendment to the Block Plan is proposed:

- a) by amending the land use designation of the lands shown outlined on Riverview Heights Community Block Plan - Sub Area 40 – 3 from “Executive Residential” to “Medium/High Density Residential” as shown on Schedule C to this amendment; and,
- b) by amending Riverview Heights Community Block Plan - Sub Area 40 – 3 to revise the parcel fabric, lotting and internal street network of the development as shown on Schedule C to this amendment.

Staff is satisfied that the application, including the proposed amendment to the Block Plan, conforms to the intent of the Community Block Plan - Sub Area 40 - 3.

### Zoning By-law

The property is currently zoned 'Agricultural (A)' by By-Law 270-2004, as amended which does not permit the proposed low/medium density residential development. The proposed amendment to the Zoning By-law (Attachment 11) is required to rezone the subject lands from the current 'Agricultural (A)' zone to a 'Residential Apartment A(1)(Holding) - Section 3680 (R4A(1)(H)-3680)' zone to facilitate the redevelopment of the property with back to back stacked townhouses and a six storey apartment building. Special zoning sections and zoning exceptions have been included to address the zoning requirements of the proposed medium/high density development.

A holding 'H' symbol will be attached to the proposed zoning to ensure that three technical issues are satisfied, being:

- arrangements for a private access easement for ingress/egress in favour of the adjacent property (8672 Mississauga Road) has been established,

- arrangements for a signalized pedestrian crossing at the Mississauga Road access has been completed to the satisfaction of the City and Region.
- Water and wastewater/sanitary servicing infrastructure is proposed as per a revised Functional Servicing Report (FSR) to the satisfaction of the Region of Peel.

Staff is satisfied that the proposed amendment to the Zoning By-law, with the Holding provisions noted above, captures the intent of the Official Plan amendment, and will facilitate an appropriate development that fit into the existing/planned residential, retail and institutional development in the area.

### Land Use

This application to amend the Official Plan and Zoning By-law, proposes a residential development containing executive back-to-back stacked townhouses and a six storey apartment building (with a total 255 residential units) in accordance with the intent of the amended Official Plan and Bram West Secondary Plan Area 40(a) policies for medium/high density residential development. While 114 apartment units (76 percent of the total apartment units) are planned to be one-bedroom units, there will be 33 two-bedroom apartment units, and 3 three-bedroom apartment units provided in the apartment building. All 105 townhouse units will be three-bedroom units. In other words, more than half (58 percent) of the total proposed residential units in the development will be smaller (one/two bedroom) units which will be more affordable in nature. A total of 306 parking spaces (mostly underground), including 51 visitor parking spaces (28 surface and 23 underground spaces), and ten accessible parking spaces will be provided. A total of 205 bicycle parking spaces (all underground) will also be provided.

The access to the site in the interim will be a limited (right-in/right-out) access on Mississauga Road located near the southern property line which will be supported with pedestrian crossing signals to ensure pedestrian safety. The access will become a permanent full moves access shared with 8672 Mississauga Road (currently, Terrace on the Green restaurant) when that property redevelops into a more intensive type of development. Based on the technical feasibility to be determined at that stage, the shared full moves access may be signalized for vehicular traffic.

The site falls just outside of Brampton's 'Built Boundary' and therefore forms part of the City's Designated Greenfield Area, where new communities will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located along Mississauga Road, a BRT Corridor, which provides it with a high degree of connectivity and walkability. Additionally, the property is located generally in the proximity of Highways 401 and 407 which supports regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing recreational facilities, park and open space in the area via existing road network.



The proposal will result in a compact and intensified development of a property which is served by the existing municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community. In association with the surrounding existing/planned residential subdivisions, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the Designated Greenfield Area. While the proposed Block Plan amendment will change the land use designation on the property from 'Executive Residential' to 'Medium/High Density Residential', the spirit of the Plan will be maintained as the proposed stacked townhouses and apartment building will be designed as an executive residential development.

From a density and intensification perspective, the proposal is a good fit for the key location of the property at the boundary of the built-up area, close to the Primary Intensification Corridor segment of Mississauga Road, and served with BRT. Architecturally, it is intended that the proposed townhouses and apartment building will be developed with an attractive architectural design to make them a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detail design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

### Urban Design

The proposed development comprises six blocks of back-to-back executive stacked townhouses and a six storey condominium apartment building (altogether 255 residential units). While all townhouses will comprise three-bedroom units (105 units), the apartment building will contain 114 one-bedroom units, 33 two-bedroom units, and 3 three-bedroom units. An outdoor amenity area will be provided in the middle of the townhouse blocks with a walkway connection to the apartment building. A total of 306 parking spaces (mostly underground), including 51 visitor parking spaces (28 surface and 23 underground spaces), and ten accessible parking spaces will be provided. A total of 205 bicycle parking spaces (all underground) will also be provided. The proposed development will also include a vehicular drop off area located within the interior of the proposed development, and various landscaped features which will be provided within the site and along the perimeter of the proposed development.

One vehicular access point is being proposed from Mississauga Road to provide access and internal circulation to the proposed development. The internal road network also includes a future road connection to facilitate a shared access for the adjacent property (8672 Mississauga Road) to Mississauga Road. Pedestrian walkways are also being proposed at various locations throughout the site which will connect the proposed townhouses and the apartment building to the existing municipal sidewalk, Multi-use trail systems, and the subdivision to the west.

A Mississauga Road BRT stop is located at the north-west corner of Mississauga Road/Lionhead Golf Club road (roughly 350 metres from the property). Transit service on Embleton Road (Secondary Transit Corridor), is also available. BRT that runs along Mississauga Road, provides access to the Mt. Pleasant GO Station and connections to Züm Bus Rapid Transit Lines. These connections provide broader City-wide bus service and inter-regional connections. Future bus stops/routes are anticipated on Mississauga Road and the surrounding area once this portion of the Riverview Heights Community is further developed and transit demand increases. The main building entrance is located at the resident drop off area situated on the interior side of the apartment building. A concrete walkway from the main entrance provides convenient and direct pedestrian access to the side walk.

The Urban Design Brief (UDB) and Addendum to the Block Plan 40 – 3 Community Design Guidelines dated February 16, 2022 and the revision dated November 04, 2022 prepared by Williams & Stewart Associates Limited and Strybos Barron King Ltd. were submitted in support of this application. According to the UDB, the design vision for the subject lands is to create a dynamic residential neighbourhood that will have a distinct upscale character derived from high quality landscape features and a range of intensified housing forms (i.e. back-to-back stacked townhouses and a mid-rise apartment building) with upscale architectural elements and which will maintain a high standard of design quality to complement and enhance the Riverview Heights Community, and contribute to the creation of a complete community. The vision for the proposed development will be aligned with the vision established in the City's current policy framework and urban design principles in Bram West Secondary Plan and Riverview Heights CDG.

Built form will have a distinct, upscale, classical-inspired architectural character to ensure superior quality housing. This themed architectural approach will provide visual cohesiveness across the spectrum of housing types to foster a well-defined identity that supports a recognizable sense of place within the community. An array of high quality landscape treatments will complement the built form to create a vibrant public realm.

A key component of the upscale development vision is the site's open space setting adjacent to future stormwater management facility and community park to the south and west, and close access and views into the Credit River valleylands to the north and east. These features, in conjunction with central outdoor amenity area, will provide attractive views and a range of passive and active recreational opportunities that support a healthy and safe community.

The following principles will be employed to reinforce the upscale nature of the proposed development:

- Provide a mix of complementary executive housing forms, including six back-to-back stacked townhouse buildings containing 105 units and a 6-storey mid-rise apartment building containing 150 units, that contribute to a pedestrian-scaled, attractive neighbourhood;

- Provide a high standard of architectural design quality and materials to ensure buildings present a strong public face;
- Ensure buildings in priority locations are given design emphasis;
- Remove garages, driveways and servicing areas from the public realm through the use of underground parking, limiting surface parking and integrating service elements within the building design;
- Locating the highest density housing forms along Mississauga Road and creating a gradual transition in massing and density with future low-rise residential to the west;
- Provide upscale urban design and landscape features that will unify the development, enhance the public realm and foster place-making;
- Provide a range of outdoor amenity options for residents, including common amenity areas, balconies and rooftop terraces; and,
- Provide a strong connection with open space features through building design, placement of amenity areas and active transportation linkages.

Staff has reviewed the proposal in conjunction with the Urban Design Brief and Addendum to CDG and found it to be satisfactory.

#### Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) prepared by Terraprobe Inc., dated January 30, 2022 was submitted for the site to determine the potential for on- and off-site contaminating activities that could cause areas of potential environmental concern. The Phase One ESA conducted on the subject property identified Potentially Contaminating Activities (PCA) on and in the vicinity of the site, contributing to three Areas of Potential Environmental Concern (APEC) on the site. Subsequently, a Phase Two ESA was conducted on the subject property, to investigate the APECs identified on site. The Phase Two investigation concluded that no exceedances of the applicable standards were found for select parameters in the soil and groundwater samples analyzed.

Staff has reviewed the studies' findings and found them to be acceptable. Staff have required that a Record of Site Condition be filed for staff's review prior to issuance of a building permit.

#### Noises Feasibility Study

A Noise Feasibility Study dated January 30, 2022 prepared by HGC Engineering was submitted in support of the proposed development. According to the Study, the primary source of noise for this development is the road traffic on Mississauga Road. The latest noise contours for the Lester B. Pearson International Airport were obtained and reviewed. These data were used to predict future traffic sound levels at the proposed building façades and outdoor living areas. The predicted sound levels were compared to the guidelines of the Ministry of Environment, Conservation and Parks (MECP), the Region of Peel and the City of Brampton to develop noise control recommendations.

The Study concluded that:

- The future daytime and nighttime sound levels at the proposed residential dwellings with direct exposure to Mississauga Road will exceed the MECP guideline's sound levels and will require noise control measures.
- Central air conditioning is required for the 6-storey building and the three closest townhouse blocks.
- The remaining townhouse blocks further from Mississauga Road require forced air ventilation systems with ductwork sized for the future installation of central air conditioning by the occupant.
- Upgraded building construction will also be required for the 6-storey building and the three townhouse blocks closest to Mississauga Road.
- The 1.8 m high retaining wall will sufficiently shield the proposed outdoor amenity area.
- Noise warning clauses will be required for the affected units to inform future occupants of the traffic noise impacts to address potential sound level excesses and the proximity to existing commercial uses.
- When detailed floor plans and building elevations are available for the 6-storey building and the three townhouse blocks closest to Mississauga, refined building constructions should be provided.

Staff has reviewed the findings of the Noise Feasibility Study and concluded that the Study was found capable of supporting the proposed development.

#### Traffic Impact Study/Access

A Traffic Impact Study dated February 2022, revised in December 2022 and January 2024 prepared by C.F Crozier & Associates Inc. was submitted in support of the proposed development. The purpose of the study was to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted.

According to the Study, the proposed residential development is projected to generate a total of 106 and 120 two-way auto-trips during the weekday a.m. and p.m. peak hours, respectively. There are many existing and planned future transportation demand management (TDM) opportunities near the site, including Brampton Transit, connections to Go Transit, cycling facilities and pedestrian facilities. These opportunities are expected to reduce single-occupancy vehicle site trips. The proposed development includes site specific TDM measures such as internal pedestrian sidewalks that connect to municipal sidewalks, as well as bicycle parking which will promote the use of transit and active transportation.

The vehicle parking supply of 306 spaces satisfies the City of Brampton's by-law parking requirements. The proposed bicycle parking supply of 205 spaces satisfies the City of Brampton's Sustainable Community Development Guidelines (SCDG) and the Transportation Master Plan Guidelines.

The Study has concluded that the traffic generated from the proposed residential development will not materially impact the operations of the boundary road network. The Official Plan and Zoning By-Law Amendment Applications can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

Originally, the site was proposed to be serviced with a single full moves access connection to Mississauga Road located side by side with the existing access for the adjacent 8672 Mississauga Road (currently, Terrace on the Green restaurant). Staff identified certain potential traffic safety and sightline issues related to the elevations at the proposed access location. Based on the City and Regional staff's consultation with the applicant, it has been agreed that the access to the site will be an interim restricted (right-in/right-out) access on Mississauga Road located near the southerly property line which will be supported with pedestrian signals (to be installed solely at the owner's expense) to facilitate pedestrian crossing to access the future transit stop across Mississauga Road. When the adjacent property (8672 Mississauga Road) redevelops in the future as a more intensive type of development, the Mississauga Road access will become a permanent shared full moves access for both properties. Based on the determination of its technical feasibility, the access may be signalized for vehicular traffic, solely at the expense of the two property owners. Appropriate conditions will be included as part of the future site plan approval to make sure that the traffic signals costs are shared between the property owners.

A Holding 'H' symbol will be attached to the proposed zoning to ensure that arrangements for a private access easement for ingress/egress in favour of the adjacent property (8672 Mississauga Road) has been established, and pedestrian crossing signals at the Mississauga Road access have been installed to the satisfaction of the City and Region.

Subject to the access strategy indicated above, the City and Regional staff have concluded that the submitted Traffic Impact Study can support the proposed development.

### Servicing

A Functional Servicing and Storm Water Management Report (FSR) dated January 2023 (revised December 2023) prepared by Skira & Associates Ltd was submitted in support of the application which staff at the City and Region have reviewed.

### *Stormwater Management:*

Based on existing drainage maps from City of Brampton records and Site-Specific Scottish Heather Block 40-3 Developments Drainage Report (RJ Burnside, April 2021), the site runoff currently discharges into the stormwater quality and quantity pond C3 located just south of the subject lands and Credit River tributary through Mississauga Road storm. Based on the original design, the total site area of 1.78 Ha will be contributing to the proposed storm sewer on Rock Bluff Trail and municipal easement located just

west of subject site. A small area, approx. 0.15 Ha, of the site along private driveway connecting to Mississauga Road is not able to contribute to C3 stormwater drainage due to existing elevations. A 300mm separate storm connection directly to Mississauga Road storm is proposed to capture and convey storm runoff from this area. Quality control will be provided through the existing stormwater management facility C3.

The underground parking foundation drains require long term discharge. The ground water will be collected through the internal weeping tile system and connected to the FDC storm sewer located on the west side within the Scottish Heather Subdivision. All site drainage area runoff will be connected and conveyed through underground garage pipes to the storage tank, where first 5mm of every rainfall will be used for irrigation. Any additional runoff will have final treatment through OGS. The roof water from the building areas will be collected and utilized for irrigation of the landscape park and condo side yard areas.

### *Sanitary Servicing*

According to the Functional Servicing Report (FSR), the proposed development will be serviced to the proposed 300mm sanitary sewer on municipal easement through the Scottish Heather Subdivision. The proposed 250mm diameter sanitary sewer connection will be constructed to the property limit from the sanitary sewer on Rock Bluff Trail. Regional staff have informed that revisions to the FSR are required and that a Holding (H) symbol is to be included with the zoning by-law to ensure that Regional staff provide written clearance for an approved FSR prior to the H being removed.

### *Water Supply Servicing*

The proposed development is proposed to be serviced to the existing 200mm watermain on Mississauga Road. Looping of the watermain is to be provided through Scottish Heather subdivision. An additional 200mm fire main is proposed to be provided to property limit from the proposed watermain on Rock Bluff Trail.

The FSR containing the above servicing scheme has been reviewed by staff at the City and the Region of Peel. The City staff has found the updated FSR to be satisfactory subject to the following condition:

1. The owner acknowledges and agrees that this concept site plan is dependent on the plan of subdivision to the south for servicing. Prior to site plan approval, the plan of subdivision to the south shall be registered and the outlet constructed and made operational.
2. The overland flow route appears to be directed through the SWM pond sediment drying area. At detailed design stage, please redirect the overland flow route away from this area;

Based on their review of the December 2023 revision to the FSR, the City staff are satisfied that the site can achieve the grading, storm servicing, and stormwater

management proposed therein subject to the following site plan condition that, in view of the fact that this plan is dependent on the plan to the south for servicing, prior to site plan approval, the plan of subdivision to the south (Scottish Heather subdivision) shall be registered and the outlet constructed/ operationalized.

Regional staff have reviewed the report and have determined that it does not satisfactorily address their technical issues, and that a revision is required. The Region has recommended that a Holding (H) provision be used with the zoning by-law amendment to specify that the H will not be removed until the Region provides written confirmation that the FSR is approved to their satisfaction.

### Arborist Report

Strybos Barron King Ltd. was retained by the developer to prepare an Arborist Report dated February 18, 2020 for the subject property in accordance with the City of Brampton's requirements. The Arborist Report assesses the composition, character and health of existing trees on site and evaluates opportunities for preservation in relation to the proposed development. Based on the proposed Site Plan, twenty nine (29) healthy table land trees (omitting the orchard trees) will require removal. Compensation planting of sixty-eight (68) new trees will be required.

Staff has reviewed the Arborist Report and deem its findings to be acceptable.

### Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment dated January 2020 prepared by Amick Consultants Limited was conducted for the subject property in order to identify and assess any archaeological features. The study concluded that no archaeological sites or resources were found on the subject lands and as such no further archaeological assessment was required.

Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

### Sustainability

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

As this development application was deemed complete on May 19, 2022 (prior to the Sustainable New Communities Program - Version 2.0 launched on July 01, 2022), the original Sustainability Score Tool/criteria apply to it. Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 49, achieving the City's Bronze threshold. The proposal

meets City's required minimum sustainability standards. Please see the attached Sustainability Score Snapshot at Attachment 12.