

**Detailed Planning Analysis
City File Number: OZS-2022-0045**

Overview

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

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

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. 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;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities
- (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

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,
- ii. Encourages a sense of place, and
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Zoning By-law Amendment.

The proposal contemplates a high-density mixed use, valleyland and buffer blocks. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections 2e) and f) of the Planning Act.

Furthermore, the high-density mixed-use proposal represents orderly development and is proposed in an appropriate location for growth given the existing and planned services in the area. The site being located adjacent to the existing Gore Meadows Community Centre and Library and along an existing Bus Rapid Transit (BRT) Corridor and Secondary Transit Corridor will make the services easily accessible to future residents of the proposed development. Proximity to existing and planned services will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed mixed use high-density development will contain well-designed and high-quality built form that will enhance the primarily residential character of the area with residential intensification in accordance with Section r) of the Planning Act.

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

Provincial Policy Statement (PPS):

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

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

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society
- g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- h. Promoting development and land use patterns that conserve biodiversity
- i. Preparing for the regional and local impacts of a changing climate

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

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

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;

e) Support active transportation;

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

Section 1.1.3.3 – 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 planning 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 to 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 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.5.1 – Healthy, active communities should be promoted by:

- a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.
- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

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

Section 1.7.1 – Long-term economic prosperity should be supported by:

- e) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- f) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

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;

Section 2.1.1 – Natural features and areas shall be protected for the long term

Section 2.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Section 3.1.3 – Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

Analysis: Provincial Policy Statement

The proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The proposed Zoning By-Law amendment contemplates the development of the following:

- One (1) high density residential block (0.82ha / 2.03ac);
 - Conceptual high density residential block – 271 units comprised of:
 - Two hundred and sixty-five (265) apartment units;
 - Six (6) townhouse units
- One (1) NHS (Valleyland) block (0.003ha / 0.007ac); and
- One (1) NHS Buffer block (0.04ha / 0.10ac).

As such, the development proposal will allow for an appropriate and supportable form of residential intensification that will promote the surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The subject property is also a part of the larger Block Plan 47-1 area which comprises a range and mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing transit corridors along The Gore Road, as well as the Bus Rapid Transit (BRT) corridor along Castlemore Road. As such, the proposed development offers future users direct access to existing and future public transit routes and will provide opportunities for cycling and walking in accordance with Sections 1.4.3e), 1.6.7.2, and 1.81e) of the PPS.

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

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

The Growth Plan 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 – Conceptual' on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). 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.

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

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

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) Provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - 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; and
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Section 2.2.6.3 – 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 2.2.7.1 - New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) Supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

Section 2.2.7.2 – The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as 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;

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.

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

The subject site is located within the 'Built-up Area - Conceptual' within the Growth Plan, in which infrastructure services and public transit are planned. The subject property and surrounding area are subject to the Block Plan 47-1 Servicing Strategy, which outlines how the area will be serviced for future development. Furthermore, the proposed development is located in close proximity to existing transit corridors along The Gore Road, as well as the existing BRT corridor along Castlemore Road. 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 overall expansion of land use diversity through the introduction of residential uses of varying densities.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of residential uses, densities and some commercial uses on land currently underutilized. In accordance with Sections 2.2.1.4 and 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. Furthermore, the proximity to the existing Gore Meadows Community Centre and Library will allow for convenient access to public service facilities that will help contribute to the achievement of a complete community and contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with Sections 2.2.1.4b and 2.2.1.4.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment 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 the 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 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.

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

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

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

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

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

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

Section 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 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.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

| Target Area | Targets |
|--|--|
| Affordability | That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households. |
| Rental | That 25% of all new housing units are rental tenure. |
| Density | That 50% of all new housing units are in forms other than detached and semi-detached houses. |
| Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy. | |

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the ‘Urban System’ as delineated in “Urban System” in Schedule E-1: Regional Structure and ‘Designated Greenfield Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to nearby existing and 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 townhouse and apartment units, commercial uses, in close proximity to existing park/community centre facilities (The Gore Meadows Community Centre and Library), along with planned park facilities, and other uses in the Block Plan area 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. The proposal also directs development to the urban system in accordance with S. 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. In accordance with

S. 6.20.13 the proposal contemplates apartment units and townhouse dwellings of varying sizes that will provide a mix of housing types and densities.

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

City of Brampton Official Plan (2006):

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

Section 2.4.2 – Managing Growth in Brampton:

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,
- f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 - 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.

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 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.

Section 3.2.8.6 – The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

Section 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 – In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

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

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

Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) – Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed, and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV)

lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 – The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 - Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

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

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

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

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

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

Section 4.5.4.9 – The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by

signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

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

Section 4.7.2.1– The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.

Section 4.7.2.5 – The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

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

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

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

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

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City’s overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

- iv) Diversity: How the physical development promotes a diversity of design, form, and use.
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' 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 "Open Space" designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the "Residential" and "Open Space" designations of the Official Plan. The Zoning By-law amendment contemplates townhouse and apartment residential units with ground floor commercial to accommodate a mix of housing types and commercial uses to contribute to the variety of built form in the City.

The subject property will be located close to existing and future planned transit infrastructure, including the BRT Corridor along Castlemore Road and the Secondary Corridor along The Gore Road, which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

As such, the proposal is consistent with the “Residential” and “Open Space” 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 conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, Draft Brampton Official Plan, 2023

The City of Brampton’s Draft Official Plan establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Plan reinforces upper-level planning policies of the PPS, the Growth Plan and the Regional Plan. Policies within the Draft Official Plan are not yet in effect. This plan was endorsed by Council on November 1, 2023 and is awaiting approval by the Region.

The subject lands are located within the “Community Area”, “Town Centre” and “Natural Heritage System” designation of Schedule 1A- City Structure. The subject land is also located along “Support Corridors” being Castlemore Road and The Gore Road as identified in Schedule 1A. Furthermore, the land is designated as “Mixed Use” and “Natural Heritage System” in Schedule 2 – Designations.

The Draft Brampton Plan, 2023 policies that are applicable to this application include but are not limited to:

2.2.1.1a. - The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards. Additionally, they are locations for Major Institutions, including post-secondary centres, hospitals, and major government facilities that support innovation, and contribute a significant number of jobs to the city.

2.2.1.1e. - The Natural Heritage System designation applies to natural features and areas, such as valleylands and watercourse corridors, wetlands, woodlands, fish habitat, wildlife habitat, areas of natural and scientific interest, environmentally sensitive/significant areas, and natural linkages between natural features and areas.

2.2.1.2a. - The Urban Centre and Town Centre are conceptual overlays which indicate the City’s principal locations for growth, accommodate important regional amenities, and provide for the greatest mix of uses, intensity, form, and scale in Brampton. The exact boundaries for these areas will be determined through their respective Secondary Plan processes.

2.2.1.2c. - The Corridors overlay is found along specific streets with priority bus, Züm and local transit whose planned function combines a moderate form of development and a mix of transit-supportive uses in certain locations.

2.2.3.1 - Each Urban Centre and Town Centre will be subject to a Secondary Plan or Major Transit Station Area study, which will establish a vision for each Centre.

2.2.3.3 - In 2051, Brampton's Urban and Town Centres will be highly connected hubs of activity that feature a variety of land uses including a diversity of housing types and tenures, and jobs, promoting opportunities for social and economic exchange. Urban and Town Centres will be gathering places that serve a regional function where the Mobility Network converges. To achieve this, development in Urban and Town Centres will:

a. Foster Vibrant Urban Places. Centres will maintain and enhance an urban pattern of built form and streets, open space network, site design, enhanced public realm and a balanced mix of uses.

b. Prioritize Sustainable Mobility. Centres will encourage comfortable and enjoyable active transportation facilities, especially with direct connections to Rapid Transit stations, while discouraging uses, site design and building forms that create reliance on private automobiles.

2.2.3.4 - Growth in the city will be directed to Centres and Boulevards as shown on Schedule 1A in order to achieve the following:

a. The efficient use of land, infrastructure and services.

b. A concentration of people and employment opportunities in areas that have convenient access to transit and that supports trips made by active modes of transportation.

c. A broad range of uses in accordance with the permitted uses of this section to support complete communities and the creation of 15-minute neighbourhoods city-wide.

d. Building types and tenures to provide a full mix and range of housing options, including opportunities for people of all means and abilities to be affordably, suitably and adequately housed.

e. Places for people to gather safely, celebrate culture and cultural heritage, and promote economic activity.

f. Improved air quality, energy efficiency, and reduced greenhouse gas emissions.

g. Green infrastructure to improve surface and groundwater quality.

2.2.3.5 - The following uses may be permitted within Urban Centres and Town Centres as shown on Schedule 1A:

- a. A broad range of uses in keeping with the Mixed-Use designation, including but not limited to residential, commercial, office, cultural, major and local institutional, hospitality, entertainment, recreational and other related uses may be permitted. Other uses may be permitted, as determined through the respective Secondary-level plans.
- b. Mixed-use buildings with ground related active uses, such as cafes, restaurants, commercial and personal service uses, will be encouraged.
- c. The full range of uses described above will not necessarily be permitted on all sites within Urban Centres and will be evaluated on a site-by-site basis subject to the policies of this Plan, or relevant Secondary or Precinct Plans subject to their approval.
- d. New parking facilities within Centres will be integrated within buildings and structures. Parking may also be facilitated onstreet. Where the land use of an existing mall site is transitioning, surface parking may be permitted on a case-by-case basis.
- e. Educational facilities of an urban form will be encouraged.

2.2.3.8 - Town Centres will be planned to achieve the minimum density targets established in Part 2.1.

2.2.3.9 - Notwithstanding the policies of this Plan appropriate land uses and built form for the Bram East Town Centre have been determined through the Highway 427 Industrial Secondary Plan (SPA47). Relevant permissions, including densities and heights, are identified through the Precinct Plans.

2.2.3.11 - Growth and development within Urban and Town Centres will primarily occur through redevelopment and intensification, comprised of compact, high-quality buildings. Growth and development will contribute to vibrancy, and high quality urban living within Centres by:

- a. Adhering to the City-Wide Urban Design Guidelines
- b. Placing priority on the pedestrian experience through:
 - i. The site layout and building location;
 - ii. A building design that reinforces pedestrian comfort and safety;
 - iii. Orienting building entrance toward the street;
 - iv. Ground related uses that address the street and the orientation of new buildings to create a positive pedestrian experience and high quality public realm; and
 - v. Supporting pedestrian and user comfort to mitigate adverse effect due to inappropriate wind turbulence and velocity within the public realm, through design.

- c. Offering a variety of formal and informal gathering spaces through the provision of recreational open spaces, city parks, and urban plazas.
- d. Leveraging proximity and access to the Rapid Transit Network, as well as local bus routes, through direct pedestrian routes, where possible, and the integration of development with transit infrastructure.
- e. Providing for compatibility and harmony in architectural style with adjacent uses that are of architectural or historical significance.
- f. Encouraging building design that represents individual creativity and innovation to create a cohesive fabric of buildings, develop a distinctive character and identity of each Centre, and contribute positively to the city's image.
- g. Encouraging through all public works that a high-quality pedestrian environment is achieved through streetscape improvements such as widened sidewalks, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
- h. Considering publicly-accessible mid-block pedestrian connections through proposed development sites connecting with the Active Transportation Network on existing and future adjacent sites.
- i. Providing massing and architecture within each Centre which provides for clearly defined main entrances and windows, enhanced façade treatments along sidewalks and walkways, and the provision of weather protection features that support the pedestrian environment.
- j. Regulating through the Zoning By-law, as appropriate, requirements for maximum lot coverage, minimum landscaped open space, minimum lot size, building setbacks, height, front and side yard setbacks, massing, floor area, roofline, and/or materials.

2.2.3.12 - Permitted building heights will step down from Town Centres to provide the appropriate transition to areas adjacent to the Neighbourhoods designation.

2.2.3.14 - The height and intensity of Town Centres will not exceed that of the Urban Centres identified in this Plan.

2.2.6.2 - Lands designated Mixed-Use on Schedule 2 will:

- a. Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.

- b. Concentrate a broad range of uses that create attractive multistorey street-related building environments.
- c. Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.
- d. Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.
- e. Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.
- f. Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as familyfriendly housing units in key growth areas.
- g. Have connection and access to community services, including schools, parks, community centres, libraries and childcare.
- h. Improve the pedestrian experience by making it attractive, comfortable and safe.
- i. Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.

2.2.6.3 The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:

- a. A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;
- b. Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;
- c. Community services and facilities provided these are located on an arterial or major collector road; and,

d. Missing middle housing options to support the transition between Mixed-Use and adjacent designations.

2.2.6.4 - The full range of uses will not necessarily be permitted on all properties designated Mixed-Use. Such uses will only be permitted in conformity with the policies of this section, the respective Overlay, if applicable, as well as the applicable Secondary-Level Plan or Major Transit Station Area study.

Analysis: Brampton Plan, Draft Brampton Official Plan 2023

The property is designated “Community Area”, “Town Centre” and “Natural Heritage System” on Schedule 1A- City Structure. The subject land is also located along “Support Corridors” being Castlemore Road and The Gore Road as identified in Schedule 1A. Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home. Town Centres are mixed-use centres which serve and connect to surrounding Neighbourhoods, providing locations for secondary intensification compared with Urban Centres.

Furthermore, the land is designated as “Mixed Use” and “Natural Heritage System” in Schedule 2 – Designations. Mixed-Use areas will provide for complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. The Natural Heritage System includes natural and water resource features and areas such as provincially, regionally and locally significant woodlands, rivers, valleylands, wetlands, and ecological linkages, which require protection, maintenance, restoration, and enhancement to recognize their environmental, economic, social, and health benefits.

The proposal conforms to the “Mixed Use” and “Natural Heritage System” designations of the Draft Brampton Plan. The Zoning By-law amendment contemplates townhouse and apartment residential units with ground floor commercial to contribute to the density targets and the creation of complete streets to provide pedestrian access to stores and other businesses, co-located with residential uses in accordance with Section 2.2.3 and 2.2.6 of the Draft Brampton Plan. The subject property is also located close to existing and future planned transit infrastructure, including the existing BRT Corridor along Castlemore Road and the Secondary Corridor along The Gore Road. Access to the transit infrastructure will aide future residents in reaching community amenities, services, and destinations within and around the City.

As such, the proposal is consistent with the “Mixed Use” and “Natural Heritage System” land use designation and an amendment to the Draft Brampton Official Plan is not required.

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

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The property is “High Density Residential”, “Special Policy Area 8”, “Valleyland” and is located at the intersection of a Primary Gateway in the Highway 427 Industrial Secondary Plan (Area 47). 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 5.1.5.1 – As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

Section 5.1.7 - Notwithstanding the High Density category identified in Section 4.2 of the Official Plan, the lands designated High Density Residential in Schedule 47(a) shall permit the following:

- i. Back-to-back townhouses, stacked townhouses and a seniors’ residence shall be permitted uses with the High Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

Section 5.3.1.3 – The final Valleyland designation shall be protected through an appropriate zone in the City’s Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study

Section 5.3.1.4 – Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

Section 5.3.1.6 – Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.

Section 5.3.1.9 – Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

Section 6.8.1 - Special Policy Area 8 applies to lands at the northeast corner of The Gore Road and Castlemore Road. Notwithstanding the High Density Residential designation that applies to the developable area within Special Policy Area 8, Convenience Retail uses will also be permitted as a stand-alone use or as part of mixed-use development, subject to the following policies and design principles:

- i) As a result of the environmental constraints that apply to a portion of the property, appropriate land assembly may need to be undertaken in order to create a viable commercial development;
- ii) In consideration of the importance of this site as a gateway to Area 47, buildings shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point;
- iii) Architectural elements and material treatment of buildings shall be compatible with the character of the adjacent residential area;
- iv) A Traffic Impact Study shall be undertaken to the satisfaction of the City and the Region of Peel.

Section 10.8.3 - Gateways are formed at the intersection of Arterial Roads with Arterial and/or Collector Roads of the community. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

Section 10.8.4 - Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

Section 10.8.7 - The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish Secondary Plan Area 47 from the Town of Caledon and the City of Vaughan, as well as from the existing neighbourhoods south of Castlemore Road in Secondary Plan Area 41 and the Toronto Gore Rural Estate community west of The Gore Road.

Section 10.8.8 - Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail. In addition to site design, landscaping and appropriate buffer treatment will be required to recognize, establish and reinforce their focal significance.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The property is designated “High Density Residential”, “Special Policy Area 8”, “Valleyland” and is located at a Primary Gateway intersection in the Highway 427 Industrial Secondary Plan (Area 47).

The proposal conforms to designated “High Density Residential”, “Special Policy Area 8” and “Valleyland” designations of the Highway 427 Secondary Plan (SP47). The Zoning By-law Amendment will permit appropriate residential uses to be in accordance with Section 5.1.7 of the Secondary Plan. Furthermore, a range of commercial uses, including convenience retail uses will be permitted in the proposed Zoning By-law amendment to be in accordance with Section 6.8.1 of the Secondary Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment proposal is consistent with “High Density Residential”, “Special Policy Area 8” and “Valleyland” land use designations and conforms to the policies of the Highway 427 Secondary Plan (SP47). An amendment to the Secondary Plan is not required.

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified “High Density Residential”, “Valleyland” and is located within the “Town Centre” boundary in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Zoning By-law

The subject property is currently zoned ‘Residential Hamlet One (RHM1)- Special Section 1519’ by By-Law 270-2004, as amended. The zone permits residential and some non-residential land uses. Residential uses include a single detached dwelling and supportive housing residence type one. Non-residential uses include purposes accessory to the other permitted uses, a park, playground, recreational area, a place of worship, a public or private school, a cemetery, a nursing home and a greenhouse or nursery.

Analysis: Zoning By-law

An Amendment to the Zoning By-law is required to facilitate the proposed mixed-use high-density development. This Recommendation Report includes a copy of the

proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed use, the Zoning By-law must be updated to reflect this. The applicant has proposed an amendment to a site specific 'Residential Apartment A(3)' Zone, an 'Open Space' and 'Floodplain' zone to permit the requested uses. The Special Section refer to unique provisions within the by-law that only apply to one specific area.

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Limited 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 reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Candevcon Limited to assess the transportation related aspects of the proposed development. The memo 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 to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Archaeological Services 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

An Arborist Report was prepared by GEI Consultants Ltd. The Open Space department have reviewed the Arborist Report and found some modest edits required to the document. Staff will continue to work with the applicant to resolve the modest issues outstanding prior to the Zoning By-law Amendment advancing to Council for decision.

Environmental Impact Study

An Environmental Impact Study was prepared by Dillon Consulting to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by Forward Engineering & Associates Inc. and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Preliminary Noise Report

The Preliminary Noise Report was prepared by Candevcon Limited to assess the potential impact of road traffic noise on the proposed high density mixed use development. Noise staff have evaluated the study and have no further concerns with respect to the Preliminary Noise Report.

Wind Tunnel Analysis

As the proposed development is comprised of multiple buildings with heights that are more than 40 metres, a quantitative wind tunnel analysis is required to be submitted to the satisfaction of City Staff. At the time of writing this report, the Wind Tunnel Analysis was submitted as part of the application, but not yet approved by Urban Design staff. As a result, a Holding Symbol will be applied to the future Zoning By-law to require that a Wind Study be approved to the satisfaction of the Commissioner of Planning, Building and Growth Management, prior to the Hold being lifted. Should the report be approved prior to the enactment of the Zoning By-law, the provision will be removed as a requirement of Lifting of Holding Symbol.

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 65 points that satisfies the City's Silver threshold. Planning staff have evaluated the score and summary sheets and require the submission of a commitment letter from the landowner confirming the development intends to achieve certain metrics selected that contribute to the overall score. Staff will continue to work with the applicant to resolve the modest issues outstanding prior to the Zoning By-law Amendment advancing to Council for decision.