

Detailed Planning Analysis
City File Number: OZS-2022-0025

Overview

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

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

Planning Act R.S.O 1990:

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

Section 2:

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

(e) the supply, efficient use and conservation of energy and water;

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) The orderly development of safe and healthy communities;

(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(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;

- (k) the adequate provision of employment opportunities;*
- (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.*

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

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) conformity to the official plan and adjacent plans of subdivision, if any;*
- (d) suitability for the land for the purpose for which it is being subdivided;*
- (f) the dimensions and shapes of the proposed lots;*
- (h) conservation of natural resources and flood control.*
- (i) the adequacy of utilities and municipal services; and*
- (j) the adequacy of school sites;*

Analysis:

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

The proposal contemplates low, medium residential uses, a public elementary school, Natural Heritage system, industrial, internal road network and walkway blocks, and reserve blocks for future development. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As

such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential development in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources, as there are dedicated lands that are being proposed as Valleyland Block, and Natural Heritage System Buffer Blocks. The Draft Plan of Subdivision also has regard for the adjacent planned subdivisions as demonstrated through the consistency with the Municipal Block Plan for the area, school sites are also noted within this plan.

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

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

b) Permitting and facilitating:

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

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

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

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

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

f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

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

a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;

b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

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

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

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

Section 1.7.1. Long term economic prosperity should be supported by:

- c) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- d) optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
- e) 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:

- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- 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.

Analysis:

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

The development proposal will allow for an appropriate and supportable form of residential development that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings (S.1.7.1). 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 planned transit corridors along The Gore Road and Clarkway Drive, as well as the existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 1.4.3e), 1.6.7.2, and 1.8.1 b) of the PPS.

The proposed development also has regard for Section 2.1.1 of the PPS, as the Natural Heritage Feature on site will be conveyed and protected for the long term. As a condition of Draft Approval, the applicant will be required to undertake the re-alignment of the Rainbow Creek and therefore improve the function of the feature.

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

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

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

- a) The vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- b) Growth will be limited in settlement areas that:
 - i. Are rural settlements;*
 - ii. Are not serviced by existing or planned municipal water and waste water systems**
- 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 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

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

Section 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 4.2.2.3 - Within the Natural Heritage System for the Growth Plan:

- a) new development or site alteration will demonstrate that:*
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
 - iii. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*
 - iv. except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;*
 - vi. at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8; and*

Analysis:

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 in proximity to future transit corridors along Clarkway Drive, as well as the existing bus route 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 land uses within an underutilized and vacant area. In accordance with Sections 2.2.1.4 and 2.2.4.10,

development proposal is located near planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Natural Heritage System and Buffer Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with Section 2.2.1.4b and 4.2.2.3. Furthermore, the proposed Public Elementary School Block will allow for convenient access to public service facilities that will help contribute to the achievement of a complete community in accordance with Section 2.2.1.4.

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure, and 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 5.3.1.1 - To conserve the environmental and resource attributes of the region.

Section 5.3.1.2 - To achieve sustainable development within the Urban System.

Section 5.3.1.3 - To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect to the natural environment, resources, and the characteristics of existing communities.

Section 5.3.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure, and public finances while taking into account the characteristics of existing communities and services.

Section 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 5.3.1.6 - To promote crime prevention and improvement in the quality of life.

Section 5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.

Section 5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.4.10 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.*
- c) Employment Areas (as shown on Schedule E-4); and*

Section 5.4.19.7 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 5.4.19.9 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 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, 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 services.

Section 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

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 5.6.20.12 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 5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation

Section 5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated 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 and vacant 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 surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached and townhouses, in close proximity to park facilities (in other Draft Plans of subdivision), and other uses in the Block Plan area such as public service facility uses 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. 5.6.20.13 the proposal contemplates single detached lots semi-detached and townhouse lots and residential reserve lots that will provide a mix of housing types and densities.

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

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Community Area", "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 and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

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
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

Section 4.2.1.3 - 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 4.5.2.8 – 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 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads

Section 4.6.6.13 - On lands subject to a development application where any natural feature or area designated on Schedule “D” is damaged, destroyed or removed, there will be no adjustment to the boundary or redesignation of these features or areas in the Official Plan.

Section 4.6.6.20 - Removal of natural heritage features and areas from the City’s natural heritage system should be avoided and must be justified by a watershed plan, subwatershed study, Environmental Implementation Report or natural heritage system study in consultation with the Conservation Authorities and other relevant agencies, and in accordance with the policies in Sections 4.6.6.14, 4.6.6.16 and 4.6.6.17. These studies will demonstrate to the satisfaction of the City in consultation with the Conservation Authorities that there will be no net loss, and if possible a net gain, in natural heritage system values and ecological functions.

Section 4.6.6.21 - The added lands will at least equal the removed lands in area and quality.

Section 4.6.6.25 - To encourage the conservation of the natural heritage system, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan

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 4.9.6.1 - The City shall permit school sites and ancillary uses within Residential, Institutional and Public Uses, Retail and Industrial designations of this Plan, provided

that they are specifically designated for the purpose in the appropriate Secondary or Block Plan.

Section 4.9.6.2 - The City shall, in the case of a proposed shift in the location of a designated school site at the subdivision approval stage, ensure that such changes be of a minor nature or that such a shift is designed to improve the centrality of the school site relative to its intended service area or to improve its overall functionality.

Section 4.9.6.5 - The City in consultation with the school boards shall, in the Secondary Plan process, consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.

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

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

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

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

- viii) *Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: 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 Draft Plan of Subdivision includes detached dwellings, street townhouses, and residential reserve blocks to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a Natural Heritage System Block, Natural Heritage Buffer Block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands. A partial industrial block is also proposed and is consistent with the Block Plan and Secondary Plan for the area.

The subject property will be located close to future planned transit infrastructure 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.

The development proposal acknowledges the extent of the natural heritage system within the subject lands and confirms that there will be no boundary adjustments or negative impact. Development will not overlap with any valleyland and watercourse corridor as indicated in the Environmental Impact Study (EIS) prepared for this application and therefore will be no net loss of the environment.

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 and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Brampton Plan 2023

On November 1st, 2023, City Council adopted the City of Brampton's new Official Plan titled "Brampton Plan". Brampton Plan is currently with the Region of Peel for review and approval as they remain the approval authority for local Official Plan amendments.

The subject site is designated as Neighbourhoods, Natural Heritage System, and Employment on Schedule 2 – Designations in Brampton Plan.

Within Employment Areas, new ideas, talent, and both local and foreign investment converges to revitalize older industrial areas, intensify employment opportunities, and expand economic opportunities in Designated Greenfield Areas. Under Section 2.2.9.30 Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and conservation of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. The proposal provides appropriate buffers and appropriate zoning designation for the lands west which are an existing Natural Heritage Feature (Rainbow Creek). Lands located within the Neighbourhoods designation include mainly residential communities with other locally-serving community services and amenities. Under Section 2.2.7.3 planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. The subject development provided a comprehensive approach to development as it seeks to implement the approved Block Plan for the area. Interconnected streets and pedestrian routes are defined, transit is provided both in the current form and future planned routes, along with services and facilities (school block) to support residents.

Staff is satisfied that the proposal conforms to Brampton 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 designated "Medium Density Residential", "Low/Medium Density Residential", "Valleyland", "Elementary School", "Logistic/Warehouse/Transportation", and "Special Policy Area 9" 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 4.1

- i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;*
- ii) A Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and their long-term ecological functions, in recognition of the dynamic interrelationships of all elements of the natural environment and the need for long term management and related monitoring;*
- iii) A continuous open space “network” that connects neighbourhoods to community parks, facilities and infrastructure, including linked pedestrian/cyclist trails;*
- iv) A full range of distinct and attractive built forms, including an upscale executive housing area, designated in a manner that responds to the unique location and natural attributes of the surrounding area and ensures that the context of the surrounding land use is protected, respected and reinforced;*
- v) A mixed-use corridor fronting Clarkway Drive anchored by a Community Park at the north end and a District Retail designation at the south end that collectively represent a community focus and a gateway into the secondary plan area and supports a safe, attractive pedestrian oriented community*

Section 4.2.1 - Identify, establish, protect, restore and enhance a sustainable Natural Heritage System that incorporates, integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System;

Section 4.2.2 - Further refinement of the Natural Heritage System, including restoration enhancement and linkages shall be determined through comprehensive environmental studies in support of block plans and/or other planning applications, as appropriate.

Section 4.2.9 - Develop a comprehensive safe, diverse and integrated open space system that accommodates both passive and active recreational activities, while protecting and enhancing the existing Natural Heritage System;

Section 4.2.10 - Create a continuous open space network to the extent practicable that connects neighbourhoods to community facilities and infrastructure, including but not limited to: a community park, neighbourhood parks, schools, stormwater management facilities and pedestrian/cyclist trails provided through natural areas and along landscaped boulevards

Section 5.1.4.1 – (Low/Medium Density Residential)

- i. Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;*

- ii. A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;
- iii. A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;
- iv. A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- v. Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall.

Section 5.1.4.2 – Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

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 5.1.6 – (Medium Density Residential)

- i. *Apartments, back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the Medium Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.*
- ii. *A maximum density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted.*
- iii. *A maximum height of 6-storeys shall be permitted.*

Section 5.2.9 – (Logistic/Warehouse/Transportation)

Section 5.2.9.1 - The lands designated Logistic/Warehouse/Transportation on Schedule SP47(a) shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include Prestige Industrial and those listed in Section 5.3.7 of this Plan. Outdoor storage of goods and materials will be permitted subject to the location

and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.

Section 5.2.9.2 - Lands within the Logistic/Warehouse/Transportation designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- The requirements of industry for road access;*
- The type and extent of outside storage; and*
- The need to minimize potential conflicts between different classes of land uses.*

Section 5.2.9.3 - The development of lands within the Logistic/Warehouse/Transportation designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

Section 5.2.9.4 - The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measure contained within the approved urban design guidelines for these lands.

Section 5.2.9.5 - Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

Section 5.2.9.6 - The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;

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 5.3.1.5 - Prior to the City issuing final approval for the block plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will provide justification for the reconfiguration of Rainbow Creek Corridor for the purposes of creating a more well-defined corridor that must demonstrate no negative impacts and that enhances the natural features and functions. Through the Master Environmental Servicing Plan, separate sections of Rainbow Creek Corridor will be identified for the possible reconfiguration. The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and shall include preliminary conceptual design drawings and an implementation strategy in the case of an Environmental Implementation Report or detailed design drawings and an implementation strategy in the case of an Environmental Impact Study, whichever proceeds first, for the applicable Rainbow Creek Corridor section as identified in the finalized Master Environmental Servicing Plan. Approvals from TRCA and other public agencies are required.

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 5.5.1.5 – In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

Section 5.5.2.1 – Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

Section 5.5.2.2 – Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the

anticipated long-term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

Section 5.5.2.3 – The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

Section 5.5.2.4 – If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.

Section 5.5.2.5 – Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

Section 6.9 – (SPECIAL POLICY AREA 9)

Section 6.9.1 - Special Policy Area 9 applies to lands designated 'Medium Density Residential' where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities.

Section 7.1.1 - Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules "B" and "B1" of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a).

Section 7.1.2 - Schedule SP47(a) identifies potential/conceptual access points that will be considered in determining Collector Road requirements as part of the preparation of tertiary plans in support of development applications within the Area 47 employment lands and in determining local road requirements as part of Block Planning within the residential Sub-areas of Area 47. Any Collector Road required within the Area 47 employment lands will be implemented without an official plan amendment as part of a draft plan of subdivision application.

Section 7.1.3 - Arterial Roads, Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathway (in the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe, access to transit services.

12.4.2 The City shall require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between all developers within each of Block Plan Area 47-1 and 47-2, respectively, for any draft plan of subdivision, site plan and/or rezoning. The City shall require, where it deems appropriate, having regard for the requirements of Section 5.2.1.2 herein, that Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between developers within the area comprising of the employment lands, for any draft plan of subdivision, site plan and/or rezoning. Where a Developer Cost Sharing Agreement has been required, the City shall require confirmation from the Developer Cost Share Trustee of:

- i. The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto; and*
- ii. Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation shall be provided to the City prior to the approval of any Draft Plan of Subdivision plan, site plan and/or rezoning within the Secondary Plan Area.*

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

The property is designated “Medium Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Elementary School”, “Logistic/Warehouse/Transportation”, and “Special Policy Area 9” in the Highway 427 Industrial Secondary Plan (Area 47).

The proposal conforms to designated “Medium Density Residential”, “Low/Medium Density Residential” designations of the Highway 427 Secondary Plan (SP47). The Draft Plan of Subdivision will provide appropriate residential development while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the “Medium Density Residential” and “Low/Medium Density Residential” designations. The site proposes a density of approximately 31.28 units per hectare which adheres to the maximum density requirements of both designations within Sections 5.1.6 (ii) and 5.1.4.1 (iii). Under Section 6.9.1 Special Policy Area 9, retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities will be permitted as per the draft zoning by-law amendment.

The Draft Plan of Subdivision includes a planned Public Elementary School block. The location and configuration of the school block has been reviewed by and planned in

coordination with the Peel District School Board and the Dufferin-Peel Catholic District School Board. Under Policy 5.5.2.4 the School Sites will be dually zoned to allow for residential development with the standards of the adjacent residential zone should the School Board deem the land as surplus. A subsequent application for a Draft Plan of Subdivision will be required should the land be deemed as surplus. The Valleyland designation and its extent has been confirmed through a site specific submitted EIS in which staff have determined the limits of the feature and appropriate buffers and have shown no net loss to the feature.

As such, the proposal is consistent with “Medium Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Elementary School”, “Logistic/Warehouse/Transportation”, and “Special Policy Area 9” land use designations and an amendment to the Secondary Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Highway 427 Secondary Plan (SP47).

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

The property is identified “Medium Density Residential”, Low/Medium Density Residential”, “Elementary School”, “Valleyland”, “Collector Road”, “Walkway”, and “Trail within NHS Valleyland” 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.

Additional Residential Units (ARU)

The City’s ARU policies conform with the province’s Bill 23, which aims to develop additional homes for people in creative ways. ARUs and garden suites have provisions for size dimensions, parking, setbacks and access in the by-law in order to regulate the status of dwelling units.

The subject development design may benefit from additional residential units since the residential mix of single detached dwellings opens opportunity for allocating space for additional units as an option. The driveways have been designed and appropriate provisions are in place to protect two parking spaces per unit, which would allow 3 Units on a subject property with the third requiring a parking space. The development proposes Model Options for sale that include basements which are designed and constructed as Secondary Dwelling Units in accordance with the City’s Criteria for Secondary Dwelling Units in locations that are accessible to public transit and other Community infrastructure such as schools and parks. The additional units would

improve affordable housing with a solution to meet current and future needs of residents to create a more sustainably diverse community

Zoning By-law

The subject properties are currently zoned 'Agricultural (A)' by By-Law 270-2004, as amended.

Analysis: Zoning By-law

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

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

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed several zones to permit the requested uses. The Special Sections refer to unique provisions within the by-law that only apply to one specific area. The applicant is currently proposing to use Special Sections. They are as follows:

- Residential Single-Detached – 11.0 - Section XXXX (R1F – 11.0 – XXXX);
- Residential Single-Detached – 11.0 - Section YYYY (R1F – 11.0 – YYYY);
- Residential Single-Detached – 10.0 - Section XXXX (R1F – 10.0 – XXXX);
- Residential Townhouse C – 4.5 – XXXX (R3C-4.5-XXXX);
- Residential Townhouse C – 5.5 – XXXX (R3C-5.5-XXXX);
- Institutional One - (I1-XXXX);
- Industrial Two – (M2)
- Open Space – (OS)
- Floodplain (F); and
- Agricultural (A)

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions. Schools will be dual zoned to allow for the permissions of the adjacent residential zone, should the School Board deem the site as surplus. The lands at the south-east corner of the site on the east side of the Rainbow Creek are to be zoned for industrial purposes (M2).

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

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

Functional Servicing and Stormwater Management Report

Candevcon Limited has prepared a Functional Servicing Report to identify the infrastructure requirements for the proposed development including overall preliminary grading and servicing designed for the draft plan. New water and sanitary infrastructure are proposed throughout the subdivision, connecting from Clarkway Drive. Internal watermain sizes range from 150mm on local streets to 300mm on Street 'C'. All internal watermains will connect to the 600mm diameter watermain on Clarkway Drive. The existing sanitary sewers adjacent to the draft plan lands have been sized to accommodate sanitary flows from the proposed development. This includes a 900mm diameter trunk sewer on Clarkway Drive that drains southerly to Castlemore Road. 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 was prepared by Candevcon Limited to review the traffic generated by the proposed subdivision in comparison to the traffic analyzed in the Traffic Impact Study Blocks 47-1/47-2 (2019). The Brief's findings for the residential land use determined the traffic generated by the proposed subdivision would be less than that assumed in the Area 47 Block Plan Traffic Impact Study. The Brief concluded that the impacts to the traffic conditions produced by the proposed subdivision would be minor. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

AMICK Consultants Ltd was retained to undertake an Archeological Assessment of the subject lands to determine any evidence of archaeological resources within the lands. Stage 1 was a background study evaluation of archaeological potential and Stage 2 was a detailed inspection of the property. As a result of the investigation, 5 isolated First Nation lithic findspots were discovered however the analysis determined that no further

assessment is required and the area is clear of any archeological concerns. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Tree Inventory and Preservation Plan

The Arborist Report for the subject lands was prepared by Kuntz Forestry Consulting. A tree inventory was conducted and reviewed in context of the proposed draft plan. The report concluded that the removal of 43 trees is required to accommodate the proposed development and a total of 71 replacement trees are required for compensation planting based on the ratio as per City guidelines. Tree protection measures will be implemented prior to construction to minimize impacts to trees identified for preservation. Staff have reviewed the plan and find it supportable of the re-zoning.

Environmental Impact Study

Dillon Consulting was retained to complete an Environmental Impact Study for the subject lands. The EIS was prepared to investigate the ecological and natural features and functions of the site and to assess the impact of the proposed development on the Natural Heritage System. The EIS identified potential requirements to mitigate and/or replace the functions provided by NHS features due to direct and indirect impacts from the development. The EIS completed a background review, ecological field survey, and completed wildlife and 'Species at Risk' screenings. Potential direct impacts of development are the removal of vegetation, loss of wildlife habitat, erosion and sediment into Rainbow Creek, and alteration to surface water flows. The EIS concludes that impacts are anticipated to be minimal and can be avoided by implementing mitigation, restoration, buffers to NHS and management measures. Environmental Planning staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

Phase One and Two Environmental Site Assessment Reports were completed by Soil Engineers Ltd to determine contaminants, if any, and any affects on land or water on, in or under the site. Phase One assessment concluded that, based on an evaluation of information gathered from research review, interviews, and site reconnaissance there was a possible past use of pesticides on the property. Additionally, an above ground fuel storage tank exists at the neighbouring property to the south. Phase Two work was conducted to determine the soil quality as it related to environmental concerns identified in Phase One. After the study was conducted it was determined that there are no contaminants identified at a concentration above the site condition standards and no further environmental investigation is required. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Acoustical Report

A Preliminary Noise Report was prepared by Candevcon Limited to investigate the potential noise impacts on the proposed development and provide preliminary recommendations for noise mitigation measures. The principal noise sources are vehicular traffic on Clarkway Drive, proposed Collector Roads existing industrial facility on Cadetta Road, and proposed bus maintenance facility that is within the vicinity. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

Hydrogeological Investigation Report

DS Consultants was retained to prepare a Hydrogeological Report regarding the existing geological and hydrogeological conditions for the site, including constraints, impacts on local groundwater and drainage requirements. Recommendations are provided based on an analysis of existing groundwater assessments, and it is concluded that there will be no potential impacts.

Soil Investigation Report

A Soil Investigation Report was prepared by Soil Engineers Ltd to examine surface conditions and engineering properties of the disclosed soil for design and construction of a draft plan of subdivision on the subject lands. The reports confirmed the soil types and conditions as well as the groundwater table. Based on the results of the site investigation, the report provides recommendations and considerations for implementing the placement of fill, dwelling foundation, underground servicing and pavement design. The report confirms that there were no unusual geotechnical constraints and development and servicing for the subdivision can be achieved using conventional collection techniques.

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 41 points that satisfies the City's Silver threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.