



Report
Staff Report
 The Corporation of the City of Brampton
 2024-04-08

Date: 2024-03-20

File Number: OZS-2022-0017

Subject: **RECOMMENDATION REPORT** Application to Amend the Official Plan and the Zoning By-law (*To permit a 6 storey apartment building, and six three-storey residential back-to-back stacked townhouse buildings, containing a total of 255 standard condominium units*)
Glen Schnarr & Associates Inc. - 13514161 Canada Inc.
 8654 Mississauga Road
Ward: 6

Contact: Nasir Mahmood, Development Planner, Development Services & Design, Planning, Building and Growth Management

Yin Xiao, Acting Manager, Development Services & Design, Planning, Building and Growth Management

Report Number: Planning, Bld & Growth Mgt-2023-006

Recommendations:

1. That the report from Nasir Mahmood, Development Planner, Development Services & Design Division to the Planning and Development Committee meeting of April 08, 2024, re: **RECOMMENDATION REPORT** - Application to Amend the Official Plan and Zoning By-law (To permit a 6 storey apartment building, and six three-storey residential back-to-back stacked townhouse buildings, containing a total of 255 standard condominium units) **Glen Schnarr & Associates Inc. - 13514161 Canada Inc. 8654 Mississauga Road, Ward 6**, be received;
2. That the application to amend the Official Plan and Zoning By-law submitted by Glen Schnarr & Associates Inc. on behalf of 13514161 Canada Inc., Ward: 6, File OZS-2022-0017, be approved on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, and conforms to

the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan for the reasons set out in this report;

3. That the Official Plan Amendment, generally in accordance with the by-law attached as Attachment 10 of this report, be adopted;
4. That the Zoning By-law Amendment generally in accordance with by-law attached as Attachment 11 of this report, be adopted; and,
5. That no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendments pursuant to Section 34(17) of the *Planning Act*.

Overview:

- **This application to amend the Official Plan and Zoning By-law has been submitted to permit a residential development comprising of a six-storey apartment building, and six three-storey residential back-to-back stacked townhouse buildings, containing a total of 255 standard condominium tenure units.**
- **In the City of Brampton Official Plan, the property is designated:**
 - **'Communities', 'Designated Greenfield Areas', and 'Open Space' in Schedule 1 City Concept;**
 - **'Residential' and 'Open Space' in Schedule A General Land Use Designations; and,**
 - **'Upscale Executive Housing Special Policy Areas' in Schedule A1 Upscale Executive Housing Special Policy Areas in the City of Brampton Official Plan.**
- **The property is designated 'Executive Residential' in Bram West Secondary Plan (SPA 40d). An amendment to the Official Plan and the Secondary Plan is required to facilitate the proposed development.**
- **The subject lands are located within the approved Riverview Heights Block Plan 40-3. The Block Plan permits executive residential land use along a public road on the property. An amendment to the Block Plan is required to facilitate the proposed development.**
- **The property is zoned 'Agricultural (A)' in the City of Brampton Zoning By-law (270-2004) which does not permit the proposed development. An amendment to the Zoning By-law is required.**
- **A Statutory Public Meeting for this application was held on August 22, 2022. No members of the public attended the Statutory Public Meeting to**

speaking to the application. No correspondence was received for this application. Details of the Statutory Public Meeting are included in Appendix 8 of this report.

- This application represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Provincial Growth Plan, the Region of Peel Official Plan, and the City of Brampton Official Plan.
- The proposed development has achieved an overall sustainability score of 49, which is the City's Bronze threshold. The proposal meets the City's required minimum sustainability standards.
- A Holding 'H' symbol will be included with the zoning amendment to ensure:
 - a private access easement for ingress/egress in favour of the northerly adjacent property (8672 Mississauga Road – Terrace on the Green restaurant) has been established to facilitate a future shared access, and
 - arrangements for a signalized pedestrian crossing at the Mississauga Road access have been completed to the satisfaction of the City and Region.
 - Water and Wastewater/Sanitary servicing infrastructure, as detailed within a revised Functional Services Report (FSR) is to the satisfaction of the Region of Peel staff.
- The proposal is consistent with the "2019-2022 Term of Council Direction: A Compass for our Community" and supports the "A City of Opportunities" theme. The proposal, which complements the surrounding residential subdivisions and benefits from the adjacent commercial, park, recreational, and open space opportunities, is consistent with the direction of building complete communities to accommodate growth for people and jobs.

BACKGROUND:

This application to amend the Official Plan and Zoning By-law amendment was received on March 03, 2022. It was deemed complete on May 19, 2022 in accordance with Section 22 (6.1) and Section 34 (10.4) of the *Planning Act*. Since the application was deemed complete, staff has been working with the applicant and the Region of Peel to resolve technical issues relating to accesses to Mississauga Road, which has necessitated a revised development configuration on the site.

CURRENT SITUATION:

Proposal (Refer to Attachments 1 and 1A)

The application proposes a residential development comprising 255 residential condominium units over a 1.729 hectare (4.27 acres) site. The proposed development contains the following features:

- A six-storey apartment building containing 150 residential units with the following unit mix:
 - One-bedroom units: 114
 - Two-bedroom units: 33
 - Three-bedroom units: 3
- Six blocks of three storey back-to-back stacked townhouses containing 105 units (all three-bedroom units)
- A total residential gross floor area of 22,720 square metres
- A density of 148 units per net residential hectare
- A Floor Space Index (FSI), being the ratio of building area to site area, of 1.31
- An outdoor amenity area (1,220 square metres)
- A total of 306 parking spaces: surface parking: 28 (visitor); underground parking: 278
- A total of 205 bicycle parking spaces: all underground
- Access from Mississauga Road

Attachment 1 reflects the general configuration of the road network and building locations in the proposed development which is subject to some changes occurring at the site plan approval stage.

Property Description and Surrounding Land-use (Refer to Attachment 2)

The site has the following characteristics:

- Has a municipal address of 8654 Mississauga Road
- Has a total area of approximately 1.729 hectares (4.27 acres)
- Has a frontage of approximately 80.78 metres along Mississauga Road
- Is currently occupied by three detached residential dwellings and one shed that are to be demolished to accommodate this development proposal.

The surrounding land uses are described as follows:

- North: Restaurant (Terrace on the Green)
- East: Mississauga Road, beyond are single detached residential dwellings
- West: Draft approved & partially registered Great Gulf / Scottish Heather Plan of subdivision (File: C05W04.005), which is not yet built
- South: Vacant lands/future storm water management pond/commercial plaza

Official Plan Amendment

The proposed amendment to the Official Plan will amend Schedule A1 Upscale Executive Housing Special Policy Areas of the Official Plan to remove the subject lands from the “Upscale Executive Housing Special Policy Areas” designation. It will also amend Schedule SP40a, Chapter 40d of the BramWest Secondary Plan being Part II of the Official Plan to change the land use designation of the subject lands from the current “Executive Residential” to “Medium/High Density Residential”.

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

Policy 4.2.2.6 requires that a minimum of 5,100 upscale executive housing units be achieved City-wide. As this target has already been exceeded, the removal of this site from the “Executive Residential” designation will not affect the City’s ability to achieve it, or adversely affect the City’s Upscale Executive Housing objectives. An Official Plan Amendment (2006-198) was previously approved by Council in July 2021 for the Scottish Heather Development Inc./Brampton G&H Holdings Inc. Official Plan/Zoning By-law Amendment application (File: OZS-2020-0011) to re-designate the area within that application, situated immediately to the west of the subject lands, from the “Executive Residential” designation to “Low/Medium Density Residential” designation (Files: C05W04.005/21T-06024B and C05W05.004/21T-04008B). The subject lands are the only small remaining parcel of land within the Upscale Executive Housing Special Policy Area 1, situated between Scottish Heather Development Inc. & G&H Holdings Inc. subdivisions and Mississauga Road, which is still designated “Executive Residential”. The proposed deletion of the Executive Residential designation will result in a more efficient

development type and improve active and public transportation options. In addition, the subject lands are located near a major employment area and BRT transportation corridor, nearby commercial uses that is appropriate for higher density residential uses.

Staff is satisfied that the proposed amendment to the Official Plan captures the intent and vision of the Official Plan policy and will facilitate the development of the subject property with a medium/high density residential use that is well served by the municipal network of arterial roads, transit, and servicing.

Block Plan Amendment

The proposed amendment to the Riverview Heights Community Block Plan 40 - 3 will amend the Block Plan to change the land use for the subject lands from current "Executive Residential" to "Medium/High Density Residential" and change the road pattern to facilitate the proposed development.

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

Zoning By-law Amendment

The proposed amendment to the Zoning By-law 270-2004 is required to rezone the subject lands from the current "Agricultural (A)" zone to "Residential Apartment A(1)(Holding)-Section 3680 (R4A(1)(H)-3680)" zone to facilitate the proposed development. Special zoning sections and zoning exceptions have been included to address the zoning requirements of the proposed medium/high density development.

The draft Zoning By-law that is appended to this report proposes that Holding 'H' symbols be used to provide City and Regional staff assurance that several technical issues will be fully resolved prior to the proposed land uses being permitted as of right. In this regard, prior to the H symbol being removed, the following are to occur:

- Arrangements for a private access easement for ingress/egress in favour of the northerly adjacent property (8672 Mississauga Road – Terrace on the Green restaurant) has been completed to the satisfaction of the Region of Peel. In this regard, staff advises that although that northerly abutting property currently has an independent access to Mississauga Road, it is anticipated that that access will not be able to accommodate any future redevelopment of that site.
- Arrangements for a signalized pedestrian crossing at the Mississauga Road is completed to the satisfaction of the City and Region of Peel. A pedestrian crossing in proximity to the proposed development is seen by staff to be an important feature that will provide convenience and safety to residents and visitors to the proposed development. It is also expected that some residents at this site will be reliant on transit service, and will need to cross Mississauga Rd to be able to access a bus stop located on the east side of the road for north-bound bus trips.

- A Functional Servicing Report (FSR) is approved to the satisfaction of the Region of Peel with respect to water and wastewater/sanitary services. In this respect, Regional staff have informed that the current Functional Servicing Report (FSR) submitted requires revisions with respect to proposed servicing details relating to both water and sanitary infrastructure. Regional staff are supportive of the approval of this application with the use of the noted H symbol.

Staff is satisfied that the proposed amendment to the Zoning By-law, with the H symbols incorporated, captures the intent of the Official Plan amendment, and will facilitate an appropriate development that will fit into the existing/planned residential and commercial development in the area.

Planning Analysis Summary

The proposed Official Plan and Zoning By-law amendments are consistent with the Provincial Policy Statement and in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region of Peel Official Plan. The proposal is also generally consistent with the City of Brampton's Official Plan, and appropriately considers matters of provincial interest as set out in Section 2 of the *Planning Act*.

The proposed development will constitute an efficient redevelopment of a well located yet underutilized property into a medium/high density development benefitting from the existing municipal services and public infrastructure. The proposed medium/high density residential development will complement the adjacent low/medium density development to the east/west, and will contribute to the housing options made available in the area. In association with the adjacent retail and employment opportunities, and its location along Mississauga Road South (Major Regional Arterial Road/Brampton Rapid Transit – BRT Corridor), the proposed development will be transit supportive, encourage active transportation and walkability through the community, and benefit from the recreational (golf club, community park) and open space opportunities in the area.

The proposed development is consistent with the intent of the Region of Peel and City of Brampton Official Plans, and also contributes to achieving the City of Brampton's minimum density target for the Designated Greenfield Areas in Brampton.

A detailed planning analysis can be found in Attachment 7.

Community Engagement

The application was circulated to City Departments, commenting agencies, and property owners within 240 metres of the subject lands in accordance with and exceeding the *Planning Act* requirement of 120 metres for such applications. A copy of all departmental/agency comments is attached as Attachment 9 to this report. Notice signs were placed on the subject lands to advise members of the public that an application for Official Plan and Zoning By-law amendments has been submitted.

A Statutory Public Meeting for this application was held on August 22, 2022. No members of the public attended the Statutory Public Meeting to speak to the application. No correspondence was received in relation to the application. Results of the Public Meeting can be seen at Attachment 8.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications associated with this application. Revenue that was collected through the development application fees is accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

The proposed development aligns with the strategic focus areas of Health & Well-being and Transit & Connectivity by way of its key location along Mississauga Road (a BRT Corridor), which provides it with a high degree of connectivity and walkability. Additionally, the property is located generally in the proximity of Highways 401 and 407 which supports regional connectivity and contributes to the creation of complete communities. Furthermore, the site provides a sizable amenity area for the resident's use, and is connected to the existing municipal sidewalks, multi-use trail system, recreational facilities, parks and open space in the area, thereby promoting the health and well-being of the residents.

Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres. This report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.' The proposed development supports Brampton 2040 Vision for a Complete Neighborhood as it maintains, in conjunction with the surrounding development, the principles of a complete neighborhood by accommodating a variety of housing types and commercial/recreational uses to cater to the needs of the community.

CONCLUSION:

Staff recommends approval of the Official Plan Amendment (as attached in Appendix 10), and the Zoning By-law Amendment (as attached in Appendix 11) as the following criteria have been satisfied:

- The subject application represents good planning, including that it is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Peel Region Official Plan. Further, the application is in conformity with the principles and overall policy direction of the City of Brampton Official Plan; and,
- The proposed residential development will efficiently utilize the lands for medium/high density residential purposes, and will facilitate the efficient utilization of the existing municipal services and public infrastructure. In combination with the surrounding residential, commercial/retail, and recreational uses, the proposed development will create a mix of housing options, commercial uses, and employment opportunities that will support growth, density, housing supply and will advance the City's vision of a complete community.

Authored by:

Reviewed by:

Nasir Mahmood MCIP, RPP
Development Planner
Development Services & Design
Division

Allan Parsons MCIP, RPP
Director, Development Services & Design
Planning, Building, and Growth
Management

Approved by:

Approved by:

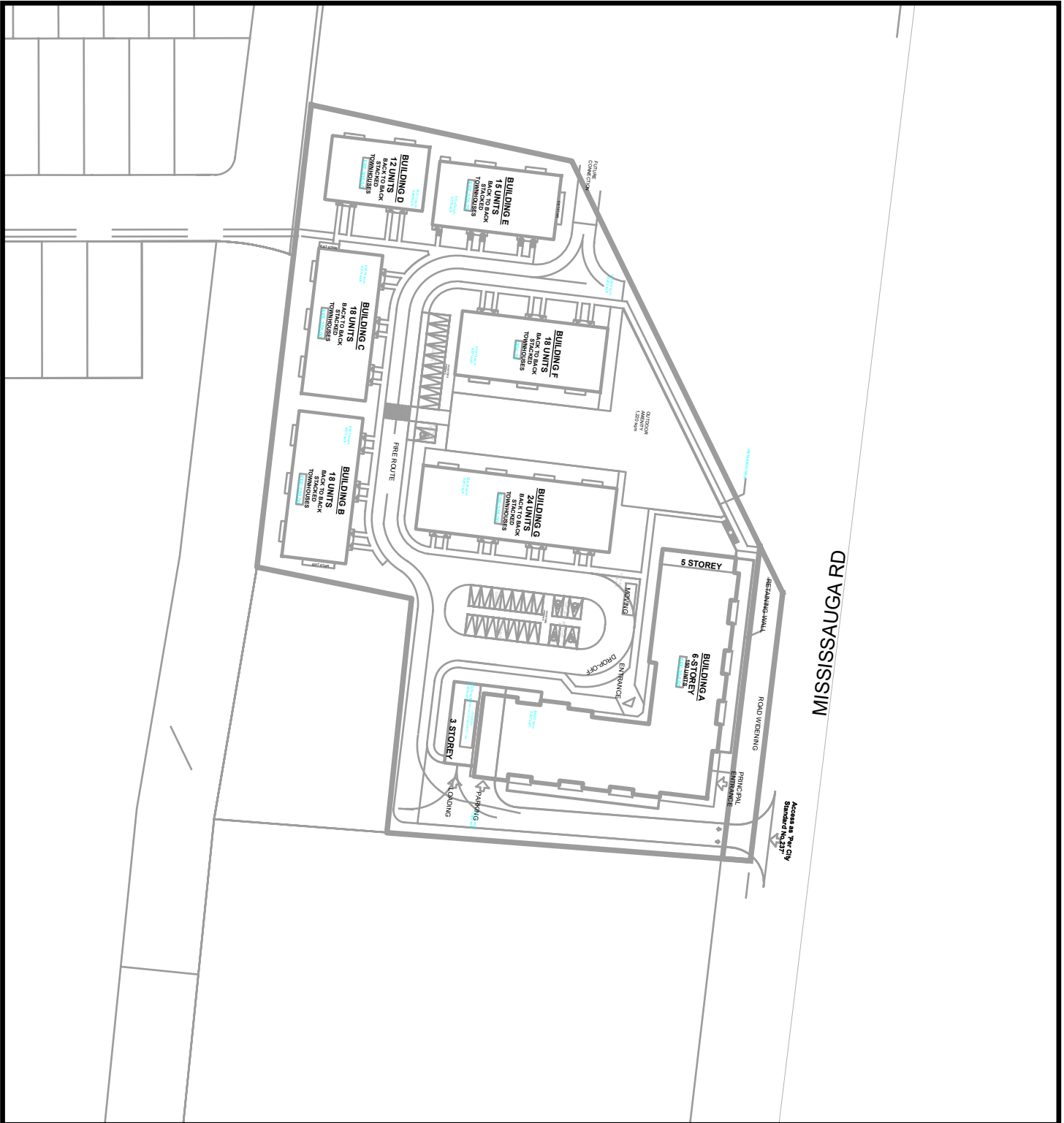
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building & Growth
Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

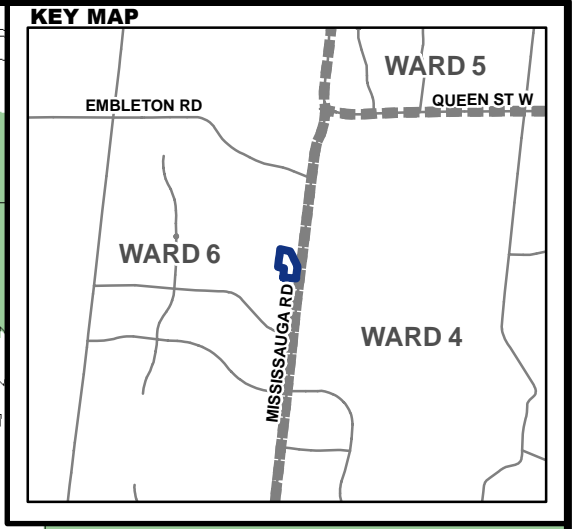
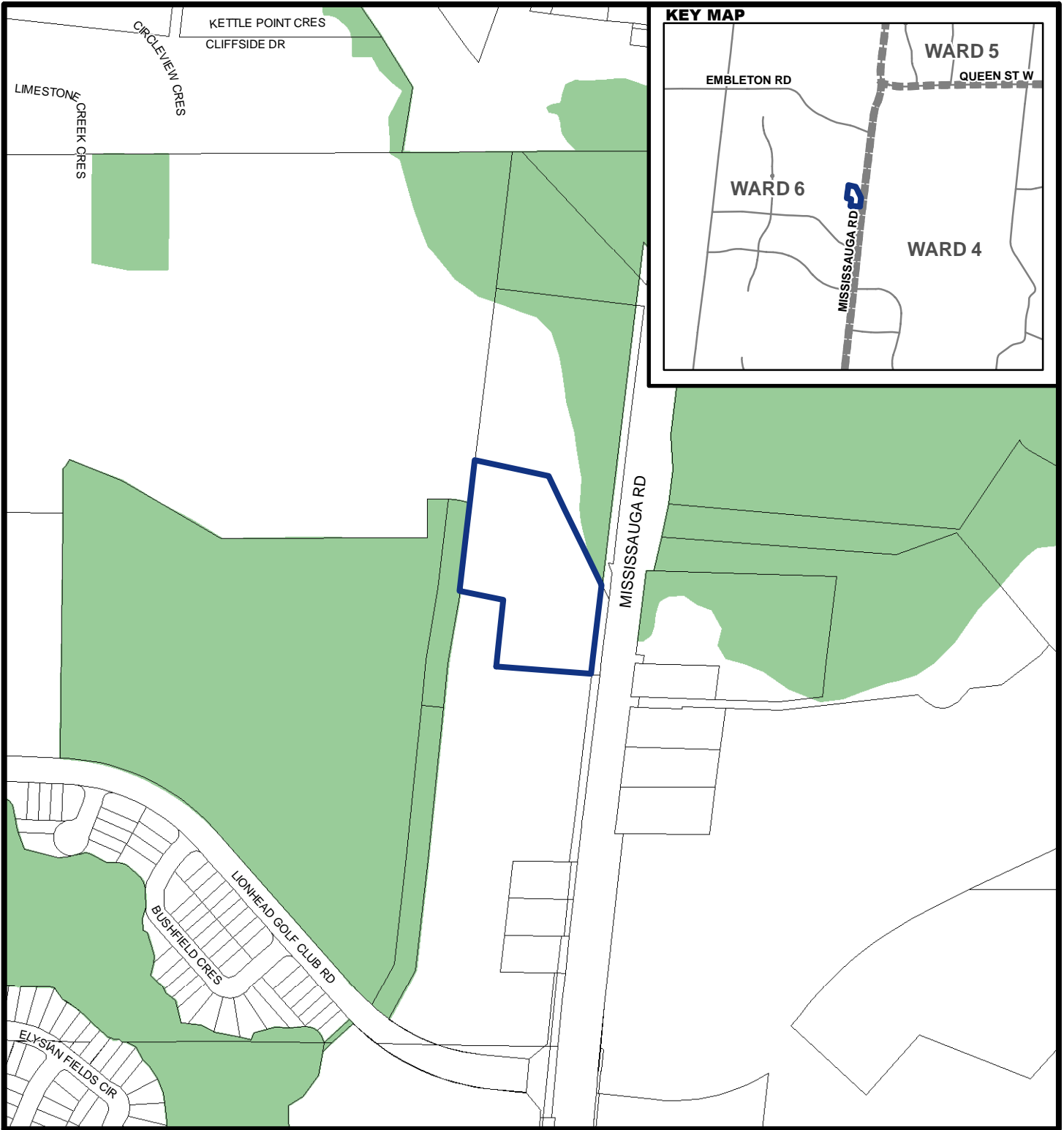
- Attachment 1: Concept Site Plan
- Attachment 1A: Rendering
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Appendix 4A: Block Plan
- Attachment 5: Zoning Designations
- Attachment 6: Aerial and Existing Land Use
- Attachment 7: Planning Analysis




Attachment 8: Results of Public Meeting
Attachment 9: Results of Circulation
Attachment 10: Draft Official Plan Amendment
Attachment 10A: Schedules to Draft Official Plan Amendment
Attachment 11: Draft Zoning By-law Amendment
Attachment 11A: Schedule A to Draft Zoning By-law Amendment
Attachment 12: Sustainability Score Snapshot

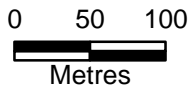


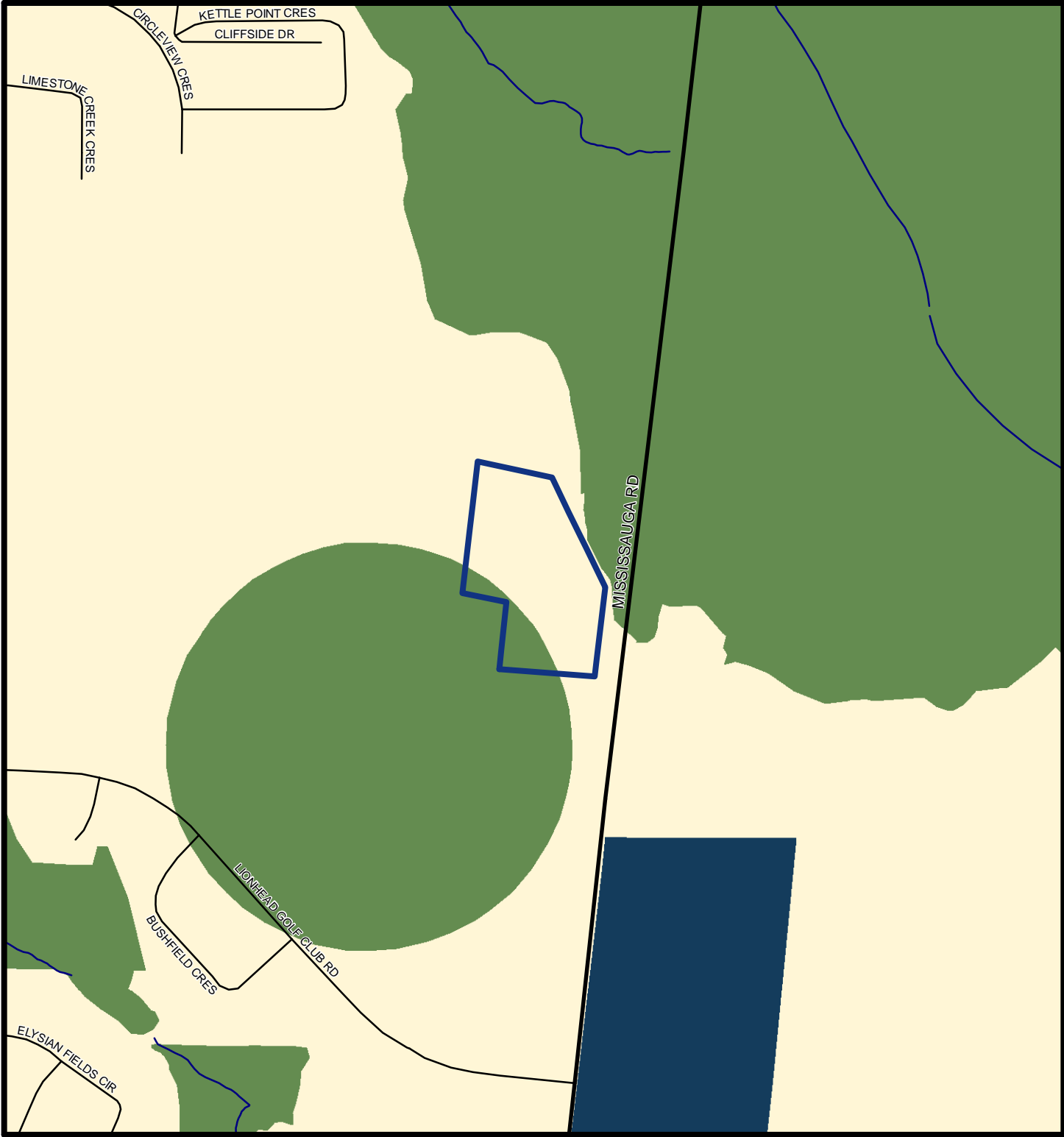
Project Rendering – North-easterly View





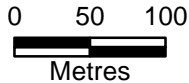
-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE



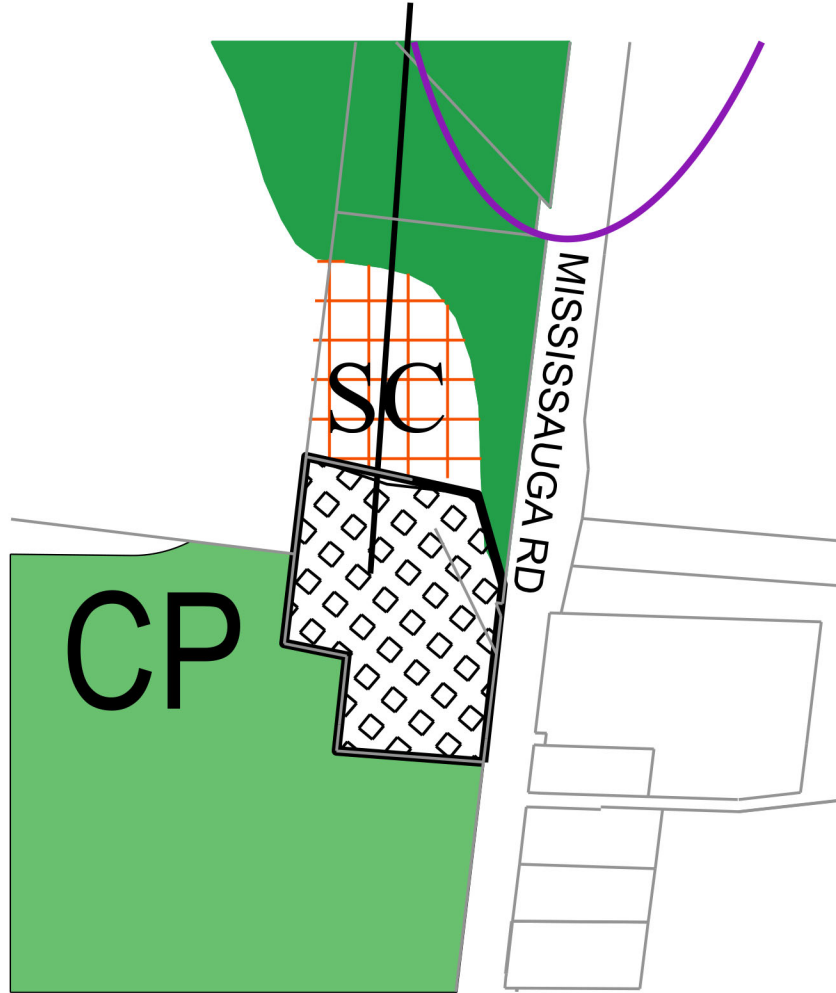


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- OPENSAPCE
- VILLAGE RESIDENTIAL/OPENSAPCE
- BUSINESS CORRIDOR
- RESIDENTIAL

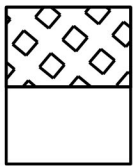


SUBJECT LANDS

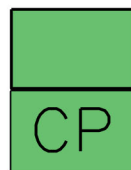


EXTRACT FROM SCHEDULE SP40(D) OF THE DOCUMENT KNOWN AS THE BRAM WEST SECONDARY PLAN

RESIDENTIAL:



Executive Residential
Low / Medium Density



OPEN SPACE:

Valleyland
Community Park

EMPLOYMENT:



Service Commercial



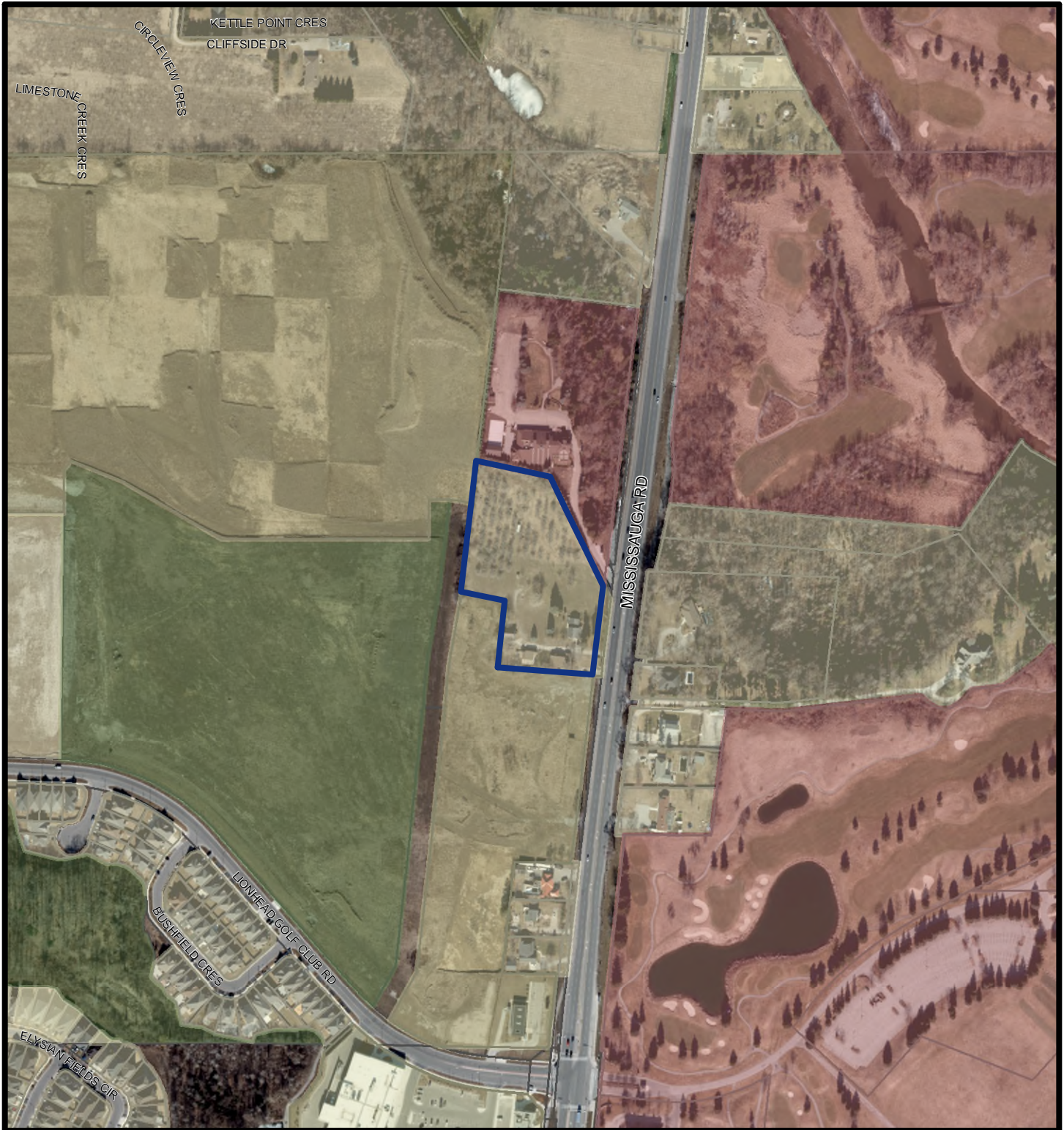
Primary Gateway

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 40-3 KNOWN AS THE RIVERVIEW HEGITHS BLOCK PLAN

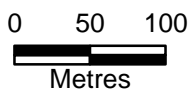
LEGEND					
EXECUTIVE RESIDENTIAL (36.3 ha)	SERVICE COMMERCIAL (8.9 ha)	VISTAS (1.5 ha)	MNR Mapped Wetlands (approx from air photography)	DEVELOPMENT LIMITS	
VILLAGE RESIDENTIAL (4.1 ha)	SPECIALTY OFFICE AND SERVICE COMM'L. (7.7 ha)	INSTITUTIONAL & SCHOOLS (30.0 ha)	NON PARTICIPATING LANDS- FURTHER STUDY REQUIRED	Limit of Development	Approximate Limit of Development
LOW/MEDIUM DENSITY RESIDENTIAL (81.0 ha)	CONVENIENCE COMMERCIAL (8.2 ha)	OPEN SPACE/ WOODLOTS (126.8 ha)	DESIGNATED HERITAGE PROPERTY	Staked Dripline of Mature Forest	Staked Edge of Wetland (MNR July 2008)
MEDIUM DENSITY RESIDENTIAL (14.7 ha)	NEIGHBOURHOOD COMMERCIAL (7.8 ha)	SWM POND (21.6 ha)	LISTED HERITAGE PROPERTY	Staked Top of Bank	Stable Top of Slope
MEDIUM / HIGH DENSITY RESIDENTIAL (3.3 ha)	OFFICE CENTRE (4.2 ha)	ROADS/ WIDENINGS (76.7 ha)	PRIMARY GATEWAY	Surveyed Feature Limits prepared by: MMM Group	
MIXED USE (4.0 ha)	PRESTIGE INDUSTRIAL (10.7 ha)	TOTAL AREA 465 ha	MISSISSAUGA RD. STREETSCAPE ENHANCEMENT	10m buffer applied to dripline of mature forest top of bank & floodline	
	PARKS & PARKETTES(17.5 ha)			15m buffer applied to staked wetland & centreline of creek unless alternative approved in EIR.	
		* Access to ponds L2 and L5 to be determined at the subdivision stage of development.			
		< Limited turn movements			



AERIAL PHOTO DATE: SPRING 2021

Legend

- SUBJECT LAND
- AGRICULTURAL
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- OPEN SPACE
- RESIDENTIAL
- ROAD
- UTILITY



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

Overview

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

Planning Act

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Provincial Policy Statement (2020)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2.6: Housing

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

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

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

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

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

2.2.7: Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and,*
 - c) *encourages the integration and sustained viability of transit services.*

2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

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

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

Region of Peel Official Plan

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

The Urban System Objectives

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

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

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

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

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

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

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

Greenfield Density

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

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

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

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

5.5.4.1.4: To optimize the use of designated greenfield area;

5.5.4.1.5: To enhance the natural environment and resources;

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

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

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

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

Housing

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

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

The Transportation System in Peel

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

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

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

Major Road Network

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

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

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

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

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

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

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

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

City of Brampton Official Plan

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

The property is designated 'Communities', 'Designated Greenfield Areas', and 'Open Space' in Schedule 1 City Concept; 'Residential' and 'Open Space' in Schedule A General Land Use Designations; and 'Upscale Executive Housing Special Policy Areas' in Schedule A1 Upscale Executive Housing Special Policy Areas in the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Furthermore, Mississauga Road is designated as a 'Major Arterial (Regional)' road on Schedule B - Road Hierarchy. Mississauga Road is also identified as a 'BRT Corridor' in Schedule C- Transit Network.

Built Boundary and Designated Greenfield Area

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

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

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

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

Intensification Corridors

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

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

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

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

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

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

Communities

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

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

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

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

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

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

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

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

Residential

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

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

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

serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;

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

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

Upscale Executive Housing

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

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

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

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

Multi-Storey Buildings/Mid Rise Buildings

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

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

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

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

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

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

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

Transit Oriented Development

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

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

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

Bram West Secondary Plan

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

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

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

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

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

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

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

The proposed development conforms to the Secondary Plan.

Proposed Amendment:

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

The following amendment to the Official Plan is proposed:

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

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

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

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

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

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

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

Riverview Heights Community Block Plan - Sub Area 40 - 3

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

Proposed Amendment:

The following amendment to the Block Plan is proposed:

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

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

Zoning By-law

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

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

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

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

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

Land Use

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

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

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

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

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

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

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

Urban Design

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

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

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

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

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

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

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

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

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

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

Environmental Site Assessment

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

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

Noises Feasibility Study

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

The Study concluded that:

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

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

Traffic Impact Study/Access

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

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

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

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

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

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

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

Servicing

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

Stormwater Management:

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

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

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

Sanitary Servicing

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

Water Supply Servicing

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

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

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

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

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

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

Arborist Report

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

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

Archaeological Assessment

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

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

Sustainability

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

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

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

Results of Public Meeting and Correspondence Received

City File: OZS-2022-0017

Monday, August 22, 2022

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10
Mayor Patrick Brown (ex officio)

Staff Present:

Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
Nasir Mahmood, Development Planner, Planning, Building and Economic Development
Kelly Henderson, Development Planner, Planning, Building and Economic Development
Emma De Melo, Development Planner, Planning, Building and Economic Development
Angelo Ambrico, Development Planner, Planning, Building and Economic Development
Peter Fay, City Clerk
Tammi Jackson, Legislative Coordinator
Clara Vani, Legislative Coordinator

Members of the Public:

No member of the public attended.

Results of the Public Meeting:

A meeting of the Planning and Development Committee was held on August 22, 2022, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with City Council procedures and which exceed the *Planning Act* notice requirements of 120 metres. No member of the public attended the meeting, and no correspondence was received for this application.

Results of Circulation



**Credit Valley
Conservation**
inspired by nature

February 3, 2023

VIA EMAIL

City of Brampton
Planning & Development Services Dept.
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Attention: Nasir Mahmood

**Re: Official Plan and Zoning By-law Amendment
City File: OZS-2022-0017 (CVC File: OPA 22/017)
13514161 Canada Inc.
8654 Mississauga Road
Part of Lot 4, Concession 5 WHS
City of Brampton**

Credit Valley Conservation (CVC) staff have received the City's request for comments on the proposed Official Plan and Zoning By-law Amendment to permit a condominium building and stacked townhouse residential development.

CVC REGULATED AREA

Based on our mapping, there is wetland (Provincially Significant Churchville-Norval Wetland Complex) located in proximity to the property, as well as the valley slope associated with the Credit River and its tributaries. As such, the site is regulated by CVC and subject to the Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to the Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of CVC (i.e. the issuance of a permit).


COMMENTS

CVC staff have reviewed the Functional Servicing and Stormwater Management Report prepared by SKIRA & Associates Ltd. (last revised January 2023), and find it to be generally acceptable. Further, the regulated features are located off property, with setbacks from the regulated features to the property limits. In this regard, we have no concerns and **no objection** to the proposed Official Plan and Zoning By-law Amendment.

Please be advised that we will continue to review the detailed design of the proposed development and a permit from CVC will be required prior to any development within the regulated area.

I trust this is satisfactory, however if you need further assistance, please do not hesitate to contact the undersigned at 905-670-1615 ext. 325 or trisha.hughes@cvc.ca.

Sincerely,


Trisha Hughes
Planner

cc: 13514161 Canada Inc. (owner)
Glen Schnarr and Associates Inc. (agent)

May 27, 2022

Nasir Mahmood
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Nasir:

**Re: Notice of Application and Request for Comments
Application to Amend the Official Plan and Zoning By-law
Glen Schnarr & Associates Inc. –1351416 Canada Inc.
8654 Mississauga Road
West side of Mississauga Rd, south of Embleton Rd
File: OZS 2022-0017
City of Brampton – Ward 6**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of a 105 townhouse and 138 apartment units which are anticipated to yield:

- 18 Junior Kindergarten to Grade 8 Students; and
- 10 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Alphonsa	390	553	0
Secondary School	St. Augustine	994	1320	3

The Board requests that the following condition be incorporated in the development agreement:

1. That the applicant shall agree to include the following warning clauses in all offers of purchase and sale of residential lots.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or

bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

Mahmood, Nasir

From: planninganddevelopment <planninganddevelopment@bell.ca>
Sent: 2022/05/24 10:16 AM
To: Mahmood, Nasir
Subject: [EXTERNAL]RE: [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good morning Nasir,

Bell Canada has no comments or concerns with this OZS. We will provide comment at the Draft Plan/Site Plan stage.

Ryan Courville

Access Network Provisioning Manager | Planning and Development
C: 416-570-6726
100 Borough Dr. Fl. 5 Toronto, Ontario



From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Thursday, May 19, 2022 1:34 PM
To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Hughes, Trisha <trisha.hughes@cvc.ca>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; christopher.fearon@canadapost.ca; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; gtaw.newarea@rci.rogers.com; Municipal Planning <municipalplanning@enbridge.com>
Cc: Mahmood, Nasir <Nasir.Mahmood@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>
Subject: [EXT][OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** and Applicant Submitted Documents for **OZS-2022-0017** for **8654 Mississauga Road**. The applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Nasir Mahmood** by **June 3,**

2022

If you have any concerns please [contact the assigned planner, Nasir at Nasir.Mahmood@brampton.ca](#)

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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External Email: Please use caution when opening links and attachments / **Courriel externe:** Soyez prudent avec les liens et documents joints

Mahmood, Nasir

From: planification <planification@csviamonde.ca>
Sent: 2022/08/10 12:10 PM
To: Mahmood, Nasir
Subject: [EXTERNAL]RE: [EXTERNE] - RE: [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon,

The Conseil scolaire Viamonde has no comment.

Best regards,

Service de la planification | Planning department

Planification@csviamonde.ca

116 Cornelius Parkway | Toronto, On. | M6L 2K5

Visitez notre site web à www.csviamonde.ca



tout est possible

De : Mahmood, Nasir <Nasir.Mahmood@brampton.ca>

Envoyé : 8 août 2022 15:52

À : planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyann.olivethomas@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csviamonde.ca; christopher.fearon@canadapost.ca; gtaw.newarea@rci.rogers.com

Cc : BramPlanOnline_Automated@SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca; Patrick Pearson <PatrickP@gsai.ca>

Objet : [EXTERNE] - RE: [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

Hello Folks,

Please refer to our below circulation dated May 19 of the R0_Submission of the subject Official Plan and Zoning By-law amendment application for the development of a six storey apartment building and townhouse blocks. Your comments were requested by June 03 which have not yet been received here. You are requested to kindly expedite your review and provide us with your comments latest by Thursday/Aug 11 to facilitate review of the application.

Thanks.

Nasir Mahmood MCIP, RPP

Planner III, Planning, Building & Economic Development Services

City of Brampton, 2 Wellington St. W., ON L6Y 4R2

T: 905-874-2094 | TTY 905-874-2130

nasir.mahmood@brampton.ca | www.brampton.ca

The City of Brampton is updating the current Official Plan to guide land use and development to 2051, this new Official Plan will be called the *Brampton Plan*. If you would like to receive information regarding the Official Plan review please email us at opreview@brampton.ca.



From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>

Sent: 2022/05/19 1:34 PM

To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>;

Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann

<cathynn.olivethomas@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Hughes, Trisha

<trisha.hughes@cvc.ca>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie

<stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification

<planification@csviamonde.ca>; christopher.fearon@canadapost.ca; circulations@wsp.com; planninganddevelopment

<planninganddevelopment@bell.ca>; gtaw.newarea@rci.rogers.com; Municipal Planning

<municipalplanning@enbridge.com>

Cc: Mahmood, Nasir <Nasir.Mahmood@brampton.ca>; BramPlanOnline_Automated

<SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>

Subject: [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** and Applicant Submitted Documents for **OZS-2022-0017** for **8654 Mississauga Road**. The applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Nasir Mahmood** by **June 3, 2022**

If you have any concerns please [contact the assigned planner, Nasir at \[Nasir.Mahmood@brampton.ca\]\(mailto:Nasir.Mahmood@brampton.ca\)](#)

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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Externe : Ce courriel provient d'une source à l'externe du conseil. S'il vous plait, faire preuve de prudence avec des pièces jointes, des liens ou des demandes d'information. Si vous avez des questions concernant la validité du courriel en question, veuillez communiquer avec aideinfo à aideinfo@csviamonde.ca.

AVIS IMPORTANT: Les renseignements contenus ou joints à ce courriel sont pour l'usage exclusif du destinataire ou de l'institution à qui ce courriel s'adresse et peuvent contenir des renseignements privilégiés, confidentiels et exempts de divulgation conformément à la Loi sur l'accès à l'information municipale et la protection de la vie privée. Dans l'éventualité que le récepteur du présent courriel n'est pas le destinataire concerné ou la personne autorisée à acheminer le message au destinataire concerné, vous êtes, par la présente, avisé(e), que toute divulgation, diffusion, distribution ou reproduction de la présente communication est strictement interdite. Si vous recevez ce message par erreur, veuillez immédiatement en informer l'expéditeur ou l'expéditrice par courriel et détruire celui-ci ainsi que toutes les pièces jointes qu'il comporte. Merci de votre collaboration.

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Mahmood, Nasir

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: 2022/05/27 12:16 PM
To: Mahmood, Nasir
Subject: [EXTERNAL]RE: [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

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Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Casey O'Neil (she/her)

Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-5180
500 Consumers Rd, North York, ON M2J1P8
enbridge.com

Safety. Integrity. Respect. Inclusion.

From: Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>
Sent: Thursday, May 19, 2022 1:34 PM
To: planninginfo@peelregion.ca; Hardcastle, John <john.hardcastle@peelregion.ca>; Megan.Meldrum@peelregion.ca; Homagain, Abiral <abiral.homagain@peelregion.ca>; Olive-Thomas, Cathy-Ann <cathyan.olivethomas@peelregion.ca>; Poon, Hayden <Hayden.Poon@peelregion.ca>; Hughes, Trisha <trisha.hughes@cvc.ca>; suzanne.blakeman@peelsb.com; nicole.hanson@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification <planification@csviamonde.ca>; christopher.fearon@canadapost.ca; circulations@wsp.com; planninganddevelopment <planninganddevelopment@bell.ca>; gtaw.newarea@rci.rogers.com; Municipal Planning <MunicipalPlanning@enbridge.com>
Cc: Mahmood, Nasir <Nasir.Mahmood@brampton.ca>; BramPlanOnline_Automated <SVC_AccelaEmail.SVC_AccelaEmail@brampton.ca>
Subject: [External] [OZS-2022-0017] Notice of Application and Request for Comments: DUE JUN 3/2022

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Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?

DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Good Afternoon,

Please find attached the **Notice of Application and Request for Comments** and Applicant Submitted Documents for **OZS-2022-0017** for **8654 Mississauga Road**. The applicant submitted materials are made public on [BramPlan Online](#) for review.

Please review and provide your comments to the assigned planner, **Nasir Mahmood** by **June 3, 2022**

If you have any concerns please [contact the assigned planner, Nasir at Nasir.Mahmood@brampton.ca](#)

Please note: It will be assumed that if comments are not received by the due date, it will be interpreted that your organization has no comments.

How to Access Applicant Submitted Documents

<https://www.youtube.com/watch?v=2KLexaEefpM>

Thanks and have a great afternoon!

Shawntelle Trdoslavic

Development Services Clerk

Planning, Building and Economic Development

City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2

shawntelle.trdoslavic@brampton.ca

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May 31, 2022

Nasir Mahmood
 Development Planner
 City of Brampton
 2 Wellington Street West
 Brampton, ON L6Y 4R2

Dear Nasir:

**RE: Application to Amend the Official Plan and the Zoning By-law
 OZS-2022-0017
 Glen Schnarr & Associates Inc. (Patrick Pearson) – 13514161 Canada Inc.
 8654 Mississauga Road
 Intersection of Embelton Road, west side of Mississauga Road
 City of Brampton (Ward 6)**

The Peel District School Board has reviewed the above-noted application (138 apartment units, 105 townhouse units, totalling 243 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
57	15

The students generated from this development will attend the following schools:

Public School	School Enrolment	School Capacity	Number of Occupied Portables
Huttonville P.S. <i>(Kindergarten to Grade 8)</i>	403	701	0
Jean Augustine S.S. <i>(Grade 9 to Grade 12)</i>	1,178	1,533	0

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."
 - b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy. These signs shall be to the School Board's specifications and at locations determined by the Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application. If you require any further information, please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koop, Dufferin-Peel Catholic District School Board (email only)

OZS-2022-0017 comment.doc



August 16, 2022

Ms/Mr. Nasir Mahmood
Planning Department
City of Brampton,
Ontario

Dear : Nasir Mahmood

Re: 8654 Mississauga Road

Rogers Reference Number: M224152

Rogers Communications Canada Inc. ("**Rogers**") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

- (1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.
- (2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.
- (3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.
- (4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com

Sincerely,

(Anisha George)

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications Canada Inc.
3573 Wolfedale Rd, Mississauga Ontario

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

March 20, 2024

Nasir Mahmood, MCIP, RPP
Planner III, Development Services
Planning, Building and Growth Management
Corporation of the City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Nasir.Mahmood@brampton.ca

**RE: Peel Region Comments – Consolidated Comments
Official Plan and Zoning By-law Amendment
13514161 Canada Inc
8654 Mississauga Road
Region File: OZ-22-017B
City File: OZS-2022-0017**

Dear Mr. Mahmood,

Please find Region of Peel consolidated comments updated to reflect recent discussions with City staff on the functional servicing report and signalized crosswalk plans for the proposed development of 8654 Mississauga Road to accommodate a 6-storey apartment building with 138 units and seven buildings with a total of 105 back-to-back stacked townhouses for a total of 243 dwelling units.

This letter follows first submission comments of August 25, 2022, second submission comments of February 8, 2023, and updated Transportation comments of September 1, 2023. Comments on the Functional Servicing Report (FSR), functional access design, and interim crosswalk plans (reviewed by all parties at a February 29 meeting) are provided below:

It is our understanding that the intent of City staff is to bring the OPA and Rezoning before Planning and Development Committee of City Council on April 8, 2024. Because the servicing scenario is still not an approved one, Peel staff respectfully request that an 'H' holding provision be recommended to ensure that a satisfactory FSR is submitted for Region of Peel approval with regard to both water and stormwater along Mississauga Road. Suggested language for such a condition to lift this particulate holding provision is provided below:

'Written confirmation from the Region of Peel Commissioner of Public Works or Designate that a satisfactory Functional Servicing Report that includes acceptable plans for both water servicing and stormwater requirements has been received.'

Technical comments are provided below.

Sanitary Servicing

Conclusions have been based on the estimated population yield of 647 people (105 Row Dwellings with a PPU of 3.5 = 368 people; 102 One Bedroom Condo with a PPU of 1.68 = 171 people; and 36 Two Bedroom Condo with a PPU of 3.0 = 108 people). The consultant should update their values to adhere to the Region's standards.

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

The proposed residential condominium development will be serviced by the proposed 300mm sanitary sewer on a municipal easement through the Scottish Heather development to the west. The proposed sanitary sewer has sufficient capacity and depth to accept the proposed developments via gravity flow. **There is no capacity constraint in sanitary servicing for this site.**

Water Servicing

There is a water servicing issue to be addressed. Section 6.0 of the Functional Servicing Report (FSR) states that 'looping of the watermain will be provided through Scottish Heather subdivision. An additional 200mm fire main will be provided to the property limit from the proposed watermain on Rock Bluff Trail'; however, looping of the watermain through the adjacent development would create a connection between Pressure Zone 5 and Pressure Zone 5D. **The proposal to connect between Pressure Zones 5 and 5D is not acceptable and an alternative will have to be pursued.**

Two options are identified:

1. The site 8654 Mississauga Road is part of pressure zone 5D which is a separate system in *which no interconnection to pressure 5 is allowed*. The servicing option for this development will be to connect to the 200mm watermain fronting their site with no interconnection to the subdivision west of the site (Scottish Heather subdivision).
2. Alternatively, the site can be considered as the bigger subdivision and be serviced only by Pressure Zone 5 and the 400mm watermain along Rivermont Road.

The 200mm watermain (PZ 5D) along Mississauga Road has enough capacity to service this development. Modelling has been based on the figures provided below:

Requested population: 647

MDD L/S: 4.18

Requested Fire flow L/S: 177

Please provide the servicing plan including the proposed internal network with the connection to the 200 mm watermain (PZ 5D) on Mississauga Road. (The provided servicing plan (Appendix A) does not show the proposed development subdivision of 8654 Mississauga Road (noted only as 'Future Development'), but rather only Phase 5, of the adjacent Scottish Heather Subdivision (likely along Misted Breeze Street). Also, the site from the Key Plan in the FSR does not match the proposed site in Appendix A. The looping statement is not shown on any of the servicing drawings. Program Planning has requested that these items be addressed.

Stormwater

Please note that SWM comments cited below from the prior submission have yet to be addressed. Also, please ensure that drawings are addressed as 8654 and not 8646 Mississauga Road.

Existing Drainage Area Boundary – Figure STM

- Show existing overland flow arrows.
- Show existing drainage area bubbles with area in hectares and runoff coefficient.
- Freeze proposed STM Ctrl MH at the south-west corner of the site boundary.
- Existing grades along the south-west boundary of the site is higher than proposed grades. Please show any valid external drainage areas being picked up.

Public Works

10 Peel Centre Dr.
Suite B
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L6T 4B9
tel: 905-791-7800

peelregion.ca

Drawing No. 221-B115 – Site Grading Plan

- Provide additional grades and slopes along the sidewalk connection to adjacent subdivision. From the grading plan provided, it looks like there is ponding along the site boundary – please provide rationale behind this or revise grading.
- Show 100 YR ponding elevations and surface areas.
- Provide a proposed storm drainage area figure which includes bubbles with area in hectares and runoff coefficient.
- At one location, in front of proposed Building B, road flag is 55m @ 80.0% - correct this.
- In front of Building B (east far end), direction of surface flow arrow does not comply with proposed grades. Please check all LPs and flow arrows.
- Label all CBs and MHs with numbers and T/G elevations.
- **There are significant impacts of the proposed site entrance on Mississauga Road which should be co-ordinated with the Region’s Capital Projects team. CAD drawings have been provided to the applicant’s engineering consultant to aid in this coordination.**

Functional Servicing and Stormwater Management Report

- Provide details of the IDF curve utilized and SWM criteria – Quality, Quantity, Balance & Erosion.
- Please demonstrate that 100 YR overland flows are not directed towards Regional road. Any drainage to Regional Road should use the Region’s IDF curves.
- Fix typo C# to C3 on Page 9 of report.
- Provide the complete Geotech Report in Appendix C to verify soil classification and recommendation for infiltration. Report includes borehole logs and location plan only.
- Fix typo Appendix B to Appendix C on Page 9 of report.
- Provide Erosion and Sediment Control Plan.
- Provide inspection and maintenance plan for the site. Letter signed by Property Owner with commitment to follow inspection and maintenance.

Transportation Development

As of this date, the sketch for the signalized crosswalk has been updated by the applicant, and deemed acceptable by the Region subject to future details through a future site plan agreement.

Comments on the submitted access functional sketch are summarized below:

- Transportation Development will support this access as a right-in, right-out access onto Mississauga Road, physically restricted by a directional island.
- The Region has received a functional design for the required auxiliary right turn lane. At the rezoning stage, we are satisfied with the functional design sketch. Additional details and requirements may be required at the site plan stage.
- The Region requires that provisions be put in place by way of easements for interconnectivity with the neighbouring property to the north (Terrace on the Green).
- At such time as the Terrace on the Green property (property to the north) develops:
 - The existing access at Terrace on the Green (8672 Mississauga Road) will be removed.
 - The right-in/right-out access at 8654 Mississauga Road will become a full moves access with three lanes.
 - Signals will be installed when it is warranted or when directed by Council.
- **Additional detailed comments and requirements will be provided at site plan.**

Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

As to the Crozier inquiry on same, the TIS should be updated to show the signal warrants. This update can be provided at the future site plan application stage.

Should you have any questions or concerns, please contact me (dana.jenkins@peelregion.ca) or 905-791-7800 ext. 4027 at your earliest convenience. Thank you, Nasir.

Regards,

Dana Jenkins

Dana Jenkins

Development Services

cc: John Hardcastle, Region of Peel
Yinzhou Xiao, City of Brampton
Jason Afonso, Glen Schnarr & Associates Inc.
Patrick Pearson, Glen Schnarr & Associates Inc.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To adopt Amendment Number OP2006-
to the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

- 1. Amendment Number OP 2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED, this _____ day of _____, 2023.

PATRICK BROWN - MAYOR

PETER FAY - CITY CLERK

AMENDMENT NUMBER OP 2006-
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to change the land use designation of the lands shown outlined on Schedule 'A' to permit the development of townhouses and a residential apartment dwelling.

2.0 Location:

The lands subject to this amendment are located on the west side of Mississauga Road, north of Lionhead Golf Club Road, and south of Embleton Road. The lands have a frontage of approximately 80 meters on Mississauga Road, and an area of approximately 1.73 hectares, and are legally described as Part of Lot 4, Concession 5, WHS, Chinguacousy DES Parts 1, 2, and 3 of 43R17833.

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

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

b) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(a) Chapter 40(d): The Bram West Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____.

3.2 The portions of the document known as Bram West Secondary Plan Area 40(a), Chapter 40(d) being Part II of the City of Brampton Official Plan, as amended, are hereby further amended:

a) by changing on Schedule SP40(a) of Chapter 40(d) of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule B to this amendment from 'Executive Residential' to 'Medium/High Density Residential'.

b) by adding to Section 3.4.7 Medium/High Density Residential, as follows:

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

i. A maximum density of 145 units per net residential hectare.

ii. A maximum height of 6 storeys.

iii. A maximum floor space index of 1.35.”

3.3 The portions of the document known as Riverview Heights Community Block Plan - Sub Area 40 – 3 of Part III of the City of Brampton Official Plan, as amended, are hereby further amended:

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

b) by amending Riverview Heights Community Block Plan - Sub Area 40 – 3 to revise the parcel fabric, lotting and internal street network of the development as shown on Schedule C to this amendment.

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW _____

The purpose of By-law _____ is to amend the Official Plan pursuant to an application by 13514161 Canada Inc. (File: OZS-2022-0017).

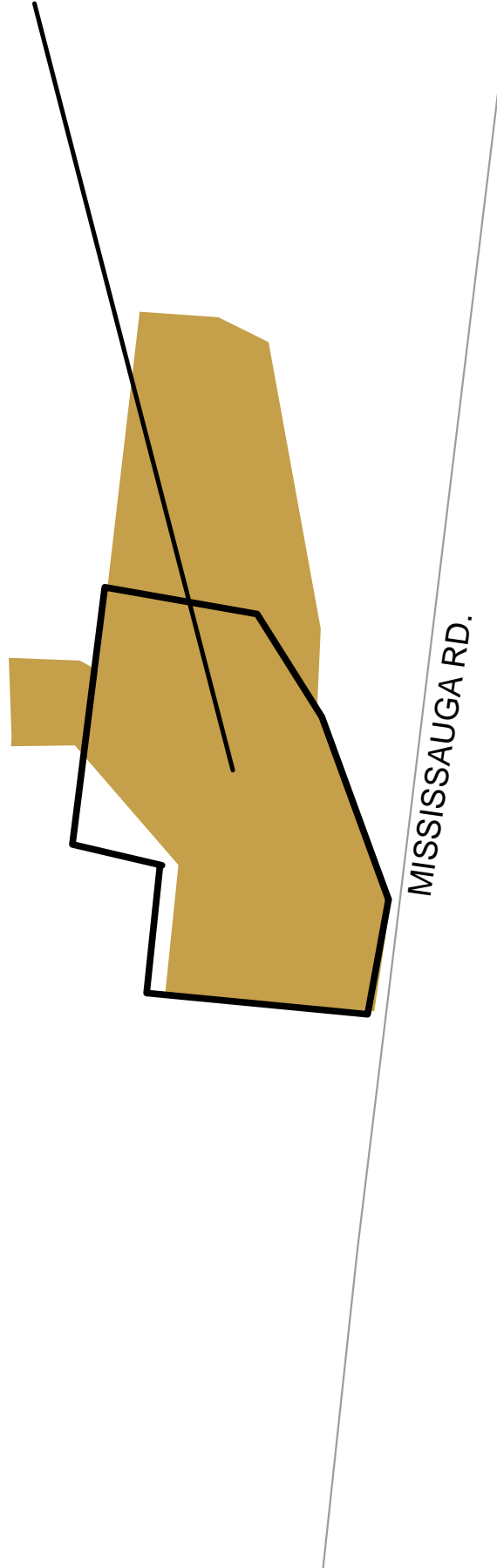
EFFECT OF THE BY-LAW

The effect of By-law _____ is to change the land use designation of the lands shown outlined on Schedule 'A', 'B', and 'C' to permit the development of townhouses and a residential apartment dwelling.

LOCATION OF LANDS AFFECTED

The lands affected by By-law _____ are located on the west side of Mississauga Road, north of Lionhead Golf Club Road, and south of Embleton Road within the Bram West Secondary Plan Area 40(a).

LANDS TO BE REMOVED FROM THE "UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS"

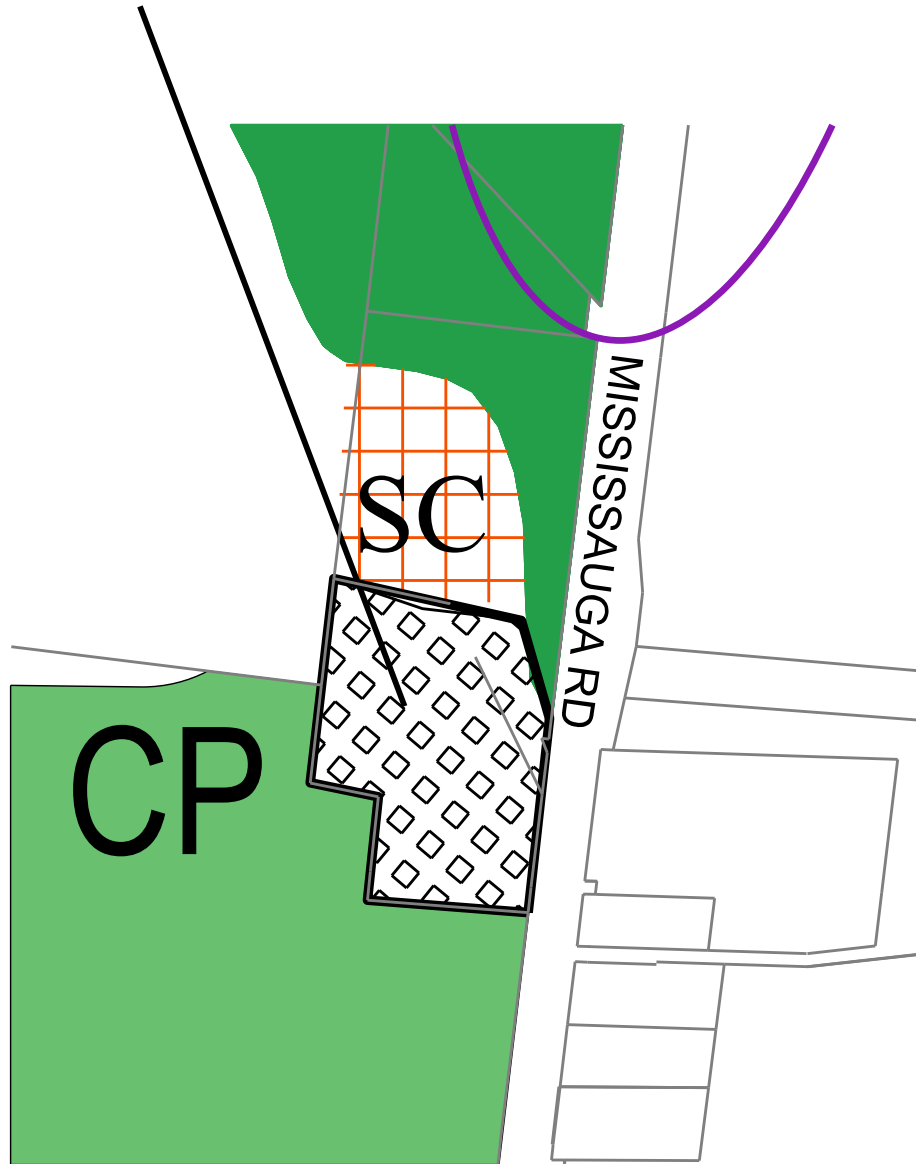


EXTRACT FROM SCHEDULE A1 (UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREA) FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

 UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS

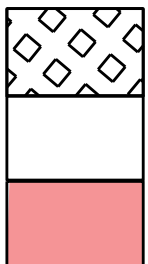


LANDS TO BE REDESIGNATED FROM "EXECUTIVE RESIDENTIAL" TO "MEDIUM/HIGH DENSITY RESIDENTIAL"



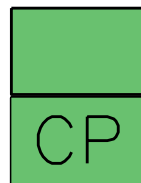
EXTRACT FROM SCHEDULE SP40(D) OF THE DOCUMENT KNOWN AS THE BRAM WEST SECONDARY PLAN

RESIDENTIAL:



- Executive Residential
- Low / Medium Density
- Medium/High Density Residential

OPEN SPACE:



- Valleyland
- Community Park



- Primary Gateway

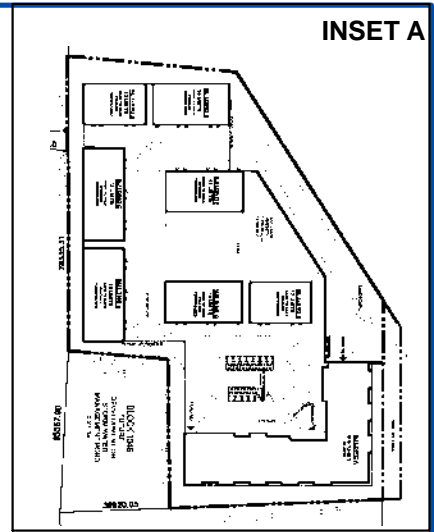
EMPLOYMENT:



- Service Commercial



LANDAS TO BE REDESIGNATED FROM "EXECUTIVE RESIDENTIAL" TO "MEDIUM/HIGH DENSITY RESIDENTIAL" AND LANDS TO CONFORM TO THE PROPOSED LOTTING FOR THIS APPLICATION AS SHOWN IN INSET A



EXTRACT FROM BLOCK PLAN 40-3 KNOWN AS THE RIVERVIEW HEGITHS BLOCK PLAN

<p>LEGEND</p> <ul style="list-style-type: none"> EXECUTIVE RESIDENTIAL (36.3 ha) VILLAGE RESIDENTIAL (4.1 ha) LOW/MEDIUM DENSITY RESIDENTIAL (81.0 ha) MEDIUM DENSITY RESIDENTIAL (14.7 ha) MEDIUM / HIGH DENSITY RESIDENTIAL (3.3 ha) MIXED USE (4.0 ha) 	<ul style="list-style-type: none"> SC SERVICE COMMERCIAL (8.9 ha) SOSC SPECIALTY OFFICE AND SERVICE COMM'L (7.7 ha) CC CONVENIENCE COMMERCIAL (8.2 ha) NC NEIGHBOURHOOD COMMERCIAL (7.8 ha) OC OFFICE CENTRE (4.2 ha) PRESTIGE INDUSTRIAL (10.7 ha) PARKS & PARKETTES (17.5 ha) 	<ul style="list-style-type: none"> VISTAS (1.5 ha) INSTITUTIONAL & SCHOOLS (30.0 ha) OPEN SPACE/ WOODLOTS (126.8 ha) SWM POND (21.6 ha) ROADS/ WIDENINGS (76.7 ha) TOTAL AREA 465 ha 	<ul style="list-style-type: none"> MNR Mapped Wetlands (approx. from air photography) NON PARTICIPATING LANDS- FURTHER STUDY REQUIRED DESIGNATED HERITAGE PROPERTY LISTED HERITAGE PROPERTY PRIMARY GATEWAY MISSISSAUGA RD. STREETSCAPE ENHANCEMENT 	<p>DEVELOPMENT LIMITS</p> <ul style="list-style-type: none"> Limit of Development Approximate Limit of Development Staked Dripline of Mature Forest Staked Edge of Wetland (MNR July 2008) Staked Top of Bank Stable Top of Slope <p>Surveyed Feature Limits prepared by: MMM Group 10m buffer applied to dripline of mature forest top of bank & flooding 15m buffer applied to staked wetland & centreline of creek unless alternative approved in EIR.</p> <p>Date: July 20, 2011 Revised: September 19, 2011 MALONE GIVEN PARSONS LTD.</p>
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THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

NUMBER _____, 2024

To amend By-law 270-2004 (known as “Zoning By-law 2004”), as amended

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
 - (1) By changing Schedule ‘A’ thereto, the zoning designation of the lands as shown outlined on Schedule ‘A’ to this by-law:

FROM	TO
AGRICULTURAL (A)	RESIDENTIAL APARTMENT A(1)(Holding) – SECTION 3680 (R4A(1)(H)-3680)

- (2) By adding thereto, the following sections:
 - “3680 The lands designated R4A(1)(H)-3680 on Schedule A to this by-law:
 - 3680.1 Shall only be used for the purposes permitted in the R4A(1) zone, and:
 - a) a Townhouse Dwelling
 - b) a Stacked Townhouse Dwelling
 - c) a Back-to-Back Townhouse Dwelling
 - d) a Back-to-Back Stacked Townhouse Dwelling
 - e) purposes accessory to the other permitted purposes
 - 3680.2 Shall be subject to the following requirements and restrictions:

- i) For a Townhouse Dwelling, Stacked Townhouse Dwelling, a Back-to-Back Townhouse Dwelling or a Back-to-Back Stacked Townhouse Dwelling:
 - a) Minimum Lot Area: No requirement
 - b) Minimum Lot Width: No requirement
 - c) Minimum Lot Depth: No requirement
 - d) Minimum building setback to Mississauga Road: 4.0 metres
 - e) Minimum building setback to a private road:
 - i. From a front wall: 4.5 metres
 - ii. From a side wall: 3.0 metres
 - f) Minimum building setback to Misted Breeze Street and land zoned OS-2442: 6.0 meters.
 - g) Minimum building setback to all other lot lines abutting another zone: 4.0 metres
 - h) Minimum setback to another building on the same lot: 3.0 m.
 - i) Maximum building height: 13.5 metres
 - j) A porch, and/or balcony with or without foundation including eaves and cornices may encroach 1.8 metres into a required building setback.
 - k) A bay or boxed window with or without foundation including eaves and cornices may encroach 1.2 metres into a required building setback.
 - l) Minimum Private Amenity Area: 3.5 square metres for each unit and shall be provided either on a porch, balcony, uncovered terrace, or private rear yard.
- ii) For an Apartment Dwelling:
 - a) Minimum Lot Area: No requirement
 - b) Minimum Lot Width: No requirement
 - c) Minimum Lot Depth: No requirement
 - d) Minimum Front Yard Depth from Mississauga Road: 4.5 metres
 - e) Maximum Front Yard Depth from Mississauga Road: 10.0 meters
 - f) Minimum building setback to a lot line abutting another zone: 6.0 metres
 - g) Minimum setback to another building on the same lot: 13.5 metres

- h) A porch and/or balcony including eaves and cornices may encroach 1.8 metres into a required building setback
 - i) Minimum Private Amenity Area: 3.5 square metres for each unit and shall be provided either on a porch, balcony or uncovered terrace
 - j) Maximum Building Height: 6 Storeys
- iii) The following requirements and restrictions shall apply to all permitted uses:
- a) Maximum Lot Coverage: 35%
 - b) Minimum Landscaped Open Space: 40% of the lot area
 - c) Minimum Outdoor Amenity Area: 1,100 square metres;
 - d) Maximum Number of Dwelling Units: 255
 - e) Maximum Floor Space Index: 1.31
 - f) Minimum setback of an enclosed stairwell to the southerly lot line: 3.0 meters
 - g) Minimum setback of a hydro transformer to a lot line: 1.2 meters
 - h) The lands zoned R4A(1)(H)–3680 shall be considered one lot for zoning purposes.

3680.3 For the purposes of this By-law, the following definition shall apply:

A “Back-to-Back Stacked Townhouse Dwelling” shall mean a building containing four or more dwelling units where each unit is separated horizontally and vertically from another unit by a common wall, including a rear common wall, that do not have rear yards.”

3680.4 Until such time as the Holding (H) symbol has been removed, the lands shall only be used in accordance with the Agricultural ‘A’ zone.

3680.5 The Holding (H) symbol shall not be removed until the following has been satisfied:

- a) A private access easement for the purpose of ingress and egress in favour of the adjacent property (8672 Mississauga Road) has been established;
- b) Pedestrian crossing signals at the access on Mississauga Road have been installed to the satisfaction of the Region of Peel; and,
- c) Written confirmation from the Region of Peel Commissioner of Public Works or Designate that a satisfactory Functional Servicing Report that includes acceptable plans for both water servicing and stormwater requirements has been received.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL,

this _____ day of _____, 2024.

Approved as to
content.
____/____/____

[Approver's Name]

PATRICK BROWN - MAYOR

Approved as to
form.
____/____/____

[Approver's Name]

PETER FAY - CITY CLERK

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW _____

The purpose of By-law _____ is to amend the comprehensive Zoning By-law 270-2004 as amended pursuant to an application by 13514161 Canada Inc. (File: OZS-2022-0017).

EFFECT OF THE BY-LAW

The effect of By-law _____ is to permit the use of the subject lands for an apartment dwelling and back-to-back stacked townhouses. The development will yield 255 residential units.

LOCATION OF LANDS AFFECTED

The lands affected by By-law _____ are located on the west side of Mississauga Road, south of Embleton Road within the Bram West Secondary Plan (SPA 40d).

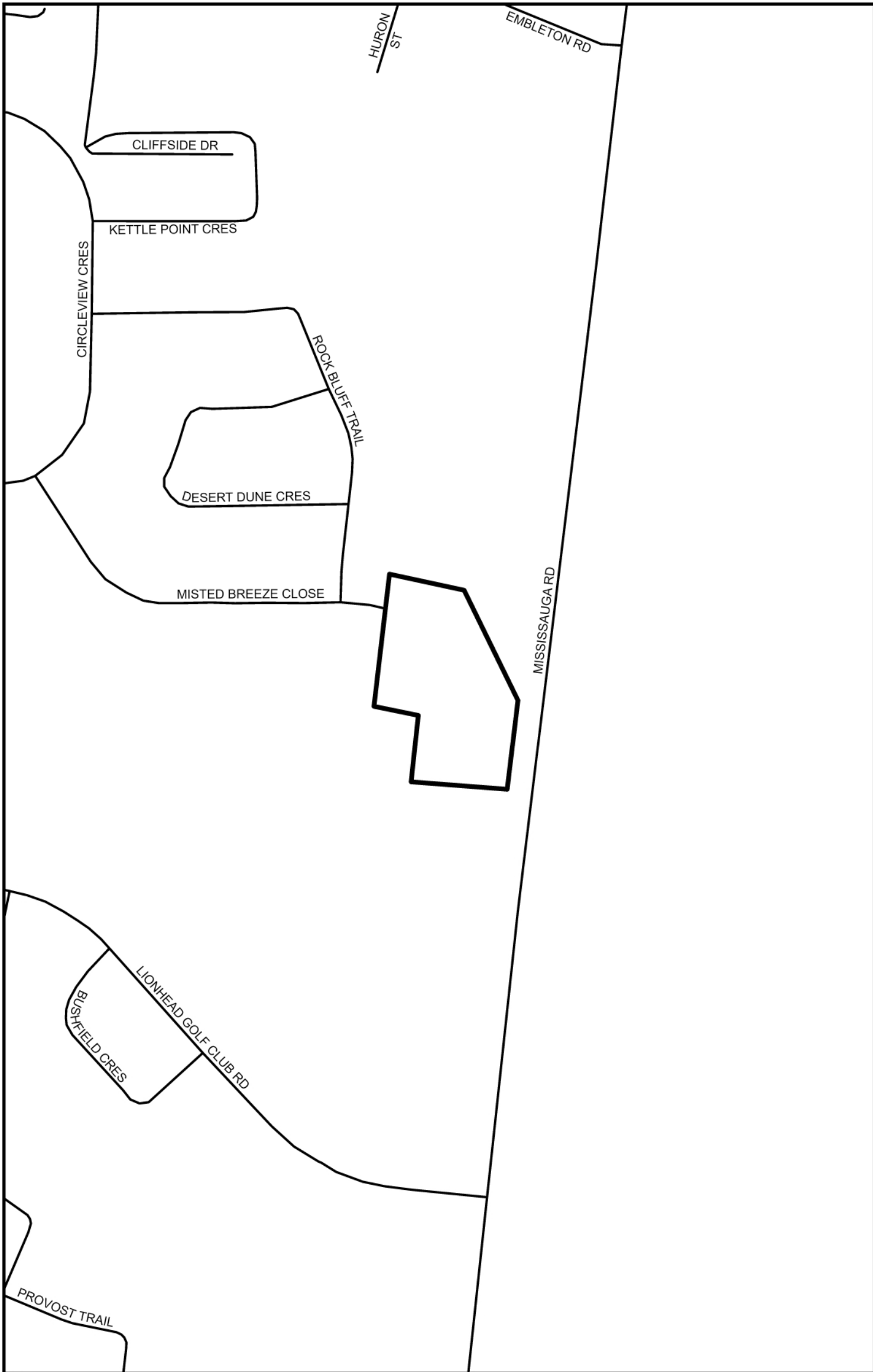
DESERT DUNE
CRES

ROCK BLUFF TRAIL

MISSISSAUGA RD

R4A(1)(H)-3680





 SUBJECT LANDS



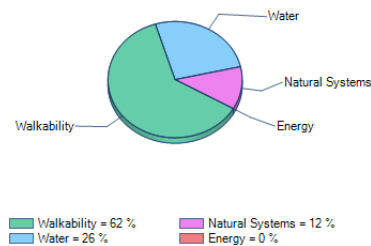
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: 8654 Mississauga Road

City File Number: PRE-2021-0144

Plan Type: Site Plan



SUSTAINABILITY SCORE: **49**

THRESHOLD ACHIEVED: **BRONZE**

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

- [Minimum] When healthy tableland trees are proposed for removal, enhanced compensation is provided based on basal area.
- [Aspirational] 75% or more of the healthy mature trees greater than 20 cm DBH have been preserved in-situ.

Site Accessibility - Universal Design

- [Minimum] 20% of buildings are designed in accordance with Universal Design and Accessibility guidelines (i.e. ICC/ANSI A117.1 or equivalent).

Landscape and Street Tree Planting/Preservation - % Tree Canopy Within Proximity to Building/Pedestrian Infrastructure

- [Minimum] 50% of sidewalks will have shade provided by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

Parking - Bicycle Parking - Multi-Family Buildings

- [Minimum] A minimum of 0.6 biking stalls per unit have been provided. Additionally, a minimum of 5% of the bike parking been provided at grade.

Parking - Off-Street Parking

- [Minimum] All new off-street parking has been located beside or behind a building.
- [Aspirational] Less than 20% of the total developmental area has been dedicated to new off-street surface parking facilities.
- [Aspirational] Structure parking has been consolidated for 85% or more of the surface parking.

Parking - Surface Parking

- [Minimum] A strategy has been developed to minimize surface parking for permanent employees and residents.

Site Permeability - Connectivity

- [Aspirational] Amenities and street furniture (benches, additional bike parking, landscaping) have been provided along connections on the site and between the site and adjacent destinations.

Transit Supportive - Distance to Public Transit - Site Plans

- [Minimum] The site is within 800 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or the site is within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] The site is within 400 m walking distance to an existing or planned commuter rail, light rail, bus rapid transit or subway with stops; or, the site within 200 m walking distance to 1 or more bus stops with frequent service

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Walkability - Promote Walkable Streets

- [Aspirational] 100% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.
- [Aspirational] Pedestrian amenities have been provided to further encourage walkable streets.

Stormwater - Stormwater Management Quality and Quantity

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

Stormwater - Rainwater Re-Use

- [Aspirational] Rainwater is collected on site and used for low-grade functions.

Stormwater - Stormwater Architecture/Features

- [Minimum] Stormwater amenities which provide functional and aesthetic benefits to the site have been included in the development plan.

Energy Conservation - Building Energy Efficiency - Single Family

- [Minimum] Single family homes and multi-unit residential buildings have been built to EnerGuide 83 or equivalent.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

Bird Friendly Design

- [Minimum] Glass has been treated with Bird Friendly Design strategies on the 12m above the green roof surface for green roofs with adjacent glass surfaces.

Materials and Solid Waste Management - Solid Waste

- [Minimum] For Multi-Unit, Commercial, Retail and Institutional buildings, storage and collection areas for recycling and organic waste are within or attached to the building. Alternatively, deep collection recycling and organic waste storage facilities are provided

Heat Island - Reduce Heat Island Effect From the Built Form - Roof

- [Minimum] 25% of the roof has been designed with a "cool" roof surface.

- [Minimum] 10% of the roof is vegetated with a green roof.