

Detailed Planning Analysis
City File Number: OZS-2022-0037

The proposal has been reviewed and evaluated against The Planning Act, Provincial Planning Statement (PPS), the City's Official Plan, the Bram West Secondary Plan (Area 40c) and other applicable City of Brampton guidelines and priorities. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act R.S.O, 1990 (Consolidation 2024)

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. *Part 1, Section 2* of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard for.

This proposal is consistent and conforms with the following specific matters of provincial interest:

Section 2:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians*
- r) The promotion of built form that:

 - o (i) is well-designed*
 - o (ii) encourages a sense of place, and*
 - o (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant**

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

- a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- b) Whether the proposed subdivision is premature or in the public interest;*
- c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- d) The suitability of the land for the purposes for which it is to be subdivided;*

- f) *The dimensions and shapes of the proposed lots;*
- g) *The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

Analysis:

The proposed Zoning By-law Amendment and Draft Plan of Subdivision reflect regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The proposed development will optimize the use of the currently underutilized land, which is occupied by a single detached dwelling and an accessory structure.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, aligning with the city's planning objectives.
- **Completion of Infrastructure:** The development will extend Royal Vista Road and complete the remaining vacant land within this subdivision.
- **Housing Supply and Population Growth:** Adding 18 townhouse units will contribute to the municipality's housing supply goals and support projected population growth.
- **Accessibility and Connectivity:** Future residents will benefit from access to existing transit routes. The subdivision is designed to promote pedestrian movement, enhancing overall connectivity.
- **Design:** The proposed townhouses will feature well-designed housing that will integrate seamlessly with the existing neighborhood, fostering a strong sense of community.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area and providing additional housing stock.
- **Public Interest:** This development serves an existing area while expanding housing availability for the City of Brampton, aligning with the public interest.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies and aligns with the existing plan of subdivision.
- **Traffic and Roadway Design:** The proposal will include public roads designed to accommodate local traffic, which will connect with both existing and new municipal roadways.
- **Lot Dimensions and Shapes:** The dimensions and shapes of the proposed lots are deemed to be appropriate for the development.

The application fulfills the requirements as identified within the Planning Act, specifically Section 2 and 51(24). The application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands.

Provincial Planning Statement, 2024

The proposal will be reviewed for its compliance with matters of provincial interest as identified in the Provincial Planning Statement (PPS). Through staff review it was determined that the proposed development is consistent and confirms with the following pertinent PPS policies that are applicable to this application:

- **2.1 — *Planning for People and Homes:***

2.1.4 - 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 lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 - Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

- **2.2 — *Housing:***

2.2.1.b) - Permitting and facilitating:

- 1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and*

redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

2.2.1.c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

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

• **2.3. — Settlement Areas and Settlement Area Boundary Expansions:**

2.3.1 - Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

2.3.1.3 - Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4 - Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 - Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 - Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

- **2.4 — General Policies for Settlement Areas and Settlement Area Boundary Expansions:**

2.4.1.1 - Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 - To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

2.4.1.3 - Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- d) consider a student housing strategy when planning for strategic growth areas; and
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.3.— Frequent Transit Corridors

2.4.3.1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Analysis:

The proposed development includes two blocks of street townhouses, aiming to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and context. The Provincial Planning Statement focuses growth and development within urban and rural areas, and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces a compact housing form that compliments and integrates with the existing subdivision, enhancing the neighborhood with a mix of uses and densities.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing

municipal and public services. The proposed re-development of the existing road pattern and utilization of the land is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for residential forms contributes in a positive manner to the building of a complete community and it avoids risks to public health and safety in respecting the adjacent existing land uses.

The proposed zoning by-law amendment will effectively intensify the underutilized lands and will add to the city's housing targets. The 18 new townhouse units will allow for a mix and range of residential housing types and for residents of different income brackets. The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, transit, services, and amenities. The subject site is in close proximity to numerous community services and facilities and will assist in the long-term vision of a healthy, livable and safe community (see appendix 16).

The proposed development is consistent and conforms with the Provincial Planning Statement.

City of Brampton Official Plan (2006)

The City of Brampton Official Plan charts the course for land use decision-making within the municipality. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

Residential

The property is designated "Communities" and "Designated Greenfield Area" in Schedule 1 and "Residential" in Schedule C of the City of Brampton Official Plan, the proposed development conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.
- 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.
- The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan

- 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.
- 4.2.1.14 - In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:
 - i) Variety of housing types and architectural styles;
 - ii) Siting and building setbacks;
 - iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at "T" intersections, and housing at parkettes;
 - vi) Incorporation of multiple unit dwellings and apartments; and,
 - vii) Landscaping and fencing on private property;
- 4.2.7 Design

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

 - (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
 - (ii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way.

The layout of circulation and open space systems and the siting of major features, public uses and built form;

- (iii) Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;
- 4.2.7.2 - The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations in individual unit and neighbourhood design and incorporate design standards and criteria in accordance with Section 4.10 Urban Design of this plan and the Development Design Guidelines.
- 4.5.2.8 – The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.
- 4.5.2.9 - Development proposals shall conform to the City of Brampton’s standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City’s overall design objectives

For ground-related residential developments, the following objectives shall be encouraged:

- to design housing that enhances the relationship between the house and the street;
- to create a varied and intimate streetscape;
- to use projecting elements such as porches, porticoes, bay windows and balconies;
- to observe an appropriate and comfortable relationship to grade for raised entrances and porches;
- to create architecturally well-scaled elevations with carefully considered window design placement;
- to use a variety of roof forms within one streetscape;
- to avoid the placement of large garages on narrow lots;
- to recess attached garages from the main building façade and limit the maximum garage projection;
- to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;

- to proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,
 - to use single car garages for townhouses, semi-detached and small detached units.
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- 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:
 - i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - ii) Requiring the provision of adequate off-street private parking; and,
 - iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.
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- 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads
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- 4.11.4.7 - All development and redevelopment will be subject to the consideration of the following elements:
 - i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
 - ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
 - iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
 - iv) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
 - v) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
 - vi) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion

of compatibility of each component and ensuring of a diversity of community functions.

Analysis:

The proposal maintains the intent of the Residential Designation by providing two blocks of 18 townhouse units (9 units for each block). The “Medium Density Residential” category is described as having a maximum density of 50 units/ net residential hectare, which includes single detached, semi-detached and townhouse dwelling forms. The proposed density is slightly higher than the density listed in section 4.2.1.2, totaling approx. 60 units/net residential hectare, however the Official plan states that the density listed should not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities.

From an intensification perspective, the proposal is representative of appropriate infill development that is consistent and complements the surrounding neighbourhood. The existing subdivision includes a mix of detached, semi-detached, and townhouse forms. The section of the subdivision that the proposal is situated on is immediately adjacent to the townhouse forms, which the proposal will complement the neighbouring housing forms. The addition of more townhomes will provide housing for families and individuals with a range of income brackets than those within the same subdivision who reside in the semi-detached and detached residences.

The site is served by municipal water and sewer systems and is conveniently located near several public facilities, including schools, parks, recreational trails, a GO station, and planned future transit stops. The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. Additionally, the residential townhouse development will help create a complete community by providing convenient access to a mix of employment opportunities, local services, and housing, consistent with Section 3.2.8 of the Official Plan.

Communities

The property is designated “Communities” and “Designated Greenfield Area” under Schedule 1 – City Concept.

The Communities designation are the basic living units of the City that residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

3.2.8 - New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided

3.2.8.1 - The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

The proposal completes will utilize an existing road network along Royal Vista Road to fill in a missing piece of the existing subdivision with new housing. With the addition of the Royal Vista Road extension and the new townhouse units, the underutilized and vacant land provides infill opportunities for more housing. The infill opportunities will also allow for maximizing the benefits of utilizing existing municipal services. It provides for additional housing forms and mix to create a community of residents with different socio-economic backgrounds.

From a design perspective, the proposed development compliments with the general existing built form in the surrounding area. The scale and mass of the proposal integrates with the streetscape and does not impose or appears out of place. The proposed zoning setbacks and sections will aid in ensuring that the land is effectively utilized in order to provide adequate housing. The infill development will offer a mix of housing types that reflects the varied needs of the area's residents and contributes positively to the future growth and sustainability of the neighbourhood.

The subject property will be located close to future planned high priority transit infrastructure which will aid future residents in reaching community amenities, services, and destinations within and around the City. Given the low number of proposed units and the compact development, the proposal is not anticipated to create adverse impacts on the existing neighbourhood. Overall, the proposal will meet future residents needs by having nearby access to an appropriate mix of jobs, local services and community facilities.

Designated Greenfield Area

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.

This proposed density for this development is approx. 60 units per hectare, which contributes towards the required density target for this area. This satisfies 3.2.2.2 of the Official Plan and will assist the city in achieving its density targets. The proposal will minimize the potential of straining existing city services and resources and make more efficient use of existing transit, schools and open space.

The proposal generally conforms and is consistent with the policies and objectives of the City of Brampton Official Plan. An amendment to the Official Plan is not required.

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

Brampton Plan (2023)

The subject site is designated as 'Neighbourhoods' on Schedule 2 – Designations and as 'Community Areas' on Schedule 1A – City Structure of the Brampton Plan. Additionally, the site fronts onto Steeles Ave West, which is classified as a 'Secondary Urban Boulevard' on Schedule 1A and is designated for 'Higher Order Transit' (BRT or LRT) on Schedule 3B. Furthermore, the lands are categorized as 'Designated Greenfield Area' within Schedule 5 – Provincial Plans & Policy Areas of the Brampton Plan.

The Official Plan policies that are applicable to this application include but are not limited to:

Neighbourhoods

The subject lands are located within the “Neighbourhoods” Designation of Schedule 2 within the Brampton Plan. The general intent of “Neighbourhoods” designation is where most residents live and comprise a mix of uses and lower scale built forms. It is the goal of the plan to develop “Neighbourhoods” into a 15-minute neighbourhood where most daily needs are met with an area that can be accessed in a 15-minute walk from home. The site is also located along the “Higher Order Transit (BRT or LRT)” – Schedule 3B Transit Network. This promotes active transportation and access to public transit for the local residents.

The development represents a compact urban form that supports active transportation and transit, contributing to creating a complete community that easily connects residents to jobs, shopping and recreational spaces. The proposal also implements the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines as discussed in other sections of the report.

Designated Greenfield Area

Brampton’s Designated Greenfield Area, as shown on Schedule 5, is comprised of lands outside of the Built-up Area. New lands designated Neighbourhoods, Mixed-Use, and Employment Areas within the Designated Greenfield Area provide a key opportunity for the establishment of 15-minute neighbourhoods that provide a diverse mix of land uses, including clusters of business and economic activity, and creating an urban form that supports active transportation and transit. All of these should be planned in tandem with maintaining or enhancing a robust, functional Natural Heritage System and to support achieving tree canopy targets to prepare for a changing climate.

2.1.2.25 - Neighbourhoods within the Designated Greenfield Area will be designed to meet or exceed a minimum density target of 71 persons and jobs per hectare.

2.1.2.26 - The density target for the Designated Greenfield Area will be measured over the entire Designated Greenfield Area, excluding Employment Areas, the Natural Heritage System designation, flood plain, rights-of way for hydro corridors, energy transmission lines, highways, railways, and cemeteries.

2.1.1.27 - The Designated Greenfield Area will be planned to achieve complete communities that provide high-quality public open spaces which support opportunities for

transit, walking, and cycling. Development within the Designated Greenfield Area will implement the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines to foster compact built forms and a high-quality public realm.

2.1.2.3 - A mix of transit-supportive uses will be provided along Corridors within the Neighbourhoods designation, with higher densities permitted within Major Transit Station Areas to promote transit ridership subject to the policies of this Plan.

2.2.2 Framework for Building Typologies:

Designation (Schedule 2)	Building Typology	Additional Permissions
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on Schedule 3B
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Corridors	Up to Mid-Rise	

The proposed townhouse development having a density of approx. 60 units per hectare contributes to meeting the minimum density target of the Plan and is in keeping with the framework for building typologies as set out in Table 5 - Summary of Building Typologies by Designation and Overlay. The development represents a compact urban form that supports active transportation and transit, contributing to creating a complete community that easily connects residents to jobs, shopping and recreational spaces. The proposal also implements the Urban Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines as discussed in other sections of the report.

Staff are satisfied that the proposal conforms and is consistent with the Brampton Plan.

The Bram West Secondary Plan (Secondary Plan Area 40c) - 2014

Secondary Plans are land use, urban form, environmental, transportation and infrastructure policy plans for various neighbourhoods or districts of the City that indicate in greater detail than the Official Plan how the objectives, policies and land use designations of the Official Plan are to be implemented in a specific area.

The subject property is designated “Low/Medium Density” in the Bram West Secondary Plan. The Secondary Plan policies that are applicable to this application include, but are not limited to:

Low/Medium Density Residential

- 3.4.2 - Notwithstanding housing policies for the various residential designations on Schedule SP40(c), consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a

satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

- 3.4.16 - In areas designated Low and Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 30.1 units per net residential hectare (12.2 units per net residential acre), subject to policies 3.4.2 and 3.4.18. In addition, at least 60% of the overall development within the Low and Medium Density Residential designation shall be single detached structural units.
- 3.4.17 - Notwithstanding the foregoing housing mix and density policies, proposals for development within the Low and Medium Density Residential designation shall provide a broad range and mix of lot sizes for single-detached units in accordance with relevant City guidelines
- 3.4.20 - Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections.

Low and medium density residential forms within the secondary plan areas are intended to be developed for single detached, semi-detached, and townhouse dwelling forms. The new townhouse units will complement the adjacent townhouse forms as it will provide similar housing forms adjacent to each other while completing the section of the subdivision with additional housing along Royal Vista Road.

Section 3.4.16 states a maximum of 30.1 units per net residential hectare (12.2 units per net residential acre), are permitted, subject to policies 3.4.2 and 3.4.18. section 3.4.2 and states that the density can be increased without a need for an Official Plan Amendment subject to appropriate planning justification.

The development proposal will satisfy the City's underlying housing mix and related objectives by providing additional housing opportunities with a density and housing form that suits the existing neighbourhood while utilizing the existing infrastructure for appropriate infill opportunities. This proposal is complementary to the scale and character of the existing subdivision by providing appropriate infill opportunity and provides a proper planning rationale within the Planning Justification Report to support this proposal. The proposal's built form will enhance the host neighbourhood by completing the subdivision where there is currently underutilized lands.

The proposal generally conforms and is consistent to the policies and objectives of the Bram West Secondary Plan. An Amendment to the Secondary Plan is therefore not required.

Zoning By-Law

The subject property is currently zoned Agricultural (A), Residential Street Townhouse B – Section 1325 (R3B-1325), and Residential Street Townhouse B –Section 1384 (R3B-1384).

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

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

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

- Residential Townhouse B –3798 (R3B – 3798);
- Residential Townhouse B – 3799 (R3B – 3799);
- Open Space – (OS)

The proposed zoning amendment includes revised provisions for setbacks, heights, lot area, lot width and depth and provisions for the garage amongst other provisions. The proposal to reduce lot widths and setbacks is requested in order to effectively utilize the remaining piece of land that makes up the subdivision complex. City staff worked with the applicant to provide necessary buffers to promote proper design and the efficient use of the built and future planned environment.

Technical Studies

The following technical requirements, reports and studies have been satisfied:

Sustainability Score & Summary

The applicant has completed a Sustainability Assessment (under Version 1.0 of the tool) for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 27 points that satisfies the City's Bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory (refer to Appendix 8 for a snapshot of the Sustainability Score).

Planning Justification Report

The Planning justification report prepared by Gagnon Walker Domes dated June 2022, was submitted to provide the planning policy context and rationale to support the

proposal. The report concludes that the objectives of the PPS, the Growth Plan, City of Brampton Official Plan, and the Bram West Secondary Plan are satisfied. The proposal represents good planning in the public interest. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing Report

A Functional Servicing Report dated August 30th, 2024 prepared by Candevcon Limited is completed in support of this development application. The purpose of this report is to provide information regarding the existing site conditions, and the proposed sanitary, storm and water systems, as well as the stormwater management infrastructure to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services.

Based on the assessment provided above, the existing adjacent infrastructure and proposed servicing scheme can support the proposed draft plan of subdivision and meet the engineering requirements of the City of Brampton. Staff have reviewed the reports and have found them to be generally satisfactory to support the proposed development plans.

Traffic Impact Study

A Transportation Impact Study (TIS) prepared by TraffMobility Engineering Inc. dated June 17, 2022 is submitted to provide an assessment of the traffic related aspects of the proposed development including impacts on the existing road network. The study examines, the site location, pedestrian and cyclist infrastructure, transit services, the development concept, trip generation, and parking review of the proposed development at 1206 Steeles Avenue West. The proposal will encompass 2 parking spaces per unit. Traffic staff have reviewed the reports and have found them to be generally satisfactory to support the proposed development plans.

Phase I and II Environmental Site Assessment

The Phase 1 Environmental Site Assessment (Phase 1 ESA) dated March 16th 2022/April 26th 2022 is prepared by Terraprobe Inc. in support of the proposed Planning Act applications. The Phase 2 Environmental Site Assessment (Phase 2 ESA) date June 1, 2022 is also prepared by Terraprobe Inc.

The purpose of the two ESA reports is to determine the likelihood of contamination affecting the Subject Lands. The assessment was prepared in accordance with the requirements of Ontario Regulation No. 153/04, as amended to support the filing of the Record of Site Conditions for Subject lands. Based on the results of the Phase 1 ESA, there were Potentially Contaminating Activities (PCAs) identified within the Phase One Study Area. A phase 2 ESA was conducted. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Urban Design Brief

An Urban Design Brief dated March 1, 2024 was prepared by John G. Williams Limited Architectre & Strybos Barron King Limited. Staff detailed the Urban Design Brief is to be prepared at rezoning stage. No further comments or objections have been made from Urban Design Staff for the Application.

Acoustic Report

The Environmental Noise Assessment (Acoustical Report) is prepared by Valcoustics Canada Ltd., dated February 22, 2024 to determine noise impacts on the proposed development. The results of the study indicate the predicted sound levels arising from the proposed development are acceptable to the City of Brampton Region of Peel. Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment for the proposed plan of subdivision.

Tree Inventory and Preservation Plan & Arborist Report

The applicant submitted an Arborist Report date Feb 29, 2024 prepared by Strybos Barron King Landscape Architecture. The report identifies an inventory of 26 trees situated on and within the subject property. Eight (8) healthy table land trees will require removal. Compensation planting of fourteen (14) new trees will be required.

All remaining trees are clear of proposed construction and are scheduled for preservation. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes. The report provided recommendations and tree protection measures for all other trees to be preserved prior to construction. Staff will determine to take cash-in-lieu compensation for tree removals or agree to additional planting. Open Space staff have evaluated the Tree Inventory and Preservation Plans and Arborist Report, and have found it satisfactory. Subsequently, pursuant to the City of Brampton's Tree Preservation Bylaw, the client will submit a permit application to remove trees on site.