

**Detailed Planning Analysis
City File Number: OZS-2021-0065**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the City's Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

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

Planning Act R.S.O 1990

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51(24) of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion of these sections.

Section 2:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (h) The orderly development of safe and healthy communities;*
- (h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;*
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) The adequate provision of a full range of housing, including affordable housing;*
- (o) The protection of public health and safety;*
- (p) The appropriate location of growth and 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,

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

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Zoning By-law Amendment and Draft Plan of Subdivision.

The proposal contemplates low-rise residential uses, open space and institutional uses, thus contributing to the City's Housing Pledge goals and providing a complete community within the Countryside Villages Block Plan area. 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 subject site is currently vacant, the proposed development will optimize the use of the currently underutilized land.
- **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 single-detached dwellings and townhouses will feature well-designed housing that will provide optimal housing opportunities and create a complete community within the currently vacant lands.
- **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.

Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands. Staff

is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement, 2024

The Government of Ontario released the updated Provincial Policy Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

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

Section 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.*

Section 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, long term 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.*

Analysis: Provincial Policy Statement, 2024

The proposed development includes the development single detached units, townhouse blocks, school blocks, park blocks, and a Natural Heritage System, which aims to intensify underutilized lands. 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 housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities.

The development proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within Countryside Villages Block Plan area in Brampton which is predominantly vacant. The development of these lands for residential forms contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. 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.

The property is designated "Residential" and "Open Space" in Schedule A: General Land Use Designations of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 Managing Growth in Brampton:

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

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

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

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

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*

iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

v) There is sufficient existing or planned infrastructure to accommodate the development;

vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

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

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

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. . 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
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

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.

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

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

- i) Variety of housing types and architectural styles;*
- ii) Siting and building setbacks;*
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*

v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;

vi) Incorporation of multiple unit dwellings and apartments; and,

vii) Landscaping and fencing on private property.

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

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

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

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

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

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

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

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

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

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

Section 4.5.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

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

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

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

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

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

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

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

- i) *Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) *Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) *Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) *Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) *Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) *Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The 'Open Space' designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes single detached homes and townhouse blocks which adds to the diversity of the City's housing stock. The proposed housing types and densities are consistent with Schedule G. The proposed development is located within the Countryside Villages Block Plan Area, the majority of this area is currently vacant and is planned to be developed as sustainable, complete community with varying housing typologies, pedestrian connections, and located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The Draft Plan of Subdivision also identifies the 'Open Space' area as a Natural Heritage Feature which will be gratuitously conveyed to the City for protection and conservation.

As such, the proposal is consistent with the 'Residential' and 'Open Space' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, 2023

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan.

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

2.1.1.1 The City Structure will create complete communities across Brampton grounded in the four pillars of sustainability (environmental, social, economic, and cultural sustainability). By integrating these pillars, Brampton Plan will create a vibrant and sustainable natural and built environment, a thriving local economy, and a more socially cohesive and equitable city through the integration and coordination of the City-Wide Growth Management Framework and Mobility Framework by:

- d) Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support*

community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks

- e) Providing an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities.

2.1.2.1 The elements that help shape our city, found in both the Designated Greenfield Area and Built-Up Area, and are the basis for our growth management hierarchy, as shown on Schedule 1A and further described in Part 2.2, are defined as follows:

- d) Community Areas reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home.

2.1.2.4 Community Areas will provide flexibility to allow for a mix of building types based on their location in the City Structure to achieve the objectives of Brampton Plan.

2.1.2.15 Growth forecasts are identified in the Region of Peel Official Plan to the year 2051 to follow the requirements of the Growth Plan and to Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. Table 1 of Brampton Plan identifies the minimum population, employment, and housing forecasts and changes would require an amendment to this Plan.

Table 1 – Minimum Population, Employment, and Housing Units Growth Forecast

Year	People	Employment	Households
2016	615,700	191,300	168,100
2021	703,000	211,000	186,000
2041	930,000	315,000	270,000
2051	985,000	355,000	290,000

2.1.2.17 The timing and progression of development will:

- a) Be orderly and provide for a logical extension of services and civic infrastructure in a coordinated and economically viable and sustainable manner.
- b) Provide for a compact form of development and a mix of land uses that support the achievement of 15-minute neighbourhoods.
- c) Be supported by the adequate provision of parkland and community services and facilities.
- d) Be supported and connected by the adequate provision of mobility infrastructure.

2.1.2.19 Brampton Plan requires that a minimum 60% of all new residential development within Brampton will occur within the Built-Up Area, as shown on Schedule 5, on an annual basis to 2051.

2.1.2.20 Intensification in Brampton will be accommodated by:

- d) Encouraging co-location and integration of housing and public facilities such as, but not limited to, libraries, community centres, community hubs, licensed childcare, fire stations, and transit stations, including air-rights development above Civic Infrastructure, transit facilities, and community facilities, where appropriate.

2.1.2.24 The City will maintain, at all times:

- a) The ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment; and,*
- b) Land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification.*

2.1.3.1 The Mobility Framework, together with the Mobility and Connectivity policies in Chapter 3, will:

- b) Re-think the traditional auto-centric approach to development that characterizes suburban development in Brampton towards development patterns that will support a robust network of multimodal streets.*
- f) Improve mobility options for women, older adults, those living with disabilities and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation.*

2.1.3.2 To create a better urban environment, a competitive local economy and a more socially cohesive and equitable city, the integration and coordination of transportation planning and land use planning will be achieved by:

- c) Increasing accessibility throughout the city by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.*

2.1.3.3 Planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of Brampton Plan's intensification goals and objectives.

2.1.3.4 Throughout Brampton, people who walk, cycle, and use transit will be given priority for safety and movement. The goal is to manage and improve the Mobility Framework to support healthy, 15-minute neighbourhoods, and allow more residents to reduce their reliance on single-occupancy vehicles.

2.2.1.1 Our Strategy to Build an Urban City implements the policies of our City Structure and the City-Wide Building Blocks. The policies of each designation must be read together to understand the vision and intent for each area. The following provides a summary of each designation (Schedule 2) which forms Our Strategy for Building an Urban City:

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

2.2.2 Zoning on individual sites may not allow for the full range of building typologies permitted within a designation or overlay. To provide flexibility, height categories have been described in building storeys. Building Typologies (Table 4) generally mean:

Table 4 – Building Typologies

Building Typologies	Height Range
Low-Rise	<i>up to and including 3 full storeys</i>
Low-Rise Plus	<i>up to and including 4 full storeys</i>
Mid-Rise	<i>between 5 and 12 full storeys</i>
High-Rise	<i>13 full storeys or greater</i>

Table 5 – Summary of Building Typologies by Designation and Overlay

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	<i>Low-Rise Plus</i>	<i>Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise, and High-Rise buildings</i>
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Support Corridor	<i>Up to Low-Rise Plus</i>	

3.1.1.6 All new development will facilitate environmental sustainability and climate change mitigation and adaptation by incorporating innovative, adaptable and resilient design features into the design of the built environment, through measures such as:

- a) *Minimizing the urban heat island impacts of paved surfaces, large roof surfaces, and other hardscape areas by contributing to the urban forest through tree plantings, promoting use of high albedo (cool) surface materials, incorporating enhanced softscape landscape treatments and providing on-site parks and open spaces;*
- b) *Facilitating passive solar design to help improve energy conservation and reduce GHG emissions of buildings;*
- c) *Placing an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and incorporating transit facilities, to help reduce the number of motor vehicles, reducing greenhouse emissions and pollution;*
- d) *Promoting active transportation, and incorporating Low Impact Development (LID) standards, green infrastructure including green roofs and other nature-based solutions to assist in stormwater quantity and quality control;*
- e) *Promoting building design and programs that achieve near net zero GHG emissions, where feasible, including through the implementation of district energy and/or renewable energy technology; and,*
- f) *Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

3.1.1.7 All new development will strive to achieve a unique expressive identity respectful of context and will respect and enhance the existing physical character of its adjacent and surrounding context by:

- a) *Respecting the prevailing existing building height, and, if taller, incorporate an appropriate transition/interface,*
- b) *Respecting and reinforcing the general physical character, pattern, scale and massing of the prevailing development context, and,* c. *Requiring that the prevailing patterns of landscaped open space within the publicly or privately owned realms are maintained or enhanced.*

3.1.1.9 New development will not adversely impact view corridors, or impact adjacent properties as a result of wind, emissions such as noise, vibration, dust, or smell, and traffic/parking. In addition, all new development will:

- a) Allow for daylight and protect privacy within adjacent buildings by ensuring an appropriate transition from neighbouring properties and adjacent building walls containing windows, and*
- b) Minimize light pollution to adjacent uses and the natural environment through Dark Sky-compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements.*

3.1.1.39 Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.

3.3.1.1 In partnership with other levels of government, the City will plan for the full continuum of housing to ensure that an appropriate range and mix of housing forms, types and densities to meet market-based and affordable housing needs of current and future residents through residential intensification, new development, and redevelopment is available.

3.3.1.6 The City will direct development of new housing supply in a manner that maximizes community infrastructure and public services to support the efficient and effective use of public resources, while:

- a) Ensuring the development of a range of housing choices in terms of housing tenure, type, price or affordability levels and consider new housing innovations that meet the housing needs of the city;*
- b) Supporting the production of affordable ownership, rental housing and supportive housing options; and,*
- c) Ensuring the quality of Brampton's existing housing stock is maintained, while the overall supply of housing increases to support the growth and development of the city.*

3.3.1.9 New residential development will include an appropriate mix of housing for a range of household incomes and typologies, in accordance with the targets identified in Brampton Plan, including unit and lot size, number of bedrooms, built form and tenure.

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.

Analysis: Brampton Plan, 2023

The subject property is designated 'Community Areas' and 'Natural Heritage System' as per Schedule 1A: City Structure of Brampton Plan. The subject property is further designated 'Neighbourhoods' and 'Natural Heritage System' as per Schedule 2: Designations of Brampton Plan. These designations are intended to support an appropriate range and mix of housing types and tenures for residents of all ages, life stages, incomes, and abilities in a compact, intensified urban form that optimizes and efficiently uses land and existing infrastructure including transit. These designations also support the creation of complete communities, 15-minute neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

The proposed development is located on underutilized, vacant Greenfield lands within the Countryside Villages Block Plan Area. The proposed development represents a compact urban form that supports active transportation and transit, contributes to the creation of complete communities; and supports the establishment of 15-minute neighbourhoods. These components are aligned with the policy direction of directing growth in Brampton Plan. The proposed development will introduce residential density in a manner that features sidewalks and multi-use pathways that supports the use of active transportation and multi-modal transportation options.

The proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051. The proposed development will introduce 234 new residential units in varying housing typologies (single detached unit and townhouses) which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities.

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.

Countryside Villages Secondary Plan (Area 48b):

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The subject lands are designated 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land' within the Secondary Plan.

The following policies are relevant to the proposed development:

Section 5.1.2 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Countryside Villages Secondary Plan shall be planned to achieve a population in the order of 20,000 persons and to provide approximately 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

Section 5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

Section 5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

Section 5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

Section 5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

Section 5.2.2.1 - In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached, and townhouses structural types;*
- ii) A minimum density 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per new residential acre) shall be permitted.*

Section 5.2.3.1 – In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types;*

- ii) *a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 unit per net residential hectare (20 units per net residential acre) shall be permitted. In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.*

Section 5.4.1.1 Areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Implementation Report, as part of the Block Plan Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- x) An Environmental Implementation Report;*
- xi) An Environmental Impact Study;*
- xii) A Stormwater Management Study;*
- xiii) A Functional Servicing Report;*
- xiv) Woodlot Management;*
- xv) Vegetation Assessment Study;*
- xvi) Tree Preservation Plan.*

Section 5.4.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever practical.

Section 5.4.1.3 It is the intent of this Chapter to ensure that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Block Plan Process, including the Environmental Implementation Report, will confirm the extent of road frontage adjacent to such features.

Section 5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural heritage features of the open space system such as valleylands shall be defined during the Block Plan Process.

Section 5.4.1.5 The location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development Division. However, additional ecological studies prepared in support of block planning will need to determine if trails are appropriate in 20 consideration of adjacent environmental hazards and/or ecological sensitivities.

Section 5.5.3.5 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space network.

Section 5.6.2.1 - Areas designated Public Junior Elementary or Public Middle School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

Section 5.6.2.2 - Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary School and Public Middle School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

Analysis: Countryside Villages Secondary Plan (Area 48b)

The subject lands are designated 'Low Density', 'Medium Density', 'Public Secondary School', 'Neighbourhood Park', and 'Valley Land' within the Countryside Villages Secondary Plan. The low and medium density designations are intended to be developed for single detached, semi-detached, and townhouse dwelling forms. The 'Low Density' designation permits a range of housing types with a density in the range of 19.5 and 30.1 units per net residential hectare (8 to 12 units per net acre). The proposed development contemplates single detached dwellings within this designation with a density of 27.2 units per net residential hectare (11.0 units per net acre) and therefore conforms with the Secondary Plan. The 'Medium Density' designation permits a range of housing types with a density in the range of 30.0 and 50.0 units per net residential hectare (12 to 20 units per net acre). The proposed development contemplates townhouse dwellings within this designation with a density of 56.0 units per net residential hectare (22.7 units per net acre). Although, the proposed density is slightly above the maximum permitted density of this designation, Section 5.1.3 of the Official Plan states that numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan. As such, the proposed development conforms to the Secondary Plan.

The development proposal conforms to the intended land use designations in the Secondary Plan and will contribute to the City's Housing Pledge by providing additional housing opportunities. As such, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the applicable policies of the Countryside Villages Secondary Plan.

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as 'Low / Medium Density Residential', 'Medium Density Residential', 'Park', 'Valleyland/Channel' and 'School' in the Countryside Villages Block Plan (Area 48-2). The Block Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

Section 3.0 The principles for the block plan area are set out below:

- a) To create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;*
- b) To create a distinct and attractive built form through superior urban design;*
- c) To incorporate and utilize alternative development standards, including rearlane townhouses, roundabouts, bike lanes and reduced right-of-ways;*
- d) To create a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;*
- e) To preserve, protect and restore the natural environmental features;*
- f) To provide linkages to natural features within a comprehensive community open space network together with parks, view vistas and storm water management ponds; and,*
- g) To provide for a phased development in accordance with the approved Growth Management Staging and Sequencing Strategy.*

Section 4.7.5 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Block Plan Area 48-2 shall be planned to achieve a population in the order of 12,200 persons and employment in the order of 1,300. Implementing zoning and plans of subdivision shall contain provisions to implement these targets.

Section 4.7.6 All natural heritage features identified in the approved Environmental Implementation Report shall be protected through the appropriate community design of the block plan.

Section 4.7.7 All development applications submitted shall conform to the approved recommendations of the Sub-Area 48-2 Environmental Implementation Report and Functional Servicing Report prepared by Beacon Environmental, Dillon Consulting and The Municipal Infrastructure Group.

Section 4.7.8 All development applications submitted within the boundaries of Sub Area 48-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Sub-Area 48-2. This report shall

establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, schools, parks and engineering services.

Section 4.7.8.1 The completion of Inspire Boulevard is a key element in the staging of development and establishing the necessary transportation infrastructure for Block Plan Area 48-2. In this regard, the Growth Management Staging and Sequencing Strategy shall set out requirements and implementing tools for the City and landowners to achieve completion of this road. The Staging and Sequencing Strategy shall provide for the construction of Inspire Boulevard in its entirety from Bramalea Road to Torbram Road in conjunction with the development of any lands located on the west side of Torbram Road.

Section 4.7.9 Prior to the issuance of draft plan approval of each draft plan of subdivision within Sub-Area 48-2, a Developer Cost Sharing Agreement, to the satisfaction of the City, shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations. The Cost Sharing Agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and gateway features).

Section 4.7.10 The owner shall contribute their proportionate share towards the full cost of the City's gateway features and streetscape enhancements within Sub-Area 48-2 in accordance with the City's Gateway Beautification Program. Each landowner's proportionate share within Block 48-2 shall be established in the Countryside Villages Cost Sharing Agreement.

Analysis: Block Plan for Sub Area 48-2:

The proposed development meets the sustainable development principles established for the block plan area. The proposal provides for a range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development. The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. An amendment to the Block Plan is not required.

Based on the above, staff is satisfied that the proposed development confirms and is consistent with the policies of the Block Plan.

Zoning By-law

The subject property is currently zoned 'Agricultural (A)' and 'Floodplain (F)', as per By-law 270-2004 as amended.

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. Within the 'Floodplain (F)' zone flood and erosion control, conservation areas, public parks, and golf courses are permitted. No building or structures are permitted for any purpose except that of flood

and erosion control on Floodplain zoned lands. An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F-11.6-AAAA, R1F-11.6-BBBB, R1F-11.6-CCCC, R1F-9.0-DDDD), residential townhouse zones (R3E-4.4-EEEE, R3E-4.4-FFFF, R3E-5.5-GGGG, R3E-5.5-HHHH, R3E-5.5-IIII), as well as an institutional zone (I1-JJJJ), open space (OS), and floodplain (F). Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located. Provisions of these proposed zoning designations are listed in Attachment 12 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

Technical Requirements:

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

Planning Justification Report

The planning justification report prepared by KLM Planning Partners Inc. was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Countryside Villages Secondary Plan are satisfied that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by T.Y. Lin Canada Inc. to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. The report concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment was prepared by This Land Archaeology Inc. The report indicates that no further field investigation is needed. The report recommends that the site be cleared of any further archaeological concerns, with

the Ministry Letter confirming the report has been entered into the Ontario Public Register of Archaeological Reports.

Arborist Report

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The report includes an inventory of trees conducted in June 2021. The report documents a total of a hundred and four (104) trees and three (3) polygons were identified on the site and within the City right-of-way. The report recommends the removal of twenty-eight (28) trees to accommodate the proposed development. The removal of three additional trees is recommended regardless of the proposed development due to their poor / dead condition. The remaining twenty-seven (27) trees can be preserved provided appropriate tree protection measures are implemented prior to the commencement of the proposed works. Six (6) compensation plantings are required within the right-of-way and a hundred and forty (140) compensation plantings are required within the boundaries of the subject property. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Attachment 11)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 31 points, which achieves the City's Bronze threshold. The Sustainability Assessment will be further reviewed at the site plan stage of development.

Preliminary Environmental Noise Report

An Acoustical Report was prepared by Valcoustics Canada Ltd. in support of the development application. The significant noise source in the vicinity of the site is road traffic on Torbram Road, Countryside Drive and two future collector streets within the site (Streets "1" and "2") as well as air traffic to/from the Toronto Pearson International Airport. The sound levels on the site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP), Region of Peel and the City of Brampton noise guideline limits to determine the need for noise mitigation. With appropriate design of the residential development, a suitable acoustical environment can be provided for all occupants and the applicable MECP, Region of Peel and City of Brampton noise guideline requirements met.

The noted measures will be implemented at the Site Plan Approval stage.