

DETAILED PLANNING ANALYSIS
City File Number: OZS-2024-0004

Planning Act

Section 2 – Provincial Interest

Policy	Staff Comments
<p>2. (a) the protection of ecological systems, including natural areas, features and function (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h) the orderly development of safe and healthy communities (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies. (i) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities (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 is well designed encourages a sense of place and promotes for high quantity of public spaces</p>	<p>The proposal does not contain any natural heritage features and respects the nearby ecological system;</p> <p>The proposal provides efficient use of communication, transportation, sewage, and water wastewater management systems for the development.</p> <p>The proposal represents orderly development and is designed to establish a safe and healthy community.</p> <p>The proposal provides residential uses that are accessible for persons with disabilities by allowing homes to be altered for accessible purposes.</p> <p>The proposal provides for educational, health, social, cultural, and recreational facilities consistent with Block Plan 50-1 and 50-2.</p> <p>The proposal is within an appropriate location for growth and development as it will make efficient use of land and existing infrastructure.</p> <p>The proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian movement both within and surrounding the site area.</p> <p>The proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian movement both within and surrounding the site area.</p>

Provincial Policy Statement (PPS-2020)

Policy	Staff Comments
<p>Section 1.1.1 of the PPS states that “healthy , livable, and safe communities are sustainable by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet longterm needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p>	<p>The Proposed Development demonstrates an efficient use of land by multiple built-form types which are required to sustain expected growth. The subject lands are suitable for a mix of residential uses. Therefore, the proposed development satisfies Section 1.1.1 within the PPS.</p>

<p>e) promoting the integration of land uses planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost - effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for person with disabilities and the elderly by addressing land use barriers which restrict their full participation on society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate</p>	
1.1.3 Settlement Area	
Policy	Staff Comments
<p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p>	<p>The proposed development is located within a settlement area as defined in provincial and municipal planning documents. The proposal demonstrates compact built form, a variety of housing typologies and supports housing opportunities in Brampton. The proposal supports compact built form in an area suited for intensification and supported by transit infrastructure. The proposed development satisfies Section 1.1.3.1, 1.1.3.2a,b,e,f, 1.1.3.4 and 1.1.3.6 within the PPS.</p>
<p>1.1.3.2 Land use patterns settlement areas shall be based on densities and mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed;</p>	
<p>1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety</p>	
<p>1.1.3.6 New Development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	
1.4 Housing	
Policy	Staff Comments
<p>1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</p> <p>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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p>	<p>The Proposed Development provides for an appropriate range and mix of housing options and densities, including the single detached dwellings and linked single detached dwellings with access to a variety of existing and proposed public service facilities, transit modes, and transportation networks. With projected growth forecasts, the proposed development contributes to required residential intensification in order to achieve densities well beyond the minimum target of 50 persons per hectare. The Proposed Development will assist the City in meeting existing and future housing needs for its residents as well as achieving the City's housing pledge to deliver 13,000 new homes by 2031. Therefore, the proposed development satisfies Section 1.4 .1 and 1.4.3 of the PPS.</p>
<p>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and</p>	

<p><i>densities to meet project requirements of current and future residents of the regional market area by:</i></p> <p><i>b) Permitting and facilitating:</i></p> <p style="padding-left: 40px;"><i>1. all forms of housing required to meet the social, health and well-being requirement of current and future residents, including special needs requirement and needs arising from demographic changes and employment opportunities;</i></p> <p><i>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and project needs;</i></p> <p><i>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in area where it exists or is to be developed;</i></p>	
1.7 Long-Term Economic Prosperity	
Policy	Staff Comments
<p><i>1.7.1. Long term economic prosperity should be supported by:</i></p> <p><i>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i></p> <p><i>c) optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;</i></p> <p><i>e) encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</i></p>	<p>The proposed development has been designed allowing for more efficient use of land by accommodating additional residential density on the site while utilizing and building upon the existing municipal infrastructure in the area. In addition, the overall subdivision permits a mix of housing options and land uses optimizing existing and planned transportation networks while conserving the community's natural features.</p>
Regional Official Plan	
5.6 The Urban System	
Policy	Staff Comments
<p><i>5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.</i></p>	<p>The proposed development provides a sustainable development within the Urban System establishing it as part of a healthy complete community. It creates a compact community that offers dwelling units allowing residents to live in the community as they age. The road system is supportive of transit and facilitates easy and convenient modes of transportation.</p>
<p><i>5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.</i></p>	
<p><i>5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.</i></p>	
<p><i>5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.</i></p>	
<p><i>5.6.5 To promote crime prevention and improvement in the quality of life.</i></p>	
<p><i>5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.</i></p>	
5.4 Growth Management	
Policy	Staff Comments

5.4.2 To establish minimum intensification, employment density, and greenfield density targets.	The proposed development represents the development of an underutilized area within a planned, vibrant and compact community consisting of residential uses that meet the Region of Peel and Growth Plan management objectives. Growth strategies are addressed through timing of the development in the already established Block Plan where development is widely complete. Although the proposed population density of 33.33 persons per hectare does not meet the Greenfield Density for Brampton, it is important to note that the subdivision will be integrated into an existing neighbourhood of residential units that collectively meets the population density.
5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.	
5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.	
5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.	
5.4.6 To optimize the use of the existing and planned infrastructure and services	
5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.	
5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.	

5.9 Housing

Policy	Staff Comments
5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing	<p>The Proposed Development demonstrates multiple forms of housing through both single detached and linked single detached dwellings that allows for optimal use of the site, satisfying policies 5.9.1, 5.9.2, 5.9.4, 5.9.5, and 5.9.6</p> <p>The Draft Plan of Subdivision proposes an appropriate type of housing that is reflective of the surrounding area. Although the lot at the corner of two arterial roads, the property is located in an area of Peel that almost exclusively contains single detached type of dwellings at a low density. The Draft Plan does not need to adhere to Table 4 of the Peel Official Plan for incorporating specific affordable housing targets because there are less than fifty units proposed.</p>
5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.	
5.9.3 To ensure an adequate supply of rental housing stock to meet local need.	
5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development	
5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services	
5.9.6 To consider barriers to housing, including social and economic factors	

5.10 Transportation Systems

Policy	Staff Comments
5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.	<p>The proposed development has been designed to accommodate various forms of transportation. Belladonna Circle is a quiet local street that contains a sidewalk and encourages active transportation and pedestrian activity. The Gore Road is a regional road and along with Countryside Drive, has undergone improvements and widening in recent years to accommodate the increased population from the Block Plan. Sidewalks and multi use trails are available on these arterial roads that are friendly for pedestrians, cyclists and transit users</p>
5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.	
5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.	
5.10.4 To avoid, or if avoidance is not possible, minimize and mitigate transportation related air pollutants and	

<i>greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life for all in the Region of Peel.</i>	
<i>5.10.5 To support a transportation system that enhances economic vitality and growth in the Region.</i>	
<i>5.10.6 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.</i>	
City of Brampton Official Plan (2006)	
3.2.2 Built Boundary and Designated Greenfield Areas	
Policy	Staff Comments
<i>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.</i>	The concept plan consisting of multiple low-density built forms is consistent with policies relevant to the Greenfield designation. The proposed concept contributes to the minimum required density target for the Designated Greenfield Area. This satisfies policy 3.2.2.2 of the report.
3.2.8 Communities	
Policy	Staff Comments
<i>3.2.8 Communities ... 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...</i>	The concept plan demonstrates a variety of housing typologies that will assist in the development of a Complete Community within the Designated Greenfield Area. The concept plan further achieves the development of a Complete Community by proposing optimal use of an underutilized lot. The configuration of proposed lots helps achieve a sense of community and identity throughout the concept plan, satisfying the goals for future Communities outlined under Section 3.2.8 of the Brampton Official Plan (2006).
4.2 Residential	
Policy	Staff Comments
<i>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...</i>	The proposed application provides residential dwellings that take into consideration an appropriate mixture of housing for a range of household incomes for the area and facilitate the formation of complete communities. This satisfies sections 4.2.1.1 of the Official Plan.
Brampton Plan (2024)	
2.1.1 Principles for the City Structure	
Policy	Staff Comments
<i>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.</i>	The proposed development is part of a larger community that is vibrant, sustainable and with an accessible mix of housing sizes designed to meet the City's planning and growth target of 51 residents and jobs per hectare. Although the subject lands are located outside of the Built Boundary, they are within the Designated Greenfield Area, identified by the Province, and are intended to accommodate growth until 2051. Vales of Humber Secondary Plan is designed to be a complete community with residential uses and integrated commercial, institutional and open space uses.
2.2.7 Neighbourhoods	
Policy	Staff Comments
<i>2.2.7.2 The City-wide Urban Design Guidelines will be used to evaluate and provide guidance on infill</i>	

<p>proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.</p>	<p>The proposed development is integrated with the surrounding planned and existing neighbourhoods as</p>
<p>2.2.7.3 Planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. To implement this objective, the development and redevelopment in Neighbourhoods will provide the following, where appropriate:</p> <ul style="list-style-type: none"> a. Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6; b. A grid network of interconnected streets and pedestrian routes that define development blocks; c. Parks and open spaces, community facilities, schools and public buildings to support existing and new residents and workers; d. Services and facilities that meet the needs of residents, workers and visitors such as small healthcare facilities, and local-serving places of worship and pharmacies; e. Access to transit, walking, and cycling and accessible and comfortable connections to the surrounding streets and open spaces; f. Uses and building scales and designs that are compatible with surrounding development and provide an appropriate transition to existing Neighbourhoods in accordance with the Urban Design policies and Table 4 of this Plan; g. Development that promotes a compact built form and opportunities for intensification; and, h. A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities; 	<p>envisioned through the approved Block Plan. Economic efficiency is achieved through the development of three single detached and two linked single detached residential dwellings in an underutilized area supporting the projected 10-year regional targets for this area. Housing in the subdivision complies with short- and long term prosperity as new units are added by this development into the Block Plan. Single detached dwellings are proposed to reflect the surrounding executive residential neighbourhood while a linked single detached lot is proposed to provide a diversified built form attracting a varied array of residential lifestyles. This style of housing contributes towards a vibrant, sustainable, and accessible residential community that is designed to suit families of different sizes, ages and incomes.</p>
<p>Vales of Humber Secondary Plan (SP50)</p>	
<p>5.1.2 Executive Residential</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>5.1.2.1 Lands within the “Executive Residential” designation shall be developed with a variety of wide frontage (50-80 foot) single detached lots. In addition, the secondary plan has been designed to accommodate anchor lots, defined as measuring 21 metres (70 feet) or greater in frontage, in appropriate locations. The criteria for the location and distribution of anchor lots will be set out in the approved Community Design Guidelines.</p>	<p>Under the Vales of Humber Secondary Plan, the subject site is designated as ‘Executive Residential’.</p> <p>The Secondary Plan designates the lands at the northwest corner of The Gore Road and Countryside Drive as Executive Residential. Executive Residential policies within the Secondary Plan speak to provisions such as wide frontages (50-80 ft) with a maximum density of 14.5 units per net residential hectare and a minimum lot depth of 35 metres. In addition, a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) are permitted, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System.</p>
<p>5.1.2.2 As shown on Schedule SP50(a), “Executive Residential” areas shall be located along valleylands and other natural heritage features, community edges (other than Mayfield Road), and adjacent to the Hamlet of Wildfield.</p>	
<p>5.1.2.3 In areas designated “Executive Residential” on Schedule SP50(a), the following policies will apply:</p> <ul style="list-style-type: none"> i) a maximum density of 14.5 units per net residential hectare (6 units per net acre) for the lands designated “Executive Residential”; ii) a minimum lot width of 15.2 metres (50 feet); iii) the secondary plan will generally be designed for a minimum lot depth of 35 metres (115 feet), however, the City will permit lot depths 	<p>The proposed dwellings incorporate distinctive architectural design features that contribute to an aesthetically pleasing streetscape and meet the needs of residents interested in upscale executive housing. Specifically, the single detached units are proposed to have lot frontages of 15.67m lot depths around 50m whereas the linked single detached</p>

<p>less than 35 metres (115 feet) where there are lotting constraints;</p> <p>iv) a limited number of wide shallow lots may be provided within the designation provided the overall lot size meets or exceeds 464.5 square metres (5,000 square feet);</p> <p>v) a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) shall be provided, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System. Lots at the lower end of the range will be located adjacent to the “Executive Transition” and “Low Density Residential” designations; and,</p> <p>vi) in the order of 690 lots shall be provided in the “Executive Residential” designation of this plan, which shall contribute towards the Official Plan requirement for a minimum of 1,000 upscale executive housing units within the secondary plan area. If the 690 minimum number of lots cannot be achieved within the “Executive Residential” designation, additional executive lots will be provided within the “Executive Transition” designation without an amendment to this Plan, provided the lots meet the executive size criteria set out in 5.1.2.3 i), ii), iii) and iv) and the total number of executive lots meets or exceeds the 1,000 unit target.</p>	<p>dwelling are proposed to have lot frontages of 18.35m and lot depths of around 50m. The residential density is proposed at 8.62 units per hectare which conforms to the Executive Residential density of the Secondary Plan.</p> <p>An amendment to the Secondary Plan is required to permit the proposed linked single detached house that does not conform with the Executive Residential designation.</p>
<p>5.1.2.4 Executive Residential lots along Collector Road A shall, where possible, be orientated with the frontage facing the Collector Road. If this is not possible, it is preferred that the flankage elevation facing Collector Road A contain the main entrance to the dwelling and be the subject of a high degree of architectural detailing in order to foster an upscale community image.</p>	
<p>Block Plan - Vales of Humber - BP50</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>The Vales of the Humber Community Design Guidelines (CDG) is an approved document that outlines the detailed planning and development for neighborhoods identified as Block Plan 50-1 and 50-2. It covers the subject property and the lands generally located west of The Gore Road, south of Mayfield Road, north of Countryside Drive and east of Gordon Randle Drive.</p>	<p>The subject lands are identified as 'Executive Residential' within the Vales of Humber Block Plan. The proposed development follows and conforms with the CDG by conforming to the architectural guidelines and structure as outlined in the CDG.</p>
<p>City of Brampton Zoning By-law 270-2004</p>	
<p>Policy</p>	<p>Staff Comments</p>
<p>Residential Rural Estate Two – RE2</p>	<p>Under the City of Brampton’s Comprehensive Zoning By-law 270-2004, the Subject Lands are zoned 'Residential Rural Estate Two – RE2’. Please refer to Section 11.2 of the Zoning By-law for provisions related to Residential Rural Estate Two. A Zoning By-law Amendment is required to permit the development of three single detached dwellings and a linked single detached dwellings comprised of two units.</p>