

Detailed Planning Analysis
City File Number: OZS-2024-0011

The Provincial Planning Statement (2024), Provincial Planning Statement (2024), the City of Brampton Official Plan (2006), and the Brampton Plan (2023) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act R.S.O 1990

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

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

Section 2

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (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 of high quality, safe, accessible, attractive and vibrant;

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

- **Efficient Use of Land:** The proposed development will optimize the use of the currently underutilized land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, and along a Support Corridor, aligning with the city's planning objectives.
- **Accessibility and Connectivity:** The proposed development is located along a Support Corridor with various ZUM and Brampton Bus stops, and within an 800-metre radius of 7 community parks, 8 schools, 3 recreational facilities, and 2 places of worship.
- **Design:** The proposed development will feature a well-designed residential building that will enhance the street fabric.
- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies.
- **Traffic and Roadway Design:** The proposal will be designed to accommodate local traffic.
- **Lot Dimensions and Shapes:** The dimensions and shape of the proposed lots are deemed to be appropriate for the development

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

Provincial Planning Statement (2024)

The Provincial Planning Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The current Provincial Planning Statement (PPS) came into effect as of October 20, 2024. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters

“shall be consistent with” policy statements issued under the Act. The policies in the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns. As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

2.1 – Planning for People and Homes

2.1.1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.

2.1.2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning

2.1.3 At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality’s next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

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

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, 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 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- (i) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being 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;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and
- 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

2.3.1 General Policies for Settlement Areas

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

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 – Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range of mix of housing options, intensification and more mixed-used development, strategic growth areas should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal for education, commercial, recreational, and commercial uses;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit;
 - d) to support affordable, accessible and equitable housing.
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;

3 – Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

1. *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

2. *Before consideration is given to developing new infrastructure and public service facilities:*
 - a) *the use of existing infrastructure and public service facilities should be optimized; and*
 - b) *opportunities for adaptive re-use should be considered, wherever feasible.*

3.2 Transportation Systems

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

3.6 – Sewage, Water and Stormwater

1. Planning for sewage and water services shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
 - b) ensure that these services are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible and financially viable over their life cycle;
 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
 4. aligns with comprehensive municipal planning for these services, where applicable.
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

8. Planning for stormwater management shall:
 - a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
 - c) minimize erosion and changes in water balance including through the use of green infrastructure;

- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale

Analysis:

The proposal meets the requirements of the Provincial Planning Statement (2024) by the efficient use of the site which will sustain the financial well-being of the Province and municipalities over the long term. The proposed development adds to the existing mix of housing options by introducing apartment units in a predominately single-detached neighborhood to accommodate the changing needs of the demographics through the development of 131 residential townhome family units of three, four and five bedrooms that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community. The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life. The proposed infill development for a mid-rise residential development will be supported by existing infrastructure and public service facilities. The Region of Peel has reviewed the Functional Servicing and Stormwater Management report to find the development supportable of municipal infrastructure and services to support the proposed Official Plan and Zoning By-Law Amendments. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

The proposal is consistent with these requirements by proposing an appropriate residential density that makes efficient use of the location where sufficient transit is available to support the proposal. Bicycle amenities (parking and storage) are proposed with the development, and it is anticipated that this will encourage the use of bicycles in the commute of future residents of the proposed development.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement (2024).

City of Brampton Official Plan (2006, September 2020 Consolidation)

The City of Brampton Official Plan charts the course for land use decision-making within the municipality. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The

Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated "Communities" with a "Designated Greenfield" overlay on Schedule 1: City concept Plan, and "Residential" on Schedule A: Land Use Designations. Bramalea Road is classified as a "Minor Arterial Road" whereas Father Tobin Road is classified as a "Collector" on Schedule B: City Road Hierarchy. Bramalea Road is further classified as a "Primary Transit Corridor" on Schedule C: Transit Network." The "Residential" designation permits a broad range of residential uses and dwelling types, including stacked and back-to-back townhomes. The proposal been evaluated for conformity with the Official Plan. The Official Plan policies that are applicable to this application include the following:

2.2 – Managing Growth

- b) Promote balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area, including the Urban Growth Centre, along intensification corridors and around mobility hubs and major transit station areas and by designating sufficient commercial lands;
- d) 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 mixed use residential and commercial/employment uses;

Section 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

The City's sustainable planning framework is built on:

- An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;
- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle.

3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

3.2.8 – Communities

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

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

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

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

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- (v) There is sufficient existing or planned infrastructure to accommodate the development;
- (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

- (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

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.

3.2.11 Open Space Systems

The City will examine opportunities to provide open space and pathways in combination with green infrastructure; protecting, restoring and linking parkland to natural and cultural heritage features; and providing passive and active recreational uses. The City may identify urban open spaces that involve features such as rooftop gardens and communal courtyards.

The open space system also represents the structural element which defines the limit for development by prescribing areas to be protected for natural heritage

conservation and recreation. Indeed, natural heritage features are fundamental elements of the open space system and their protection, enhancement, linkage and restoration is critical to ensure sustainability and a high quality of life in the City. The City will work with neighbouring municipalities, conservation agencies, as well as the scientific and academic communities, to identify, manage and monitor Brampton's natural heritage system.

Section 4.2 – Residential

Brampton's residential policies focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.
- (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

4.2.1 – General Residential Policies

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. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

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.

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

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

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.4 The City shall, for new secondary plan areas or portions therefor as identified on “Schedule ‘G’”, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre).

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate

4.2.1.16 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted;

4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high-density residential sites relative to the following criteria:

- i. Compliance with the policies of the relevant Secondary Plan;
- ii. The ability of the road network and local transit to properly service the proposed density increase;
- iii. No detrimental physical impacts on adjacent properties including privacy and shadowing; and,
- iv. The ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, and functional and physical considerations.

The proposed development proposes an additional 131 units contributing to the built-up area requirement of 26,500 units. The proposed density for this development is approximately 170 units per net residential hectare (70 units/acre), which contributes towards the required density target for this area. This satisfies 3.2.2.1 of the Official Plan. The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Minor Arterial Road and Primary Transit Corridor. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area including outside of intensification corridors only. Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0, and that residential and non-residential development outside of these areas shall generally be limited to 4 storeys in height. The development is proposing a density of approximately 170 units per net hectare (70 units per acre) and a proposed Floor Space Index of 1.88. The proposal also seeks to permit a height of 3 storeys which is generally permitted through Policy 3.2.8.6. Policy 3.2.8.5 speaks to permitting an increased density and height as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density is justified.

The subject lands have sufficient access to existing infrastructure and transit uses. As Bramalea Road is designated a Minor Arterial Road on Schedule B and a Primary Transit Corridor on Schedule C. Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent residential subdivision by using landscape setbacks and positioning the balconies to screen the privacy of the residential homes.

The residential portion of the proposal is to be permitted through an Official Plan Amendment to the Springdale Secondary Plan Area. The Official Plan Amendment will prescribe an increase in density of the residential development which has been supported by the technical studies and reports as prepared by the consulting team in support of the Official Plan and Zoning By-law Amendment applications. The proposal is not anticipated to have any significant negative impacts on adjacent uses as depicted in the Shadow Study as prepared by Kirkor Architects and Planners. The development will revitalize underutilized lands in the area, introducing aesthetically appealing built forms that coexist harmoniously with the existing neighborhood. The proposal enhances the public realm with landscaped treatments along Bramalea and Father Tobin Road and throughout the site, landscaped walkway. Resident amenity areas will be thoughtfully landscaped to create a safe buffer with central access to all residents of the development.

To ensure compatibility with the surrounding area, the proposed design considers massing, scale, and will be encouraged to use similar building materials, facilitating a fluid transition with the existing neighborhood fabric, which will be addresses through a subsequent site plan application.

Therefore, the subject proposal adds to the range of housing that is required within the City. The type of development is compact and transit-supportive. Staff is satisfied that the proposed development conforms to the Official Plan. Based on the above, staff are satisfied that the proposed amendment to the Secondary Plan and Zoning By-law Amendment is consistent with the policies of the Official Plan.

Brampton Plan (2024)

On June 6th, 2024, the *Brampton Plan* came into effect except for those policies and sections under appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject lands are located within the 'Community Areas' designation along a 'Support Corridor' on Schedule 1A – City Structure of the Brampton Plan. As per the Brampton Plan definition, '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. Bramalea Road is identified as a 'Support Corridor,' on Schedule 1A – City Structure of the Brampton Plan. The corridor is intended to provide local bus services such as Brampton Transit, to operate routes that serve generally short to medium distance trips providing critical connections to the City. The subject site is

further designated as 'Neighbourhoods' on Schedule 2 – Designations, in the Brampton Plan. The subject site is further identified as a 'Designated Greenfield Area' on Schedule 5 – Provincial Plans and Policy Areas.

The 'Neighbourhoods' designation located along a 'Support Corridor' within a 400-800 metre permit low-rise plus typologies as outlined on Table 5. The following are the applicable policies to the proposed development:

- 2.2.7.1 In 2051, Brampton's Neighbourhoods will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:
- a. Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15-minute walk or bike ride from home.
 - b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.
 - c. Foster Liveability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

In the traditional way of thinking, a neighbourhood is made up of homes, built side-by-side. As Brampton Plan emphasizes intensification and infill to accommodate growth this requires specific consideration for how areas across the city evolve based on their neighbourhood-specific needs. Brampton Plan sets out policies for both new and existing Neighbourhoods for context-sensitive development.

The policies of this section address these existing and planned contexts that characterize Brampton's Neighbourhoods designated on Schedule 2.

2.2.7.2 The City-wide Urban Design Guidelines will be used to evaluate and provide guidance on infill proposals. The Guidelines will address intensification and infill on large lots such as existing shopping plazas, and smaller lots within Neighbourhoods.

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:

- 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.

2.2.7.5 The range of permitted uses in Neighbourhoods is determined based on the street classification explained on Table 6 in alignment with Schedule 3C that show the functional street classifications referenced.

2.2.7.6 The full range of uses described in Table 6 will only be permitted provided it can be demonstrated that they conform with the interpretation policies for Table 6.

Residential Uses

2.2.7.14 Residential uses are permitted in accordance with the policies of this section and in accordance with the heights prescribed in Table 5.

Table 4 – Building Typologies

Building Typologies	Height Range
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Low-Rise	Up to and including 3 full storeys
Low-Rise Plus	Up to and including 4 full storeys
Mid-Rise	Between 5 and 12 full storeys
High-Rise	13 full storeys or greater

Tale 5 – Summary of Building Typologies by Designation and Overlay (condensed)

Designation (Schedule 2)	Building Typology	Additional Permissions
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on Schedule 3B

2.2.7.35 The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building setbacks, maximum lot coverage, minimum lot size, height, front and sideyard setbacks, massing, floor area, roofline, materials, and minimum landscaped areas, as appropriate, having regard for:

- a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.
- b. Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees.
- c. Active frontages and ground related non-residential uses to encourage walkability and street life.
- d. Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.
- e. Proximity to the Mixed-Use designation and Corridors overlay.
- f. Appropriate buffers between major highway corridors and sensitive land uses will be considered to reduce health impacts from traffic emissions.

- g. Transition in building form to and from abutting designations.
- h. The intended density to be accommodated within the permitted building envelope.

2.2.7.36 Predominantly ground-oriented dwelling forms will generally be directed to locations in Neighbourhoods outside of the Mixed-Use designation and Corridors. Missing middle housing typologies will be encouraged in Neighbourhoods and Corridors consistent with Table 4 and the policies of this Plan.

2.2.7.37 Rear lotting will be prohibited in new Neighbourhoods. New Neighbourhoods should be designed strategically to eliminate the need for noise walls. In existing Neighbourhoods, opportunities for access to the Active Transportation and Transit Networks should be explored.

2.2.7.39 In Neighbourhoods, infill development that varies from the local pattern in terms of lot size, configuration and/or orientation will be considered subject to satisfying the following:

- a. Heights, massing and scale that are compatible with adjacent residential properties;
- b. Setbacks from adjacent residential properties and public streets that are proportionate to adjacent residential properties;
- c. Ensure adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
- d. Front onto existing or newly created public streets wherever possible; and,
- e. Provide safe, accessible pedestrian walkways from public streets.

The proposed development is consistent with the “Neighborhood” designation, as it permits 4-storeys along a ‘Support Corridor’ in Table 5 of the Brampton Plan. The proposed development seeks to provide a housing mix to a predominately low-density subdivision, along a “Support Corridor” and “Minor Arterial” Road. The proposed development is consistent with the policies of the Brampton Plan by providing intensification and a built-form with appropriate step-backs, adequate separation distances, and landscaping from the adjacent developments. The proposed development seeks to permit a new density along Bramalea and Father Tobin Road, with adequate transit connections and pedestrian connectivity.

Staff are satisfied that the proposal to amend the Official Plan and Zoning By-Law conforms and is consistent with the vision of the Brampton Plan (2024).

Springdale Secondary Plan (Area 2)

The property is designated as “Medium Density Residential,” and classifies Bramalea Road as a ‘Minor Arterial Road’ and Father Tobin Road as a ‘Support Corridor’ on Schedule 2 of the Springdale Secondary Plan (Area 2) (SPA2). The Secondary Plan policies that are applicable to this application include, but are not limited to:

1.2 Medium Density Residential

- 1.2.1 Uses permitted on lands designated Medium Density Residential on Schedule 2 shall be developed in accordance with the New Housing Mix and Density Categories in Section 4.2.1.2 of the Official Plan.

Lands designated Medium Density Residential are to be developed for single detached, semi-detached and townhouses in accordance with the New Housing Mix and Density to a maximum density of 50 units/net hectare (20 units/net acre) as outlined in Section 1.2.1. An Amendment to the Secondary Plan is required to permit the proposed increased density of 170 units per net residential acre (70 units/net acre). The proposed Official Plan Amendment proposes to re-designate the subject lands to “High Density Residential” and “Special Site Area – XXXX,” refer to Attachment 11 for the Draft Official Plan Amendment. The increase in density will contribute to Brampton’s housing supply and create a complete community by increasing the variety of housing types in the area.

As mentioned, Staff is recommending an increase in density to support the need for housing in Brampton. The subject proposal adds to the range of housing that is available within the area. The application proposes the design and treatment to the proposed development that will complement the existing neighborhood. The development makes efficient use of the existing and planned infrastructure. Given the above Staff is recommending approval of the Official Plan Amendment, generally in accordance with Appendix 12.

City of Brampton Zoning By-Law 270-2004, as amended

The site is split zoned “Agricultural (A)” and “Residential Townhouse A Special Section 1929 (R3A-1929) by By-law 270-2004, as amended. The northerly limits of the subject site are current designated R3A-1929 which permits townhouse dwellings with a maximum height of 2 storeys and minimum lot area of 180 square metres.

To permit the proposed development of three-storey stacked back-to-back townhomes, a Zoning By-Law Amendment is required. The proposed redevelopment seeks to rezone the subject lands to Residential Apartment A – Special Section 3834 (R4A-3834). The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Attachment 12 of this report.

Permitted Uses

The proposed rezoning permits the following uses in the proposed rezoning to Residential Apartment A – Special Section 3834 (R4A-3834):

- 1) Dwelling, stacked townhouse;
- 2) Dwelling, back-to-back townhouse;
- 3) Dwelling, stacked back-to-back townhouse;
- 4) Purposes accessory to the other permitted purposes.

Built Form:

The implementing Zoning By-law includes appropriate provisions to ensure the appropriate landscape buffers are integrated into the proposed development, and that adequate setbacks are provided to ensure the built form is integrated into the existing development.

Parking:

A minimum parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates residents and visitors to the proposed residential development. The proposed development seeks to permit a one-storey underground parking structure.

For the purpose of Section 3834:

A Dwelling, Back-to-Back Stacked Townhouse shall mean a building containing four or more dwelling units where each unit is separated horizontally and vertically from another dwelling with a common wall, and which may also have a rear common wall, where no rear yard is provided and where each unit is directly accessible from the outside of the building.

Technical Requirements:

Planning Justification Report

The planning justification report prepared by Gagnon Walker Domes Ltd., 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, Brampton Plan, the Springdale Secondary Plan and Zoning By-Law are satisfied. It is satisfactory to support the proposed Official Plan and Zoning By-law Amendment.

Traffic Impact Study

A Transportation Impact Study (TIS) was prepared by NexTrands Consulting Engineers, dated September 25, 2023 assesses on-site parking and transportation related impacts. The TIS concluded that the proposal can be adequately accommodated by the existing transportation network and intersections. Under existing, future background, and future total conditions, all studied intersection movements will operate within capacity with acceptable levels of service (LOS).

The proposed development has a total of 157 vehicular parking spaces and 79 bicycle spaces. City of Brampton Transportation and Region of Peel Staff are satisfied with the results of the Transportation Impact Study.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal (see Appendix 8). The proposal achieves an overall bronze sustainability score of 45 point for the development. Staff are satisfied with the Sustainability Score to support the Official Plan and Zoning By-Law Amendment, and will be further reviewed at detailed site plan stage.

Waste Management Plan

A Waste Management Plan was prepared by Kirkor Architects and Planners dated January 26, 2024 to demonstrate the eligibility of front-end waste collection provided by the Region of Peel in accordance with the Waste Collection Design Standards Manual. Regional Staff are satisfied with the Waste Management Plan to support the Official Plan and Zoning By-Law Amendment, and will be further reviewed at detailed site plan stage.

Landscape Plan and Urban Design Brief

A Landscape Plan and Urban Design Brief was prepared by NAK Design Strategies in support of the application, to illustrate the landscape design and integration of the subject property. They are satisfactory to support the Official Plan and Zoning By-Law Amendment, and will be further refined at detailed site plan stage.

Functional Servicing Report

A Functional Servicing Report was prepared by Schaeffers Consulting Engineers, dated September 29, 2023 to document existing conditions and available/required services. It demonstrates that the proposed townhouses can be adequately serviced by existing sanitary, water, and stormwater management infrastructure. The Report also details proposed site grading, erosion and sediment control. Municipal water supply will be provided by a service connection to the existing 300 mm diameter watermain within the Father Tobin Road right-of-way. Fire protection will be provided according to the required maximum day plus the fire flow demand calculations and the completed Hydrant Flow Test results. Sanitary sewage service will be provided by connecting to the existing 250 mm diameter sanitary main located within the Father Tobin Road right-of-way. 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.

Noise Study

A Noise Feasibility Study was prepared by HGC Engineering dated August 24, 2023 to establish the noise control measures that may be required as a result of transportation noise sources. The Noise Study has been approved by City Staff.

Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc., dated February 1, 2024 in support of the proposal. The findings of the Report indicate a total of 34 individual trees were identified on and adjacent the subject site. In order to accommodate the proposal it will be necessary to remove 31 trees from the subject site. The removal of one (1) additional tree is recommended regardless of the proposal due to its poor condition. The remaining trees can be saved provided appropriate three protection measures are installed prior to the commencement of the proposed works.

It was determined that 81 replacement trees will be required to compensate for the removal of the aforementioned trees as per the City's Guidelines. In the event that not all the replacement trees can be accommodated on site, cash-in-lieu (CIL) of trees will be made a condition of approval at Site Plan Approval Stage. The Tree Inventory and Preservation Plan has been deemed satisfactory for the Official Plan and Zoning By-Law Amendment.

Shadow Study

A Shadow Impact Study was prepared by Kirkor Architects and Planners to assess the shadow impacts on the surrounding development. Staff will be ensuring that adequate setbacks is provided to reduce shadow impacts. City Staff are satisfied with the Shadow Impact Study for the Official Plan and Zoning By-Law Amendment.