

Detailed Planning Analysis

City File Number: OZS-2023-0008

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities. The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, 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 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 to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision.

The following provides a discussion to these sections. Section 2:

- (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;
- (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,
- (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.

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

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) conformity to the official plan;
- (d) suitability for the land for the purpose for which it is being subdivided; and
- (h) conservation of natural resources and flood control.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision, Secondary Plan Amendment, and Zoning By-law Amendment. The proposal contemplates low, medium, and high-density residential uses, a district retail block, parks, valleyland, Natural Heritage system, internal road network and walkway blocks. The subject area where the proposal is located can be adequately serviced by existing and planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential intensification in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources, as there are dedicated lands that are being proposed as Valleyland Block, Natural Heritage System Buffer Blocks, Park Blocks, and Vista Blocks.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS), 2024:

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It came into effect October 20, 2024. The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS), 2024. Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 2.1.4 – 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 childcare 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.

Section 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:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- 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;
- 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.

Section 2.3.1.1 - 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.

Section 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.

Section 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.

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

Section 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.

Section 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.

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

Section 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.

Section 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.

Section 3.1.1 - Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Section 3.1.4 – Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost effectiveness and facilities service integration, access to transit and active transportation.

Section 3.9.1 – Healthy, active, and inclusive communities should be promoted by:

- a. planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b. planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c. providing opportunities for public access to shorelines; and
- d. recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Section 4.1.1 – Natural features and areas shall be protected for the long term. Section 4.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Section 6.2.9 - Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a) identify and allocate population, housing and employment projections for lower-tier municipalities;
- b) identify areas where growth and development will be focused, including strategic growth areas, and establish any applicable minimum density targets;
- c) identify minimum density targets for growth and development taking place in new or expanded settlement areas, where applicable; and
- d) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

Analysis: Provincial Policy Statement

The proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3 of the PPS.

The proposed Draft Plan of Subdivision, Secondary Plan Amendment, and Zoning By-Law Amendment contemplates the following:

- 62 single-detached dwelling units with lot widths of approximately 11.0 metres;
- 49 single-detached dwelling units with lot widths of approximately 12.20 metres;
- Three (3) Medium Density Residential Blocks (1.31ha / 3.24 Ac) with 48 standard townhouse units and 56 stacked townhouse units.
- One (1) High Density Mixed Use Residential Block 2.40ha / 2.34ac) conceptually designed for one 8-storey apartment building with 200 units, one 8-storey apartment building with 135 units, and one 6-storey apartment building with 101 units, comprising a total of 438 residential units.
- One (1) District Retail Block (0.09ha / 22ac)
- 3.77 hectares (9.31 acres) dedicated to Natural Heritage System (NHS) blocks;
- 0.45 hectares (1.11 acres) dedicated to Natural Heritage System (NHS) buffer blocks;
- 0.23 hectares (0.57 acres) dedicated to park blocks
- 1.45 hectares (3.58 acres) dedicated to a stormwater management pond block;
- 2.62 hectares (6.67 acres) dedicated to road widenings and internal road network blocks.

As such, the development proposal will allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single detached residential dwellings. The subject property is also a part of the larger Block Plan 47-1 area which comprises a range and mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 2.1.6 b), 2.2.1 d), and 2.4.1.2 of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” in Schedule E-1: Regional Structure, ‘Designated Greenfield Area’ in Schedule E-3: The Growth Plan Policy Areas in Peel, and ‘Node/Centres’ in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following: a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the

overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semidetached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached, townhouse, and apartment building structural types, in close proximity to park facilities, and other uses in the Block Plan area such as public service facility uses in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, and medium to high density apartment buildings that will provide a mix of housing types and densities.

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

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Communities", "Designated Greenfield Area" and "Open Space" on Schedule 1 – City Concept; and "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan and the proposed Secondary Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision conforms to the intent of this 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. 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

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.

Section 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.

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" and "Open Space" designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, street townhouses, and both mixed use and residential apartment buildings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, a district retail block, park block, Natural Heritage Buffer Block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The subject property will be 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.

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 Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan (2006).

Brampton Plan (2024)

Brampton’s new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region’s decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The subject lands are designated “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” on Schedule 2 – Designations of the Brampton Plan (2024).

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

Section 2.2.6 - Mixed-Use areas are locations in Brampton that facilitate a significant amount of urban growth until 2051 and beyond, achieving a broad range of planning objectives set out by Brampton Plan. Mixed-Use areas will be located to optimize opportunities for accessing planned public transit facilities and, when developed, will reflect the characteristics of complete communities. Mixed-Use areas will provide for complete streets with comfortable pedestrian access to stores, restaurants and other businesses, co-located with residential or office uses. These areas will reduce the need to own cars, thereby promoting use of sustainable modes of transportation and encouraging social and economic exchange. Flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs, strategically located close or adjacent to transit. There may also be locations across the city where a mix of uses help to promote intensification and support the objective of creating 15-minute communities, notably within Neighbourhood Centres and Corridors.

Section 2.2.6.1 - In 2051, Brampton’s Mixed-Use areas will be vibrant, unique urban places that support the creation of compact, complete communities. To achieve this, Brampton Plan will:

- a) Plan for Intensification. Mixed-Use areas will support increased population, employment and household growth through a broad range of uses that create places where residents can live, work and play in a manner that helps to achieve reduced emissions, improve energy efficiency, promote sustainable transportation options, increase resilience to climate change and create great places to experience across Brampton.
- b) Protect and Plan for the Future of Major Institutional Areas. Within the Mixed-Use designation, the intent is to build upon the role of the institutions by providing

opportunities for urban, high intensity development that serves the needs of visitors, employees, and residents affiliated with the anchor institution and the surrounding region.

Section 2.2.6.2 – Lands designed Mixed-Use on Schedule 2 will:

- a) Facilitate transit-supportive development and increased transit ridership, providing the highest level of connectivity for the immediate surrounding uses to create 15-minute, complete communities.
- b) Concentrate a broad range of uses that create attractive multistorey streetrelated building environments.
- c) Ensure that new development is compatible with the character and pattern of adjacent and surrounding development, while providing adequate landscaped open space, park space and community services to residents. This means locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.
- d) Encourage a high quality of urban design in alignment with the design policies in Part 3.1 of this Plan.
- e) Promote sustainable development practices in alignment with the Sustainability and Climate Change policies of this Plan, including but not limited to creating community gardens and implementing District Energy Systems.
- f) Support the achievement of the housing targets identified in the Housing and Social Matters policies of this Plan, including the creation of affordable housing, rental housing, as well as family friendly housing units in key growth areas.
- g) Have connection and access to community services, including schools, parks, community centres, libraries and childcare.
- h) improve the pedestrian experience by making it attractive, comfortable and safe.
- i) Meet or exceed the minimum transit-supportive density targets established in Part 2.1 of this Plan.

Section 2.2.6.3 - The following range of uses may be permitted within the Mixed-Use designation on Schedule 2:

- a) A mix of residential, including affordable and rental housing options, commercial, institutional, office, restaurant and service uses, with the exception of motor vehicle and self-storage uses;
- b) Mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors;
- c) Community services and facilities provided these are located on an arterial or major collector road; and,
- d) Missing middle housing options to support the transition between Mixed-Use and adjacent designations.

Section 2.2.6.5 - The expansion and the development of new automobile-oriented land uses, such as gas bars and drive throughs, are prohibited in the Mixed-Use designation.

Section 2.2.6.13 - The evolution of Major Institutional areas within the Mixed-Use designation so that they function as important community resources and focal points will occur by:

- a) Incorporating public squares, urban parks, and other social spaces into new developments located in areas of high pedestrian activity, near Rapid Transit stations or Corridors.
- b) Locating parking areas underground where possible or locating them behind or at the side of the building to reduce the visual impact of parking areas from the public realm.
- c) Situating Rapid Transit stations on site in prominent locations where there is high level of pedestrian activity or where it can form a focal point for the site.
- d) Providing connections to trails within the Natural System in accordance with the policies of this Plan.

Section 2.2.6.15 - The minimum density target for lands located within the Mixed-Use designation is established in Part 2.1 of Brampton Plan or will be outlined in a Secondary Plan.

Section 2.2.6.16 - Built form within the Mixed-Use designation is subject to the respective overlay policies contained in Part 2.2 of this Plan.

Section 2.2.6.22 - Where retail buildings are set back with parking between the building and the public street or sidewalk, new street-related retail infill development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

Section 2.2.6.23 - Development applications and local area studies that include retail uses are encouraged to provide:

- a) Retail development of a type, density, and form that is compatible with the existing and planned context of the area; and,
- b) Retailing in intensive formats.

Section 2.2.6.24 - Commercial development on large sites should be designed to promote street related retail, pedestrian and transit use and limit traffic impacts on existing neighbourhoods and employment uses by:

- a) Dividing the large site with public streets, mid-block pedestrian connections, private streets, lanes and/or shared driveways, where appropriate, to create appropriately human-scaled development blocks;
- b) Providing safe and comfortable pedestrian connections between the retail stores, the parking areas and the public sidewalks at the edge of the site and between retail developments on adjacent sites;
- c) Locating and designing development to frame and support the public realm; and,
- d) d. Ensuring the appropriate phasing of the redevelopment, where appropriate.

Section 2.2.7 - Brampton's Neighbourhoods are areas of the city where most residents live, and are comprised of a mix of uses and lower scale built form. As illustrated on Schedule 2, the Neighbourhoods designation makes up the vast majority of Brampton's land area. Lands located within the Neighbourhoods designation include mainly residential communities with other locally-serving community services and amenities.

Section 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 Livability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

The notion of the 15-minute neighbourhood can be accomplished by providing for everyone's daily needs within a 15-minute walk or bike from home. This section establishes policies which are focused on three key elements:

- Proximity, which means reducing time spent travelling from home to meet daily needs and reduce car dependency.
- Diversity, which refers to the diversity of services and amenities to meet needs locally, the diversity of housing options, and diversity of culture and socioeconomic backgrounds to build Neighbourhoods.
- Ubiquity, which refers to the decentralization of some of the city's functions and a focus on local amenity instead of city-wide provision. Each community within our Neighbourhoods has its own identity and should be planned in a way that serves the needs and desires of its residents.

Together, the elements of the 15-minute neighbourhood work to improve the quality of life in Brampton's neighbourhoods and help to achieve a more sustainable, healthier and liveable city.

Section 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.

Section 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.

Section 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.

Section 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.

Table 6 – Permitted Uses in Neighbourhoods

Functional Street Classification	Permitted Uses (Subject to the Policies of this Section)	Permitted Accessory Uses (Subject to the Policies of this Section)
Local Street	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space 	<ul style="list-style-type: none"> I. Home Occupations J. Additional Residential Units K. Community Gardens
Collector	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Neighbourhood Supportive Commercial Uses E. Emergency Facilities F. Places of Worship G. Day Care Centres H. Long Term Care Facility 	
Major and Minor Arterial (City and Region)	<ul style="list-style-type: none"> A. Residential Uses B. Community Services and Facilities C. Parks and Open Space D. Emergency Facilities E. Places of Worship F. Day Care Centres G. Long Term Care Facility H. Motor Vehicle Commercial 	

Section 2.2.7.8 - New proposals locating on Collector, Major and Minor Arterials are encouraged to plan for the creation of complete communities by providing vertically and/or horizontally integrated mixed-use buildings. This may include, any combination of compatible uses, including but not

limited to live-work units, residential use, appropriately scaled commercial uses, personal and social service, local office, daycares, cafes, restaurants, or community uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings, and buildings with a mix of unit types.

Section 2.2.7.9 - Mixed use buildings will be directed to transit supportive corridors, and transit supportive intersections.

Section 2.2.7.10 - Notwithstanding the policies of this section, similar designations not explicitly identified in this Plan, may be permitted within the Neighbourhoods designation on Schedule 2 as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.

Section 2.2.7.11 - Where development is being considered at the intersection of two streets of different typologies, development will be oriented toward the higher-order street. Access should be provided from the lower-order street.

Section 2.2.7.12 - Where development is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted neighbourhoods:

- a) The lower-order streets will be used to determine the permitted uses in Table 6.
- b) Where land assembly has occurred and the development fulfills the development criteria of this Plan, the higher-order street may be used to establish the permitted uses in Table 6.
- c) Where the higher-order street has been used to establish the permitted uses in Table 6, the development will be required to complement the existing or planned character of each street onto which it has frontage.

Section 2.2.7.13 - Secondary Plans and Precinct Plans will provide more specific designations of lands within the Neighbourhoods designation.

Section 2.2.7.35 - The Zoning By-law, together with Site Plan Control, and other regulatory tools as appropriate, will include requirements for building stepbacks, 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.
- g) Transition in building form to and from abutting designations.
- h) The intended density to be accommodated within the permitted building envelope.

Section 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.

Section 2.2.7.38 - Development in Neighbourhoods will have regard for the existing physical character of each geographic neighbourhood, including in particular:

- a) Patterns of streets, blocks and lanes, parks, and public building sites;
- b) Prevailing size and configuration of lots;
- c) Prevailing heights, massing, scale, density, and dwelling type of nearby residential properties;
- d) Prevailing building type(s);
- e) Prevailing location, design and elevations of buildings relative to the grade of driveways and garages;
- f) Prevailing setbacks of buildings from the street or streets;
- g) Natural System and natural hazards;
- h) Prevailing patterns of rear and side yard setbacks and landscaped open space areas; and
- i) Continuation of special landscape or architectural styles, where appropriate that contribute to the unique physical character of the geographic neighbourhood.

Section 2.2.7.40 - Underutilized sites or sites within existing Neighbourhoods which were previously used for non-residential uses, including but not limited to: schools, golf courses, and places of worship, may convert to residential uses through the completion of an Area Plan, provided that:

- b. The proposed development includes a mix of residential and communitysupportive non-residential uses to help support achievement of a complete and walkable community, as appropriate;
- c. The intent of the City-Wide Growth Management Framework is met;
- d. The proposed development meets the Housing and Social Matters policies of this Plan;
- e. Have heights, massing and scale that have regard for nearby residential properties and provide a transition between areas of different development intensity and scale;
- g. Development is evaluated against the new Neighbourhoods policies of this Plan.

Section 2.2.9 - Brampton's Natural System is an interconnected network of Natural Heritage System and Water Resource System features and areas, and their linkages such as wetlands, woodlands, valleylands, lakes and rivers and their flood plains, water resources, and any associated buffers and restoration and enhancement areas.

Section 2.2.9.30 - Brampton Plan will provide clear direction and a unified framework for long-term protection, restoration, enhancement, and conservation of the Natural Heritage System and Water Resource System and the achievement of the goals and objectives of the City's Natural Heritage and Environmental Management Strategy. To achieve this, Brampton Plan will:

- a) Identify, Protect and Restore the Natural Heritage System. Taking a systems based approach to identify, protect, restore and enhance key natural heritage features and

areas, and the ecological functions, processes, and linkages they provide over the long-term while striving to achieve watershed/subwatershed targets identified by the Conservation Authorities.

- b) Identify and Protect the Water Resource System. Identify, protect, restore and enhance the water resource system, features and areas, and their linkages, including ground and surface water features and their hydrologic functions
- c) Enhance the Natural Heritage System and Water Resource System. Restore, enhance and conserve the quality and ecological integrity of the Natural System and Water Resource System through appropriate permitted uses, well planned built form and community design and stewardship, buffers, linkages, ecological restoration and enhancement, appropriate mitigation, environmental studies and green infrastructure implementation.
- d) Education, Stewardship, and Partnerships. Encourage through education, stewardship and partnerships, the cooperation of property owners in the maintenance of, or enhancement to, the naturalization of lands and the sustainable use of the Natural System.

Section 2.2.9.33 - Subject to the minimum protection standards for natural and water resource features and areas, Brampton Plan encourages the continuum of conservation, which includes, in priority sequence:

- b. Protect – Protect natural features, areas, and functions and avoid any negative impacts.
- c. Minimize – Minimize negative impacts.
- d. Mitigate – Prevent, modify, or alleviate negative effects.
- e. Offset – If mitigating impacts is not possible, removal or compensation measures may be considered in consultation with Conservation Authorities.

Section 2.2.9.34 - Through planning and development applications, the City will protect, restore, connect, and where possible, enhance existing natural features and areas, as feasible.

Section 2.2.9.47 - Development and site alteration will not be permitted on adjacent lands to the Natural Heritage System until appropriate studies have been completed to evaluate the ecological function of the adjacent lands and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Section 2.2.9.49 - Development and site alteration within the Natural Heritage System designated on Schedule 2 will be prohibited except for the following:

- a) Passive recreational uses, including trails, trail heads, foot bridges, signage, public art, small playgrounds, outdoor classrooms, picnic areas, and washrooms if measures are taken to minimize the number of such structures and their negative impacts;
- b) Natural heritage restoration or enhancement efforts, including forest, fish, and wildlife management;
- c) Flood and erosion control project where it has been demonstrated to be necessary in the public interest and after all reasonable alternatives outside the Natural Heritage System have been considered, and the impact to the Natural Heritage System is minimized;

- d) Essential infrastructure exempted, pre-approved, or authorized under an Environmental Assessment process;
- e) Existing uses, buildings, or structures;
- f) A new single residential dwelling, if the need has been demonstrated and it has been established that there is no reasonable alternative, on an existing lot of record, after studies have been undertaken and approved by the City and appropriate agencies; and,
- g) Minor Development and Minor Site Alteration where it has been demonstrated through an Environmental Implementation Report that there will be no net loss to the Natural Heritage System and its functions and a net ecological gain.

Analysis: Brampton Plan (2024)

The subject lands are designated “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” on Schedule 2 – Designations of the Brampton Plan (2024).

The “Mixed Use” designation permits a range of residential uses including mixed-use buildings, with retail and service uses on ground level, and residential and non-service office uses generally directed to the rear of buildings and to upper floors.

The “Neighborhoods” designation permits predominantly residential uses, subject to the planned or existing character of the subject property’s street classification. These uses include residential uses, community services and facilities, and parks and open space.

The “Natural Heritage System” designation permits a limited amount of uses, including passive recreational uses such as trails, picnic areas, small playgrounds, etc., which are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Mixed Use”, “Neighborhoods and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes single-detached dwellings, townhouses, and future apartment units to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, district retail block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the proposal is consistent with the “Mixed Use”, “Neighbourhoods”, and “Natural Heritage System” land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Secondary Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision conforms to the policies of the Brampton Plan (2024).

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The subject lands are designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Parkette”, “Valleyland” “SWM Facility”, “Special Policy Area 9”, on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan. The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

Section 5.1.4.1 – In areas designated Low/Medium Density Residential on Schedule SP47(a) the following shall apply, subject to Section 5.1.1 of this Chapter:

- i) Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;
- ii) A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;
- iii) A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;
- iv) A minimum lot frontage of 11 metres (36 feet) shall be required for single detached structure types;
- v) Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall.

Section 5.1.4.2 – Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

Section 5.1.5.1 – As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

Section 5.1.7 - Notwithstanding the High-Density category identified in Section 4.2 of the Official Plan, the lands designated High Density Residential in Schedule 47(a) shall permit the following:

- i) Back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the High Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

Section 5.3.1.3 – The final Valleyland designation shall be protected through an appropriate zone in the City’s Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study

Section 5.3.1.4 – Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

Section 5.3.1.6 – Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.

Section 5.3.1.9 – Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The subject lands are designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Parkette”, “Valleyland”, “SWM Facility”, “Special Policy Area 9”, on Schedule SP47(a) of the Highway 427 Industrial Secondary Plan.

The proposal conforms to designated “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “District Retail”, “Parkette”, “Valleyland”, “SWM Facility”, “Special Policy Area 9”, designations of the Highway 427 Secondary Plan (SP47). The Draft Plan of Subdivision will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, and “Stormwater Management Facility” designations of the Secondary Plan.

As such, the proposal is generally consistent “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, and “Stormwater Management Facility” designations of the Highway 427 Secondary Plan (SP47).

An amendment to the Secondary Plan is required to permit the proposed stacked townhouse block located on the northeast corner of Castlemore and proposed Collector Road B. This block is currently designated as ‘Low/Medium Density Residential’ and an amendment to change the designation to ‘Medium Density Residential’ would be consistent with the proposal.

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified “Low/Medium Density Residential”, “Medium Density Residential”, “High Density Residential”, “Elementary / Secondary Schools”, “Park”, “SWM Ponds”, “Vista Block”, “District Retail”, and “Valley Land” in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Zoning By-law

The subject properties are currently zoned “Agricultural – (A)” and “Floodplain – (F)” as per Zoning By-Law 270-2004, as amended.

Analysis: Zoning By-law

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.

The ‘Floodplain (F)’ zone permits flood and erosion control, any conservation area or purposes, public park, and a golf course.

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

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

- Residential Single Detached F11.0 – Section AAAA (R1F-11.0 – AAAA)
- Residential Single Detached F 12.2 – Section BBBB (R1F-12.2 – BBBB)
- Residential Single Detached F 18.3 – Section CCCC (R1F-18.3 – CCCC)
- Residential Townhouse A – Section DDDD (R3A-DDDD)
- Residential Townhouse A – Section EEEE (R3A-EEEE)
- Residential Apartment A – Section FFFF (R4A-FFFF)
- Commercial Three – Section GGGG (C3 – GGGG)
- Open Space (OS)
- Floodplain (F)

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was prepared by Candevcon Limited and submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan

and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Limited in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. 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.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Candevcon Limited to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by the Archaeologists Inc. in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Arborist Report

An Arborist Report was prepared by Kuntz Forestry Consulting Inc. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

Environmental Impact Study

A Scoped Environmental Impact Study was prepared by Beacon Environmental Limited to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Scoped Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by DS Consultants Ltd. and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Acoustical Report

The Noise Control Feasibility Report was prepared by Candevcon Limited to assess the potential impact of road traffic noise on The Gore Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 37 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.