

Detailed Planning Analysis
City File Number: OZS-2024-0057

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:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (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 development;
- (q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

- (r) The promotion of built form that,
- i. Is well-designed,
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The proposal contemplates seven detached residential dwellings, 13-part lots and an extension of an existing road. 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 on underutilized parcel of land that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential development in accordance with Section r) of the Planning Act. The proposal conforms to the City of Brampton's planning objectives and contributes to the city's long-term urban structure. By extending Castlegate Boulevard and completing the remaining underdeveloped portions of the subdivision, the project ensures a complete community in accordance with Section f) of the Planning Act. This development serves an existing area while expanding housing availability for the City of Brampton, aligning with the public interest. The proposal will include the extension public road designed to accommodate local traffic, which will connect with both existing municipal roadways. The proposed development is suitable as the Zoning By-law will inform the uses permitted within the subject site, and there is sufficient space to accommodate the proposed development. Based on the above, the application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands. Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (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:
 - i. 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
 - ii. 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, and 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 2.4.2 – Major Transit Station Areas

Section 2.4.2.2 – Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- a. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
- b. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

Section 2.4.2.3 – Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a. Planning for land uses and built form that supports the achievement of minimum density targets; and

Section 2.4.2.6 – All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- a. connections to local and regional transit services to support transit service integration;
- b. infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking;
- c. commuter pick-up/drop-off areas.

Section 2.4.3 – Frequent Transit Corridors

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

Section 3.1.1 - 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.

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 3.2 – Transportation System

Section 3.2.1 - Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

Section 3.2.2 - Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 3.2.3 - As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

Analysis: Provincial Policy Statement (PPS), 2024:

The proposed development includes the development of seven detached residential dwellings, 13-part lots and an extension of an existing road, which aims to intensify underutilized lands and redevelop within established areas while respecting the existing neighborhood character and context. The Provincial Planning Statement focuses growth and development within urban and rural areas and recognizes the wise management of land use change given to the full range of current and future needs. The proposal introduces additional single detached units housing typologies that contributes to growing housing demands and aligns with the planned targets outlined in the City of Brampton Official Plan and Bram East Secondary Plan, thus promoting efficient land use densities.

The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. The proposed re-development of the existing road pattern and utilization of the land is an efficient use of the land and does not put undue stress on the local infrastructure. The development of these lands for residential forms contributes in a positive manner to the building of a complete community and avoids risks to public health and safety by respecting the adjacent existing land uses in accordance with Section 2.1.6.

The proposed zoning by-law amendment will effectively intensify the underutilized lands and will add to the city's housing targets. The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, transit, services, and amenities. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

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, and the ‘Built-up Area in Schedule E-3 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 5.3.1.1 - To conserve the environmental and resource attributes of the region.

Section 5.3.1.2 - To achieve sustainable development within the Urban System.

Section 5.3.1.3 - To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect to the natural environment, resources, and the characteristics of existing communities.

Section 5.3.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure, and public finances while taking into account the characteristics of existing communities and services.

Section 5.3.1.5 - To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Section 5.3.1.6 - To promote crime prevention and improvement in the quality of life.

Section 5.3.1.7 - To recognize the integrity and physical characteristics of existing communities in Peel.

Section 5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

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 5.4.19.7 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 5.4.19.9 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 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.

Section 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

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 5.6.20.12 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 5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.

Section 5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in Schedule E-1: Regional Structure and 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. 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 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.

The proposed development provides appropriate residential land uses through the inclusion of seven residential units 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 adding seven housing units within existing subdivision, in close proximity to park facilities and other uses in the area 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 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.

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

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

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

Section 2.4.2 Managing Growth in Brampton:

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

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

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

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

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- ii) The development contributes to the City's desired housing mix;

- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- v) There is sufficient existing or planned infrastructure to accommodate the development;
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

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

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

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density

policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

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

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

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-ofway. 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 4.7.2.1 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 4.11.4.1 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.
- v) 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.
- vi) 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.
- vii) 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.
- viii) 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' 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 proposal conforms to the 'Residential' designation of the Official Plan. The Draft Plan of Subdivision includes the development of 7 single detached units, 13 part lots and an extension of an existing road which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the surrounding neighbourhood. The site is served by municipal water and sewer systems and is conveniently located near several public facilities, including schools, parks, recreational trails, and transit stops.

The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. 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 subject site is occupied by three (3) single-detached residential dwelling with accessory structures. The proposed development promotes healthy and active communities. The subject property is located within an established urban area in proximity to existing parks, connected recreational trails, institutional uses including schools, financial institutions, grocery stores, restaurants, recreational uses, and adjacent commercial and retail uses. The proposed development is considered to support complete communities.

As such, the proposal is consistent with the 'Residential' land use designations and an amendment to the Official Plan is not required. Based on the above, staff is satisfied

that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Brampton Plan (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 "Neighbourhoods" on Schedule 2 – Designations and "Community Areas" on Schedule 1A – City Structure of the Brampton Plan (2024).

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

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

a. Protecting, maintaining, enhancing and restoring the City's natural and water resource systems for generations to come by ensuring development is sensitively located, integrated and compatible with the natural environment through a sustainable built form.

d. Promoting 15-minute neighbourhoods through the design and retrofit of new and existing communities and appropriate infill in Neighbourhoods to support community health, well-being, and quality of life. This is accomplished by focusing housing, jobs, and people in locations that are well-supported by transit and Active Transportation networks.

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

g. Support the diverse needs of Brampton's changing demographics by providing the essential community services, facilities and supports required.

h. Providing transit and other mobility options to navigate the city and broader region safely and equitably, and to connect a city of approximately 1 million people on the move.

i. Increasing access throughout Brampton by taking advantage of the combined travel benefits afforded by improved mobility, shared mobility, and increased proximity to amenities, which is accomplished by designing complete streets where land use and transportation planning are effectively integrated.

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

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

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

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

2.1.2.20 Intensification in Brampton will be accommodated by:

c. Promoting gentle intensification in Neighbourhoods. Neighbourhoods will continue to evolve through infill development on underutilized vacant properties and lands, the adaptive reuse of existing buildings, and the establishment of additional residential units, as appropriate.

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.*

2.2.7.38 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;*
- i. Continuation of special landscape or architectural styles, where appropriate that contribute to the unique physical character of the geographic neighbourhood; and,*

j. Conservation of heritage buildings, structures and landscapes.

Analysis: Brampton Plan (2024)

The subject lands are designated “Neighbourhoods” on Schedule 2 – Designations and “Community Areas” on Schedule 1A – City Structure of the Brampton Plan (2024).

The proposed development contributes to Brampton’s urban growth objectives by supporting development within the City’s designated Built-Up Area, promoting more efficient use of underutilized lands in an existing residential setting. The development consists of seven (7) single detached dwellings and thirteen (13) part lots, which aligns with the intent of Community Areas to accommodate a mix of residential, retail, employment and local services that support daily living – all within close proximity.

Although the development consists primarily of single detached units, it promotes gentle intensification, consistent with Policy 2.1.2.20(c) of the Brampton Plan. This is also in line with the City’s goals for accommodating growth in already established areas, as set out in Policy 2.1.2.19.

The proposal is compatible with the surrounding built form and respects the existing physical character of the neighbourhood, in accordance with Policy 2.2.7.38. This includes key considerations such as size of the lot, building height and overall character.

The development will be designed in accordance with *City-wide Urban Design Guidelines* (Policy 2.2.7.2). The intent of Policy 2.2.7.3 is being met through the extension to the public road, which will enhance street connectivity, support active transportation and facilitate access to transit infrastructure along Castlemore Road. This supports the City’s objective in creating the 15-minute community.

Based on the above, City staff is satisfied that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Brampton Plan (2024).

Bram East Secondary Plan (Area 41)

The proposed development is located within the Bram East Secondary Plan Area 41. The subject property is designated Low Density Residential and is subject to Special Policy Area 4B.

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

3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range

of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.19 In areas designated Low Density Residential on Schedule SP41(a), residential uses within the pertinent Low Density Residential category as defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.20.

3.1.20c In the area designated Low Density Residential Special policy Area 4B (Large Lot Detached Residential) on the south side of Castlemore Road, between Goreway Drive and McVean Drive, the following policies will apply:

- i) Only single detached homes shall be permitted.*
- ii) Lots shall have a minimum frontage of 21 metres (70 feet) and a minimum lot depth of 42.5 metres (140 feet).*
- iii) A high quality of architectural design will be required*

Analysis: Bram East Secondary Plan (Area 41)

The subject lands are designated Low Density Residential and are subject to Special Policy Area 4B of the Bram East Secondary Plan (Area 41).

As per Section 3.1.20c, the policies for Special Policy Area 4B apply to the lands on the south side of Castlemore Road, between Goreway Drive and McVean Drive. The development proposed single detached dwellings, maintaining the low-density residential character laid out in the Secondary Plan. Although the development proposal is generally consistent with the applicable land use policies in the Bram East Secondary Plan, an amendment to the Secondary Plan is required to facilitate the proposed development in terms of minimum lot frontage and lot depth. A reduced minimum lot frontage of 15 metres (from 21 metres) and a reduced minimum lot depth of 41 metres (from 42.5 metres) is being requested.

Staff have reviewed the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision from a technical perspective and have determined that they are suitable with respect to the character for the area and planned land use function.

Zoning By-law

The subject site is zoned Residential Rural Estate Two (RE2) as per Zoning By-law 270-2004, as amended. The RE2 zone permits single detached dwellings, subject to specific requirements and restrictions. To facilitate the proposed residential development, a Zoning By-law Amendment is required. The applicant is proposing to rezone the subject lands from Residential Rural Estate Two (RE2) to Residential Single Detached E (R1E-15.0-AAAA), Residential Single Detached F (R1F-11.0-BBBB) and Residential Single Detached A – Special Section 1804 (R1A-1804).

Each of the proposed zones will include site-specific exceptions and is tailored to specific areas within the proposed development. The Recommendation report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council should the application be approved.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was prepared by Umbria Developers Inc. and submitted to the City of Brampton. The report provides the rationale for the proposed development and highlight its consistencies with applicable provincial and municipal policies. The report and its addendums conclude that the objectives of the Planning Act, the Provincial Planning Statement, the Region of Peel Official Plan, the City of Brampton Official Plan (2006), the Brampton Plan (2024) and the Zoning By-law are satisfied, and that the development represents good planning. Planning staff have reviewed the report and found it to be satisfactory.

Arborist Report

An Arborist Report was prepared and submitted by Strybos Barron King Ltd. The report provides a comprehensive overview of the tree inventory both within the site and in its immediate surroundings, along with recommendations for tree preservation and removal in relation to the proposed development. The report identifies that all trees internal to the site will require removal, while all trees on adjacent properties will be preserved and protected. The City's Open Space department have reviewed the report and found it to be satisfactory.

Environmental Site Assessment

A Phase 1 Environmental Site Assessment was prepared by Orbit Engineering Limited and was carried out in accordance with Ontario Regulation 153/04, as amended. City staff have evaluated the study and identified Potentially Contaminating Activities (PCAs), contributing to Areas of Potential Environmental Concern (APEC) on the development site. Based on the Phase One ESA findings, staff has recommended a Phase Two ESA for all three properties. A Record of Site condition (RSC) must also be filed with the Ministry of Environment, Conservation and Parks, to support the proposed development at the property, prior to the registration of the subdivision. A RSC is also required for all land conveyances (including roads) to the City. Staff has reviewed the report and noted it remains outstanding and should be addressed in a future resubmission from the applicant.

Traffic Brief

A Traffic Brief Study was prepared by Nextrans Consulting Engineers to assess the transportation-related aspects of the proposed development. The study includes a review and assessment of the proposed extension of Yellowbirch Road, impacts on the road network and parking. The Traffic Services department has reviewed the study and noted that it remains outstanding and should be addressed in a future resubmission by the applicant.

Functional Servicing Report

A Functional Servicing Report and Stormwater Management Report, prepared by Valdor Engineering Inc. (dated July 2023), was provided in support of this development. 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 have reviewed the document and are satisfied that the proposed development can be adequately serviced with full municipal services in accordance with City and Region of Peel standards.

Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by AMICK Consultants Limited in support of this application. City Heritage staff have reviewed the assessment

and noted that a confirmation letter from the Ministry will be required to complete the review.

Geotechnical Investigation

A Geotechnical Investigation was carried out by Orbit Engineering Limited for the subject development. The purpose of this report is to reveal the subsurface conditions and determine the engineering properties of the disclosed soils for the design and construction of the proposed development. City staff have reviewed the report and have no objections.

Noise Feasibility Study

A Noise Feasibility Study was prepared by HGC Engineering in support of the application to assess the potential impact of road traffic noise from Castlemore Road on the proposed development. City Noise staff have reviewed the study and found it acceptable to support the proposed development.