

**Detailed Planning Analysis
City File Number: OZS-2023-0017**

Overview:

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

The Planning Act, Provincial Planning Statement (PPS), the Brampton Official Plan (2006) and Brampton Plan (2023) 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.

Matters of Provincial Interest

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 matter to which this Act applies;

(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.*

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 and adjacent plans of subdivision, if any;

(d) suitability for the land for the purpose for which it is being subdivided;

(f) the dimensions and shapes of the proposed lots;

(i) the adequacy of utilities and municipal services.

Analysis: Planning Act R.S.O 1990

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates a residential development consists of a total of five (5) blocks of freehold townhouses, totalling thirty-one (31) townhouse residential dwellings, with individual driveways and an outdoor amenity space totalling approximately 119 square metres. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will be available in the future to support the proposed development in accordance with Sections f) and h) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section 2 (p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the 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.

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

Provincial Planning Statement, (2024):

The Government of Ontario released the updated Provincial Planning Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling

municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

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

2.1 – Planning for People and Homes

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

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

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

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

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

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 – Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

(i) permitting and facilitating:

1. all housing options required to meet the social, health, economic and 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.

2.3 – Settlement Areas

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

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

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

2.4 – Strategic Growth Areas

2.4.1 *General Policies for Strategic Growth Areas* 1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

2. *To support the achievement of complete communities, a range of mix of housing options, intensification and more mixed-used development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal for education, commercial, recreational, and commercial uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit;*
- d) to support affordable, accessible and equitable housing.*

3. *Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

3 – Infrastructure and Facilities

3.1 *General Policies for Infrastructure and Public Service Facilities*

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

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

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

2. *Before consideration is given to developing new infrastructure and public service facilities:*

- a) the use of existing infrastructure and public service facilities should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

3.2 Transportation Systems

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

3.6 – Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

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

3.6.8. Planning for stormwater management shall

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale

Analysis: Provincial Planning Statement (2024)

The proposal meets the requirements of the Provincial Planning Statement (2024) by the efficient use of the site which will sustain the financial well-being of the Province and municipalities over

the long term. The proposed development 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.

The proposed development adds to the existing mix of housing options by introducing townhouse units in a predominately single-detached neighborhood to accommodate the changing needs of the demographics through the development of 27 townhouse and 4 single detached units that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/ features. This development will result in a healthy, livable and safe community.

The location of the proposed development promotes Brampton's vision of a 15-minute neighborhood due to its close proximity to commercial/institutional uses and connectivity to transit which supports community health, well-being and quality of life. The proposed infill development for a medium density residential development will be supported by existing infrastructure and public service facilities. The Region of Peel has reviewed the Functional Servicing and Stormwater Management report to find the development supportable of municipal infrastructure and services to support the proposed Official Plan and Zoning By-Law Amendments. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

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

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

City of Brampton Official Plan (2006):

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 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 as "Communities" and "Unique Communities" on Schedule 1 – City Concept; and "Estate Residential" in Schedule A – General Land Use Designations of the City of Brampton Official Plan. The subject property is further designated "Established Rural Estate Residential Area" on Schedule 12 – Site and Area Specific Policies in the Brampton Official Plan. An Official Plan Amendment is required to redesignate the subject property from "Estate Residential" to permit low and medium-density uses. The Gore Road is classified as a "Major

Arterial (Regional)” on Schedule B: City Road Hierarchy. The Gore Road is further classified as a “Primary Transit Corridor” on Schedule C: Transit Network”.

The proposed Official Plan and Zoning By-law Amendments and Plan of Subdivision conform 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

- c. Direct a portion of new residential development annually to within the built-up area;*
- f. Promote the efficient use of existing City and Regional services and infrastructure.*

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

The City’s sustainable planning framework is built on:

- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle.*

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

Section 3.2.8 – Communities

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

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

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

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

(iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;

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

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

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

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

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

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

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

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

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

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

Section 4.2 – Residential

Brampton’s residential policies focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.

- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

4.2.1 – General Residential Policies

4.2.1.1 The Residential designations shown on Schedule ‘A’ permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

4.2.1.2 – The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule “G” as being subject to the New Housing Mix and Density Categories

New Housing Mix and Density Categories

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

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

4.2.1.6 – *Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.*

4.2.1.8 - *Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*

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 & 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.*

4.2.18 – *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 – Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) *Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;*
- (ii) *Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;*
- (iii) *Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;*
- (iv) *Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;*
- (v) *Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,*
- (vi) *Implementing the Flower City Strategy.*

4.2.7.4 - Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) *Promote an appropriate massing and conceptual design of buildings;*
- (ii) *Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*
- (iii) *Encourage the protection and enhancement of safe and attractive built environments;*
- (iv) *Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;*
- (v) *The provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings;*
- (vi) *Protect natural heritage features, encourage the preservation of trees and hedgerows, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;*
- (vii) *Encourage the placement of recessed garages behind the main wall of the building;*
- (viii) *Consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/ maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,*
- (ix) *Encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities.*

Section 4.5.6 Pathways Systems

Section 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads.

Section 4.11.4 Implementation

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.

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 non-renewable 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 emphasise 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: Brampton Official Plan (2006)

The proposed development proposes an additional 31 units contributing the built-up area requirement of 26,500 units. The proposed density for this development is approximately 41 units

per net residential hectare (16 units/acre), which contributes towards the required density target for this area. This satisfies 3.2.2.1 of the Official Plan.

The proposed development is an appropriate infill development that optimizes the use of existing municipal services along a Major Arterial Road and Primary Transit Corridor. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design and sustainability measures. This site is subject to section 3.2.8.3, which discusses a density and height limit for areas outside of the Central Area, including outside of intensification corridors only. The proposed density for this development is approximately 41 units per net residential hectare (16 units/ acre), which contributes towards the required density target for this area.

The development contributes to a creating a different building typology in the neighbourhood, characterized by existing estate residential to the west of the property and institutional uses immediately north. The single detached and townhouse dwellings will introduce a housing type that will cater to the changing demographics and the rising need for housing in the neighbourhood. The proposed location is near commercial and institutional uses that will form part of Brampton's vision for a complete community. The subject lands have sufficient access to existing infrastructure and transit uses. As The Gore Road is designated a Major Arterial Road on Schedule B and a Primary Transit Corridor on Schedule C. Through site plan application, Staff will work with the applicant to ensure that the proposed architectural design is compatible with the adjacent estate residential neighbourhood to the south.

Policy 3.2.8.6 of the Official Plan states that development of areas outside the Urban Growth Centre and Central Area should not generally be permitted in excess of 200 units per net hectare and a floor space index greater than 2.0. The development is proposing a density of approximately 41 units per net hectare (16 units per acre) and a proposed Floor Space Index of 0.89. Policy 3.2.8.5 speaks to permitting an increased density as per the requirements of Policy 3.2.8.6 and that the proposal will be required to demonstrate certain characteristics such as contribution to the City's desired housing mix, sufficient existing or planned infrastructure, access to an arterial road, meets the requirements of the City and Conservation Authority with regards to appropriate buffers and sustainable management measures, opportunities for enjoyment of natural open space, appropriate transition in built form through design aspects, and incorporating sustainable technologies such as Low Impact Development. Upon review, staff is satisfied that the proposal meets the requirements of Policy 3.2.8.5 and the proposed increase in density is justified.

The residential component of the proposal is categorized under the "Medium Density" density category of the New Housing Mix and Density Categories of Section 4.2.1.2. of the Brampton Official Plan. Despite the medium-density residential permissions, the scale and mass of the building will respect and enhance the existing area and not adversely affect the immediate neighborhood. The proposal contains 4 single detached dwellings to provide an adequate transition from the proposed development to the existing neighbourhood.

The proposed development is an appropriate form of infill development related to the intensification policies outlined in the Brampton Official Plan. The proposed infill development puts to use existing infrastructure and supports the efficient use of land.

The residential portion of the proposal is to be permitted through an Official Plan Amendment and the Secondary Plan. The Official Plan Amendment will prescribe an increase in density of the residential development which has been supported by the technical studies and reports prepared by the applicant in support of the Official Plan and Zoning By-law Amendment applications. The development will revitalize underutilized lands in the area, introducing aesthetically appealing built forms that coexist harmoniously with the existing neighborhood. The proposal enhances the public realm with landscaped treatments along The Gore Road and throughout the site. The amenity area located at the corner of The Gore Road and Fitzpatrick Road will be thoughtfully landscaped to create a safe buffer to all residents of the development.

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

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

Brampton Plan (2023):

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved. The Official Plan provides clear direction and principles to guide city building, attaining its vision for the future and support the city to become a vibrant, urban city of over 1 million people by 2051.

The subject property is located within the "Community Areas" designation and within a "Town Centre" along a "Support Corridor" on Schedule 1A – City Structure of the Brampton Plan. As per the Brampton Plan definition, 'Community Areas' reflect locations where people live, shop, work and play, including a mix of new and existing residential, commercial, and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces, they need for day-to-day living within a 15-minute walk or bicycle ride from their home. Town Centres are areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally.

The Gore Road is identified as a 'Support Corridor,' on Schedule 1A – City Structure of the Brampton Plan. The corridor is intended to provide local bus services such as Brampton Transit, to operate routes that serve generally short to medium distance trips providing critical connections to the City.

The subject property is further designated as “Neighbourhoods” on Schedule 2 – Designations, in the Brampton Plan. The subject site is further identified as “Rural Estate Residential Area” in Schedule 12 – Site and Area Specific Policies. An Official Plan Amendment is required to remove the subject property from the “Rural Estate Residential Area” to permit low and medium-density residential uses.

The ‘Neighbourhoods’ designation located along a ‘Support Corridor’ within a 400-800 metres further permit low-rise plus typologies as outlined on Table 5. The proposed development introduces a transition in built form, with three-storey townhouse dwellings fronting The Gore Road and four single detached dwellings located along the southern portion of the site to provide a gradual interface with the adjacent estate residential neighbourhood to the south and southeast. The applicant has demonstrated that the townhouse component aligns with the “Neighbourhood” designation in the Brampton Plan. Additionally, the property is subject to the “Support Corridor” overlay on Schedule 1A, which permits an “Up to Low-Rise Plus” building typology, allowing for built form up to and including four (4) full storeys. The following are the applicable policies to the proposed development:

Section 2.2.7 Neighbourhoods

2.2.7.1 In 2051, Brampton’s Neighbourhoods will be unique places to live, work, learn, and play, connecting people with their neighbours, and fostering a sense of community safety and well-being. To achieve this, Brampton Plan will:

a. Support 15-Minute Neighbourhoods. Guide the evolution of all Neighbourhoods towards 15-minute neighbourhoods through appropriate permitted uses, built form, and intensity policies, which ensure that most day-to-day needs are met within an area that can be accessed in a 15- minute walk or bike ride from home.

b. Plan for Evolution. Provide a framework for the function and change of Neighbourhoods over the life of Brampton Plan through appropriate infill and intensification policies.

c. Foster Liveability. Ensure that Neighbourhoods remain central to the liveability and affordability in Brampton.

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

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

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

2.2.7.3 *Planning for Neighbourhoods within the built-up area and designated greenfield areas requires a comprehensive approach to plan urban land uses, streets, parks, infrastructure, community services and facilities to support development and build complete communities. To implement this objective, the development and redevelopment in Neighbourhoods will provide the following, where appropriate:*

- a. *Neighbourhood supportive uses located within a Neighbourhood Centre, or in accordance with Table 6;*
- f. *Uses and building scales and designs that are compatible with surrounding development and provide an appropriate transition to existing Neighbourhoods in accordance with the Urban Design policies and Table 4 of this Plan;*
- g. *Development that promotes a compact built form and opportunities for intensification; and,*
- h. *A housing mix that contributes to the full range of housing options along the housing continuum for all age groups, life stages, incomes, and abilities.*

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

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

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

Table 4 – Building Typologies

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

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

Designation (Schedule 2)	Building Typology	Additional Permissions
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on Schedule 3B
Overlay (Schedule 1A)	Building Typology	Additional Permissions
Town Centres	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other

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

- a. Gradation and transition in permitted densities and mix of housing types, in accordance with the Urban Design policies of this Plan.*
- 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.*

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

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

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

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

Analysis: Brampton Plan (2023)

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

Chapter 4: Site and Area Specific Policies

In Brampton, there are established rural estate residential areas that have defining characteristics that distinguish them from other Neighbourhoods in the City. The key defining characteristics of the established estate residential areas is the low intensity, low density form of residential development on spacious lots that do not require full municipal services. An Official Plan Amendment is required to remove the subject property from the “Rural Estate Residential Area” to permit low and medium-density residential uses.

Notwithstanding the Neighbourhood policies outlined in Chapter 2 of this Plan, the following policies apply to the established rural estate residential areas as delineated on Schedule 12.

- c) *Within the established rural estate residential area there are lots that have frontages on Goreway Drive, McVean Drive, Countryside Drive, Mayfield Road and The Gore Road. These lots exhibit distinctive access and locational characteristics that differ them from other lots within the established rural estate residential area. For lots that have frontage on arterial roads, an amendment to Brampton Plan and the Zoning By-law may be considered to permit complementary uses and/or residential uses and densities beyond those permitted in Part 2.2, subject to satisfying the following criteria:*
- i) *That an Area Plan will be prepared to the satisfaction of the City prior to the development of the lands. The Area Plan will demonstrate how the property can be developed comprehensively with the adjacent properties and identify existing and future structuring elements, including the internal road network and driveway arrangements, site access, and easements for mutual access;*
 - ii) *That the development must be sensitive to the scale and character of the established rural estate residential neighbourhood; and,*
 - iii) *That access to and from the property will only be permitted from an arterial road and will not be provided from any other lands or local roads within the established rural estate residential area.*

Analysis: Brampton Plan (2023)

The subject property fronts onto The Gore Road, making it locational and characteristically different from other rural estate lots as it is located on a Major Arterial Road. The proposed development has been revised to include 4 single detached residential dwellings to allow for

improved transition based on massing, scale and density from the proposed townhouse dwellings to the existing estate residential neighbourhood. The subject property fronts The Gore Road and does not rely on access from interior local roads such as Fitzpatrick Drive, thereby aligning with the access-related criteria of the Plan. While the proposed freehold townhouse dwellings deviate from the typical lot fabric and built form standards of the Estate Residential designation, the policy provides a pathway for such consideration through an Official Plan Amendment, provided the proposal demonstrates compatibility and appropriate transition, which this application achieves through a graduated built form and strategic site design.

Staff note that an Area Plan was not required as the subject property is a corner lot with direct frontage and access to The Gore Road, allowing it to be developed independently of adjacent lands. The site does not rely on shared infrastructure or coordinated access, and its development will not preclude or constrain future development on surrounding properties. As such, the intent of the Area Plan requirement has been addressed through the site's self-contained design.

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

Bram East Secondary Plan (Area 41)

The subject property is designated as "Estate Residential", and The Gore Road is classified as a "Major Arterial Road" on Schedule A of the Bram East Secondary Plan (SPA41). The Secondary Plan policies that are applicable to this application include, but are not limited to:

Section 3.1.23 Estate Residential

3.1.23 In areas designated Estate Residential on Schedule SP41(a), residential uses in accordance with the Rural Estate policies in Part I of the Official Plan are permitted, excepting that servicing by piped municipal sanitary and water services is not precluded.

Analysis: Bram East Secondary Plan (Area 41)

Lands designated as Estate Residential are to be developed as single detached dwellings and accessory buildings, group homes, public utility installations and public open space. The proposed development does not conform to the Secondary Plan land use designation and permissions and therefore, an Amendment to the Secondary Plan is required to re-designate the lands to "Medium Density Residential", which permits the proposed higher density and townhouse and single detached residential uses. The increase in density will contribute to Brampton's housing supply and create a complete community by increasing the variety of housing types in the area.

As mentioned, staff recommend an increase in density of approximately 41 units per net residential hectare (16 units/acre) to support the need for housing in Brampton. The proposal adds to the range of housing that is available in the area. The application's built form and site design support a sensitive transition into the existing neighbourhood by including site-specific policies that mandate single detached dwellings along part of the western property line. This strategy ensures a gradual change in scale and character, effectively bridging the adjacent estate residential homes to the west with the proposed townhouse development. The maximum density is 41 units per net residential hectare (16.79 units per net residential acre). Additionally, driveway access is permitted only from The Gore Road. The development makes efficient use of the existing and planned infrastructure. Given the above, Staff is recommending approval of the Official Plan Amendment, generally in accordance with Attachment 11.

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

The site is zoned “Residential Rural Estate 2 (RE2)” in the By-law 270-2004, as amended. To permit the proposed development of freehold townhouses and single detached dwellings, a Zoning By-law Amendment is required. The proposed redevelopment seeks to rezone the subject lands to “Residential Townhouse C (R3C-3841)”. The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law Amendment recommended for approval in Attachment 13 of this report.

Permitted Uses

The proposed rezoning permits the following uses in the proposed rezoning to Residential Townhouse C – Special Section 3841 (R3C-3841):

- 1) a single detached dwelling
- 2) a townhouse dwelling
- 3) purposes accessory to other permitted purposes.

Built Form and Transition:

The Zoning By-law includes site-specific built form regulations to support compatibility with surrounding land uses. Notably, a minimum of four single detached dwellings are required to be located within 24 metres of the adjacent RE2-zoned estate residential properties to the west. This provision is intended to create an appropriate transition in scale and density between existing and proposed housing types. The by-law also introduces setbacks and landscaped open space requirements that ensure privacy and mitigate visual impacts, including a minimum rear yard depth of 7.5 metres where the site abuts RE2 lands.

Development Standards:

The R3C-3841 zone establishes tailored standards for lot area, frontage, yard setbacks, and building height to guide appropriate development form, including:

- Minimum lot area of 298 m² for single detached dwellings and 122 m² for townhouse dwellings;
- Minimum lot width of 12 metres for single detached dwellings and 6.3 metres for townhouse dwellings;
- Maximum building height of 11 metres;
- Minimum landscaped open space in rear yards ranging from 8 m² to 15 m² depending on lot orientation; and
- A minimum common amenity area of 190 m².

Parking:

A minimum visitor parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates visitors to the proposed residential development. The proposed development seeks to permit 3 visitor parking spaces, inclusive of accessible parking.

Zoning Interpretation:

For the purposes of applying the zoning provisions, the lot line abutting a private road is deemed to be the front lot line, and the private road is to be treated as a public street. This interpretation ensures the internal road network functions appropriately under the zoning framework.

Exceptions to General Provisions:

The amendment provides relief from certain general zoning requirements, including exemptions from the garage control and fencing provisions of Section 16.2.8(h) and (i), and from Section 10.12. A maximum fence height of 1.2 metres is required for yards abutting The Gore Road.

These customized zoning provisions are intended to facilitate a development that is context-sensitive, well-integrated into the surrounding neighbourhood, and supportive of the City's objectives for compact, complete communities.

Given the above, Staff is recommending approval of the Zoning By-law Amendment, generally in accordance with Attachment 13.

Technical Requirements:

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

Planning Justification Report

The planning justification report prepared by Blackthorn Development Corp. was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Region of Peel Official Plan, the City of Brampton Official Plan, Brampton Plan, the Bram East Secondary Plan and the Zoning By-law are satisfied. Planning staff have reviewed the PJR and found it satisfactory to support the proposed Official Plan and Zoning By-law Amendments.

Traffic Impact Study

A Transportation Impact Study (TIS) dated April 5, 2023 with a subsequent amending memo dated September 25, 2024 was prepared by CGE Transportation Consulting to assess on-site parking and transportation related impacts. The TIS concluded that the proposal can be adequately accommodated by the existing transportation network and intersections. Under future traffic analysis scenarios, the study intersections are operating with acceptable delays and sufficient capacity. New traffic generated by the development proposal can be accommodated at the study intersections.

The concept plan proposes sixty-two (62) residential parking spaces including driveway and garage spaces along with three (3) visitor spaces including one (1) accessible visitor parking space and six (6) bicycle parking spaces. The City's Traffic Services Section has reviewed the submitted Transportation Impact Study (TIS) and has found it to be satisfactory for the purposes of the Official Plan and Zoning By-law Amendment applications. Traffic Services will continue to work with the applicant to refine the TIS through the Draft Plan of Subdivision approval process. Similarly, the Region of Peel has provided clearance for the applications to proceed to the recommendation report stage, with the expectation that the TIS will be updated and further refined as part of the draft plan review.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal (see Attachment 10). The proposal achieves an overall bronze sustainability score of 32 points for the development. Staff are satisfied with the Sustainability Score to support the Official Plan and Zoning By-Law Amendment, and will be further reviewed at detailed site plan stage.

Landscape Plan

A Landscape Plan was prepared by Landscape Planning – Landscape Architects in support of the application to illustrate the landscape design and integration of the subject property. The landscape plan is satisfactory to support the Official Plan and Zoning By-Law Amendment, and will be further refined at detailed site plan stage.

Functional Servicing Report

A Functional Servicing Report was prepared by Urbanworks Engineering Corp., dated April 2023, to document existing conditions and available/required services. It demonstrates that the proposed development can be adequately serviced by the proposed sanitary, water, and stormwater management infrastructure. The Report also details proposed site grading, erosion and sediment control.

Municipal water supply will be provided by a service connection to the existing 150 mm diameter watermains located on The Gore Road and Fitzpatrick Drive. Fire protection will be provided according to the required maximum day, plus the fire flow demand calculations and the completed Hydrant Flow Test results. Sanitary sewage service will be provided by connecting to the existing 750 mm diameter sanitary main located along The Gore Road. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Noise Study

A Noise Feasibility Study was prepared by HGC Engineering dated April 10, 2023 to establish the noise control measures that may be required as a result of transportation noise sources. The Noise Study has been approved by City Staff.

Arborist Report

A Tree Inventory and Preservation Plan was prepared by Landscape Planning – Landscape Architects., dated May 12, 2023 in support of the proposal. The findings of the Report indicate that due to the constraints of the proposed limits of construction, seventeen (17) trees are proposed to be removed (two (2) of which have been assessed as dead), all subject to the City's Tree By-law. A total of thirty-five (35) trees will be required for compensation under the City's guidelines. The remaining trees can be saved provided appropriate tree protection measures are installed prior to the commencement of the proposed works.

In the event that not all the replacement trees can be accommodated on site, cash-in-lieu (CIL) of trees will be made a condition of approval at Site Plan Approval Stage. Arborist Report has been deemed satisfactory for the Official Plan and Zoning By-Law Amendment.

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