

**Information Summary**

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

**Planning Act R.S.O 1990 and Provincial Policy Statement, 2020**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including

- places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
  - avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
  - ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
  - preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
  - *Settlement areas* shall be the focus of growth (section 1.1.3.1);
  - land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
    - efficiently use land and resources;
    - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
    - minimize negative impacts to air quality and climate change, and promote energy efficiency;
    - prepare for the impacts of a changing climate;
    - support active transportation;
    - are transit-supportive, where transit is planned, exists or may be developed;
  - new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
  - planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c):
    - permitting and facilitating:

- all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
  - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
  - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, b, f, g):
  - promote compact form and a structure of nodes and corridors;
  - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
  - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
  - maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

## A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The subject lands are within the “Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
  - Have a *delineated built boundary*;
  - Have existing or planned *municipal water and wastewater systems*; and,
  - Can support the achievement of *complete communities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
  - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
  - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
  - Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - Expand convenient access to:
    - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
    - *Public service facilities*, co-located and integrated in community hubs;
    - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
    - healthy, local, and affordable food options, including through urban agriculture;

- provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*.

## Regional Official Plan

The subject application is within the “Urban System” designation on Schedule D, and “Built-up Area” on Schedule D4 as established in the Regional official Plan. Staff will evaluate the proposal against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
  - support the Urban System objectives and policies in this Plan;
  - support pedestrian-friendly and transit-supportive urban development;
  - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
  - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);

- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

### **Official Plan:**

The property is designated “Residential” on Schedule A – General Land Use Designations and “Convenience Retail” on Schedule A2 – Retail Structure of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. Convenience Retail Designation is a type of “Local Retail” use that permits small-scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area.

Staff will evaluate the proposal against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 3.2.2.1);
- 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 (section 4.2.1.2);
- The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate (section 4.2.1.3);
- 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 area (section 4.2.1.6);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
  - Variety of housing types and architectural styles;

- Siting and building setbacks;
  - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
  - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
  - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
  - Incorporation of multiple unit dwellings and apartments; and,
  - Landscaping and fencing on private property;
- Proposals to change, delete expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation (section 4.3.2.6 b);
  - Applications for the re-designation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable (section 4.3.2.6 c);
  - 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 4.5.2.10);
  - The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to ii):
    - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
    - Requiring the provision of adequate off-street private parking; and,
  - 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 4.5.2.26);

- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
  - Communicate the image and character of the community;
  - Reinforce the street network and enhance special community roads (primary streets);
  - Promote an urban relationship between built form and public spaces;
  - Enhance the daily experience of the residents and visitors;
  - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
  - De-emphasize the importance of the car/garage on the streetscapes;
  - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
  - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation (section 4.11.3.2.3);



- Gradation of height should be used such that the lower building or portions of the building are placed nearest the neighbouring structures. To minimize potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest (section 4.11.3.2.6);
- The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions) (section 4.11.3.2.7);
- 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 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);

#### Amendment to the Official Plan

An amendment to the Official Plan is required to delete the "Convenience Commercial" designation from Schedule A2 – Retail Structure. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Official Plan:

*"By removing the lands shown outlined on 'Schedule A2 – Retail Structure' from the "Convenience Retail" designation."*

Staff will evaluate and make a recommendation on the Official Plan Amendment in the future recommendation report.

#### **Secondary Plan:**

The property is designated "Convenience Retail" in the Fletcher's Meadow Secondary Plan (Area 44).

The following policies of the Secondary Plan are applicable to the subject property:

- Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including Section 5.0 of this Chapter (section 3.1.3);
- Prior to draft approval of a plan of subdivision or zoning approval, as appropriate, proponents may be required to submit for the approval of the City a development concept for residential designations with difficult design

features or limited access opportunities. Such a development concept shall address, as appropriate, how these designations will function, observing limited access opportunities and shadow impacts, if any, on adjacent low and medium density residential forms (section 3.1.4);

- Notwithstanding the foregoing housing mix and density policies, proposals for development within the “Low and Medium Density Residential” designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines (section 3.1.12);
- Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections (section 3.1.15);
- Land designated Convenience Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan (section 3.2.7.1);

#### Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to re-designate the site from a “Convenience retail to a “Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

*“The portion of the document known as the 2006 Official Plan of the City of Brampton Planning Area, as they relate to the Fletchers Meadow Secondary Plan are hereby amended:*

- 1. By changing the Schedule SP44(a) land use designation of the lands shown outlined on Schedule SP44(a) to this amendment from “Convenience Retail” to “Low/Medium Density Residential”.*

Staff will evaluate and make a recommendation on the Secondary Plan Amendment in the future recommendation report.

#### **Zoning By-law:**

The property is zoned “Agriculture (A)” by By-law 270-2004 as amended. This Zone permits agricultural uses and a variety of non-agricultural uses such as a single detached dwelling, a group home type 1 or 2, a cemetery, an animal hospital, a kennel and a home occupation along with accessory uses.

## Amendment to the Zoning By-law

The applicant has submitted a draft zoning by-law that proposes to rezone the property to a site-specific “Residential Single Detached (R1D)” Zone. The following provisions are included in the draft Zoning By-law Amendment:

- *“shall only be used for the purposes permitted in a R1D Zone;*
- *Shall be subject to the following requirements and restrictions:*
  - *The minimum lot frontage shall be 9.6 metres;*
  - *The minimum landscaped open space shall be 40.95% of the minimum front yard area of a corner lot.”*

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

## **Sustainability Score and Summary**

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. This application is exempt from this requirement as it proposes a plan of subdivision with less than 9 units. Nevertheless, the applicant has submitted a sustainability score and summary that achieves a score of 31 points, a bronze designation, which satisfies the City’s minimum bronze threshold.

## **Documents Submitted in Support of the Application**

- Draft Plan of Subdivision
- Concept Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Urban Design Brief
- Priority Lot Plan
- Planning Justification Report
- Public Consultation Strategy
- Phase 1 Environmental Site Assessment
- Record of Site Condition
- Tree Inventory and Preservation Plan
- Landscape Plan
- Stormwater Management Brief
- Property Survey
- Sustainability Score and Summary
- Geotechnical Report

- Noise Impact Study and Noise Attenuation Statement
- Market Study
- Archaeological Assessment
- Parcel Abstract

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.