

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 protection of ecological systems, including natural areas, features and functions (section 2 a);
- 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 and distribution of educational, health, social, cultural and recreational facilities (section 2 i);
- 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);
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (section 1.1.1 e);
- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (section 1.1.1 f);
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
- promoting development and land use patterns that conserve biodiversity (section 1.1.1 h)
- 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;
- planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodate taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs (section 1.1.3.3);
 - appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);
 - 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 should establish and implement phasing policies to ensure (section 1.1.3.7 a, b):
 - That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,
 - The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs;
 - 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, d, e, f):
 - 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;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;
- 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;
- long-term economic prosperity should be supported by (section 1.7.1 b, c, e,):
 - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
 - Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
 - Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

- 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, e, 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;
 - encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
 - 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;
- *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions* (section 2.1.8);
- 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 “Designated Greenfield 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*;
- Within *settlements areas*, growth will be focused in (section 2.2.1.2 c):
 - *Delineated built-up areas*;
 - *Strategic growth areas*;
 - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or planned; and,
 - Areas with existing or planned *public service facilities*;
- 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*;
- to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (section 2.2.6.3);
- New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):
 - supports the achievement of *complete communities*;
 - supports *active transportation*; and
 - encourages the integration and sustained viability of transit services.
- The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows (section 2.2.7.2 a):
 - The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;
- Within the *Natural Heritage System for the Growth Plan*:
 - new *development* or *site alteration* will demonstrate that (section 4.2.2.3 a) i. to vi.):
 - there are no *negative impacts* on *key natural heritage features* or *key hydrologic features* or their functions;
 - connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
 - the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be

incorporated into the planning and design of the proposed use wherever possible;

- except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the *total developable area*, and the impervious surface will not exceed 10 per cent of the *total developable area*;
- with respect to golf courses, the disturbed area will not exceed 40 per cent of the *total developable area*; and
- at least 30 per cent of the *total developable area* will remain or be returned to *natural self-sustaining vegetation*, except where specified in accordance with the policies in subsection 4.2.8.

Regional Official Plan

The subject application is within the “Core Areas of Greenlands System” on Schedule A, “Urban System” and “North West Brampton Urban Development Area” designation on Schedule D, and “Designated Greenfield Area” on Schedule D4 as established in the Regional official Plan. Further, Mayfield Road is designated as a “Major Road” on Schedule E of the Regional Official Plan. The proposal will be evaluated 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:

- Prohibit *development* and *site alteration* within the Core Areas of the Greenlands System in Peel, except for (section 2.3.2.6 a to i):
 - Forest, fish and wildlife management;
 - Conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
 - *Essential infrastructure* exempted, pre-approved or authorized under an environmental assessment process;
 - *Passive recreation*;
 - *Minor development* and *minor site alteration*;
 - *Existing uses, buildings or structures*;
 - Expansions to *existing buildings or structures*;

- A new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date the Regional Official Plan Amendment 21B came into effect in accordance with this policy shall be deemed to be an *existing building or structure* for the purposes of the exceptions permitted in clauses g) and h) above;
- 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);
- 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 5.3.2.4);
- 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;
- In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies (section 5.3.4.2.2 b):
 - That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary, and in accordance with the City's Growth Management Program;

- Develop compact, transit-supportive communities in designated greenfield areas (section 5.5.2.3);
- Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding *major environmental features* as defined by the Growth Plan (section 5.5.4.2.1);
- Development within the designated Greenfield Areas shall be designed to meet or exceed the following minimum densities (section 5.5.4.2.2):
 - City of Brampton: 51 residents and jobs combined per hectare;
- Direct the area 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 (section 5.5.4.2.6);
- Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan (section 5.5.4.2.7);
- 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);
- collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential *development, redevelopment and intensification* in support of Regional and *area municipal official plan* policies promoting *compact forms of development* and residential *intensification* (section 5.8.2.6);
- support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3); and,
- 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 "Communities", "Designated Greenfield Area" and "Open Space" on Schedule 1 – City Concept; "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan. Further, Schedule D – Natural Heritage Features and Areas refines the "Open Space" designation to "Valleyland/Watercourse" Corridor. The "Residential" designation permits a broad range of housing, ranging from assisted housing to

upscale executive housing types. The “Designated Greenfield Area” is comprised of lands outside of the Built Boundary where new communities will provide a diverse range of land uses and create an urban form that supports walking, cycling and transit. The lands designated “Valleyland/Watercourse” Corridor are intended primarily for the preservation and conservation of the natural features, functions and linkages.

The proposal will be evaluated 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:

- 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 3.2.2.2);
- 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 3.2.8.3);
- 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 (section 3.2.8.5 (i) to (xii)):
 - The development is consistent with the general intent and vision of the applicable Secondary Plan;
 - The development contributes to the City’s desired housing mix;
 - There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
 - 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;
 - There is sufficient existing or planned infrastructure to accommodate the development;

- The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
 - The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
 - 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;
 - 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;
 - 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;
 - The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
 - 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;
- 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 3.2.8.6);
 - 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);
- 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 4.2.1.9);
- 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;
- The City shall consider the following natural heritage planning principles in the design of residential development (section 4.2.1.15 i to vii):
 - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
 - Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;

- Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
 - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development;
 - Protection, maintenance and restoration of remaining trees and woodlots;
 - The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
 - That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.
- 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 4.2.1.18);
 - The City shall continue to support and approve social housing projects within new development areas and older residential neighbourhoods, where appropriate (section 4.2.6.1);
 - The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines (section 4.2.6.3 i to iii):
 - Accessibility to public transit, convenience shopping, parks and recreation facilities;
 - Convenient access to public day care facilities and other
 - community service, social and health facilities/services; and,
 - Locating away from hazardous lands or hazardous sites;
 - The City shall permit supportive housing facilities for more than 10 persons (i.e. retirement homes) located in any area designated Major Institutional on Schedule "A" to this Plan and in the applicable Secondary Plan, subject to the policies of these documents, in particular the Institutional and Public

Uses section of this Plan. No supportive housing facilities shall be permitted to locate in hazardous lands or hazardous sites (section 4.2.6.10);

- The City shall have regard for the need for group homes, and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis (section 4.2.6.11);
- The City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions (section 4.2.6.15 i to ii (a to i)):
 - Retirement home shall comply with all zoning requirements set out in the City's By-law;
 - In determining the suitability of a site for use as retirement housing, due regard shall be given to:
 - The accessibility of the site to public transportation,
 - shopping facilities, Places of Worship, libraries, public parks and other community service facilities;
 - Adequate vehicular ingress/egress and on-site parking;
 - Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
 - Siting and landscaping to minimize any adverse impact on adjacent uses;
 - Impact of the development on the ecosystem and natural environmental features;
 - Appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
 - Access to municipal water and sanitary waste;
 - Locating away from hazardous lands or hazardous sites; and,
 - Accessibility for persons with disabilities;
- The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing (section 4.2.6.16);
- 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 4.2.7.1);

- 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 4.5.2.2 (ii));
- 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 4.5.2.8);
- Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends (section 4.5.2.9);
- 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 iii):
 - 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,

- Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets;
- 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);
- The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities (section 4.5.4.9);
- The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets (section 4.5.5.5);
- Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule “D” unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions (section 4.6.6.8);
- The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections (section 4.6.10);
- The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features (section 4.6.6.28 i to vii):
 - Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, in accordance with the policies of this plan;

- Protection, enhancement and restoration of streams, ponds, marshes, valleylands and woodland habitats for both fish and wildlife
 - Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
 - Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the development;
 - The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
 - The City will seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features; and,
 - That the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate;
- Natural Heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule “D” (section 4.6.6.30);
 - Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account (section 4.6.7.1 i to ix):
 - No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;
 - Existing development shall be reviewed in consideration of the identified slope stability, 100 year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;

- Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;
- The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;
- The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;
- The impact of the development proposal to the physical continuity of the natural heritage open space system, including public access where appropriate and feasible;
- The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
- The risk of the loss of life or property damage; and,
- The comment of the appropriate Conservation Authority and Provincial Ministry;
- Vista blocks and window streets shall be strategically located to provide strategic views onto the valley and watercourse corridors providing a focus for neighbourhoods and access to valleylands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis (section 4.6.7.10);
- 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 (section 4.7.2.1 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;
- The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system (section 4.7.2.5);

- 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);
- The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);
- 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);
- The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity (section 4.11.2.2.2);

- The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage (section 4.11.2.6.1);
- A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art (section 4.11.2.6.3);
- These spaces should be linked physically and visually to the pedestrian network and other public spaces (section 4.11.2.6.4);
- The developer should promote the active management and programming of these semi public spaces (section 4.11.2.6.6);
- Mid-rise buildings shall address the following design issues (section 4.11.3.1.1):
 - Building articulation and efficiencies;
 - Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
 - Servicing (i.e. loading, garbage, parking);
 - Separation between commercial and residential;
 - Access to transit;
 - The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);
 - Build along the streetline and maintain common setback; and,
 - Ground floor uses;
- In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development (section 4.11.3.1.3);
- 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);

City of Brampton Age-Friendly Strategy and Action Plan

The Age-Friendly Strategy and Action Plan aims towards making Brampton an age-friendly City by making informed decisions regarding all aspects of the community, including land development, transportation planning, parks and open space, and social services.

The following action items, as identified in the Age-Friendly Strategy, are applicable to the subject property:

- Provide more diverse housing options and sizes throughout the City (item 3.2);
- Encourage housing to be located near amenities to avoid social isolation and loss of independence (item 3.4);
- Encourage the development of residential care facilities that appeal to local needs and cultures (i.e. respite care facilities, hospices) (item 8.3);

Staff will evaluate the application based on the above policies and make a recommendation in the future recommendation report.

Amendment to the Official Plan

An amendment to the Official Plan is required to permit the proposed height and density at this location. The applicant has submitted a Secondary Plan Amendment with the application. See below in the Secondary Plan Amendment section for details about the proposed amendment.

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

Secondary Plan:

The property is designated “Low/Medium Density Residential” and “Natural Heritage System” in the Mount Pleasant Secondary Plan (Area 51).

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

- The various residential designations shown on Schedule SP51 (a) are categories in which the predominant land use is for Low/Medium Density and Medium Density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter. Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies

- in this Chapter, shall also be permitted in the various Residential designations, provided that they are integrated in an appropriate manner with adjacent residential uses (section 5.1.1.1);
- Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies (section 5.1.1.2);
 - Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources (section 5.1.1.3);
 - Existing dwellings or buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped (section 5.1.1.4);
 - Residential designations adjacent to the Natural Heritage System shown on Schedule SP 51(a) shall be shaped, oriented, and developed in a manner that is compatible, complementary to the Natural Heritage System (section 5.1.1.5);
 - In areas designated Low and Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter (section 5.1.2.1 i to iii):
 - Permitted uses shall include single-detached, semi-detached, townhouses and lane-based townhouse structural types, stormwater management facilities and other infrastructure, places of worship, schools and parks;
 - A maximum density of 36 units per net residential hectare (15 units per net residential acre) shall be permitted;
 - Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage;
 - The final Natural Heritage System shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state, or where possible, be restored and enhanced, in accordance with the recommendations of the Mount Pleasant Subwatershed Study and consistent with the principles outlined in Appendix F of this Chapter and attached schedules (section 5.5.3);
 - Permitted uses and activities within the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited infrastructure

- including road and municipal services crossings, stormwater management facilities and Low Impact Development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as trails, interpretative displays and signage; and site alteration to accommodate the above uses (section 5.5.4);
- Lands located outside of the limits of the final Natural Heritage System shall be considered to be available for development as illustrated on Schedule SP51(a) (section 5.5.5);
 - The Recreational Open Space System and the Natural Heritage System , are given a high profile within the community as visible and accessible public amenities, and are inter-connected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System (section 5.5.6);
 - Notwithstanding the provisions of Sections 4.5.13.7 and 4.5.13.8 of the Official Plan, environmental buffers shall form part of the Natural Heritage System and be implemented in accordance with the principles outlined in Appendix F of this Chapter and attached schedules (section 5.5.8);
 - The illumination of parking facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical (section 5.5.10);

Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to re-designate the site from a “Low Density 2 Residential” to a “site specific High Density Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

“3.0 Amendments and Policies Relevant Thereto:

The portions of the document known as Mount Pleasant Secondary Plan, being Chapter 51, part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- (1) by changing on Schedule SP51(a) of Chapter 51 of Part II: Secondary Plans, the land use designations of the lands shown outlined on Schedule ‘A’ to this amendment from “Low/Medium Residential” to “Site Specific - High Density Residential”*
- (2) adding to Section 5.1.3, Special Policy Areas: The Mount Pleasant Secondary Plan Area 51(a) thereof, the following text:*

i) In addition to the special policies outlined in Section 5.1.3, the lands shown on Schedule 'A' to this amendment, as "Site Specific-High Density Residential," are permitted to develop for high density residential with a permitted FSI up to 305 units per net hectare.

ii) For the purpose of this Subsection, the "High Density Residential" designation may include townhouses, duplexes, maisonettes, apartments and seniors' residences."

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

Block Plan:

The property is designated "Low/Medium Density Residential" in the Mount Pleasant Block Plan Area 51-2 of Mount Pleasant Secondary Plan. This Block Plan outlines detailed design principles for the subject area. An amendment to the Block Plan is required to permit the proposed development.

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

Zoning By-law:

The property is zoned "Agricultural (A)" by By-law 270-2004 as amended. This zone permits agricultural uses, a single detached dwelling, a group home type 1 or type 2, a cemetery, an animal hospital, a kennel and a home occupation along with accessory uses.

Amendment to the Zoning By-law

The application has submitted a draft zoning by-law. The following zoning provisions to change the zoning to a site-specific Residential Apartment A (R4A-XXXX) Zone are included in the draft Zoning By-law Amendment:

"(2) by adding thereto, the following sections:

XXX The lands designated R4A-XX on Schedule A to this by-law:

XXX.1 Shall be used for the purposes of the R4A zone, with the following additional uses:

1) A Retirement Home and accessory purposes hereto.

XXX.2 Shall be subject to the following requirements and restrictions:

a) Minimum side yard width:

(i) Interior side yard width: 4.0 metres

(ii) Minimum exterior side yard width: 5.0 metres

b) Maximum lot coverage: 30%

c) Minimum Landscaped Open Space: 35%

d) Maximum Floor Space Index: 3.0

e) Maximum height of the forest view deck: 3.0 metres

XXX.3 For the purposes of this by-law the interior side yard shall reference the easterly side yard adjacent to Callaghan Court. The exterior side yard shall reference the most westerly side yard.

XXX.4 Loading, garbage storage and mechanical equipment space will be located internal to the site.

XXX.5 An underground parking structure shall have 0m setback to any lot line.

XXX.6 Minimum number of parking spaces: 0.45 space per residential unit with visitor parking spaces of 0.08 space per unit, inclusive of staff parking.

XXX.7 All lands zoned Residential Apartment A- XXX shall be treated as a single lot for zoning purposes.”

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. The application has a Sustainability Score of 34 points; which does not meet the City's minimum Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

- Concept Site Plan
- Parking Plan
- Architectural Plans
- Shadow Study
- Landscape Plans
- Property Survey
- Noise Feasibility Study

- Tree Inventory and Preservation Plan and Report
- Transportation Impact Study
- Fire Truck Turning Assessment Report
- Phase I Environmental Site Assessment
- Record of Site Condition
- Site Servicing and Grading Plan
- Functional Servicing Report
- Stormwater Management Report
- Sustainability Score and Summary
- Urban Design Brief
- Planning Justification Report
- Draft Zoning By-law Amendment

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.