

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);
- 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 a, c, e):
 - Promoting opportunities for economic development and community investment-readiness;
 - 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;
- 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 c):
 - 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;

- 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.

- New development or site alteration will demonstrate that (Section 4.2.2.3 a):
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
 - ii. 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;
 - iii. 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;
 - iv. 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; v. with respect to golf courses, the disturbed area will not exceed 40 per cent of the total developable area; and

- v. 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;
- 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;

Regional Official Plan

The subject application is within the “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. 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:

- Direct the Town of Caledon and the City of Brampton to include policies in their Official Plans to indicate the new development or site alteration in the Natural Heritage System shall demonstrate that (Section 2.2.10.4.16):
 - a) there will be no negative effects on key natural heritage features or key hydrological features or their functions;
 - b) connectivity between key natural heritage features and key hydrological features is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;
- Direct the area municipalities to only permit *development* and *site alteration* on lands containing *archaeological resources* or areas of archaeological potential if the *significant archaeological resources* have been conserved by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintain the heritage integrity of the site may be permitted (section 3.6.2.7);
- 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;
- The North West Brampton Urban Development Area within the Urban System comprise approximately 2,194 hectares (5421 acres) bounded by Mayfield Road to the north, the Greenbelt to the south, Winston Churchill Boulevard to the West, and irregular portions of McLaughlin, Creditview and Mississauga Roads to the east Shown in Schedule D (section 5.3.4). The objectives of the North West Brampton Urban Development Area include (Section 5.3.4.1.1 to 5.3.4.1.6):
 - To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region
 - To develop complete and transit supportive communities
 - To recognize and protect environmental features of Provincial and Regional significance
 - To ensure the provision of major infrastructure while minimizing the financial impact on Peel Region and member area municipalities
 - To achieve orderly, cost effective and timely development
 - To provide for the protection of the provincially significant shale resource, in advance of urban development
- The policies of the Growth Plan apply to the Northwest Brampton Urban development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is

the policy of Regional council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of Northwest Brampton. The 2031 Population, Household and Employment Forecasts for the City of Brampton in Table 3 contemplate that the two remaining secondary plan areas in North West Brampton will be planned to be built out by 2031, subject to Policy 5.3.4.2.2, in a manner that is in conformity with Policy 5.5.4.2.2 and all other applicable policies of this Plan (Section 5.3.4.2.1)

- 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 a to h):
 - Maximize the opportunity afforded by the Mount Pleasant GO station to provide significant transit service and the development of transit-supportive land uses and densities;
- Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services (section 5.5.2.1);
- Develop compact, transit supportive communities in designated greenfield areas (section 5.5.2.2);
- 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:
 - 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);
- 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 “Designated Greenfield Area” on Schedule 1 – City Concept of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from single detached houses to high-rise apartments 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 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);
- 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 table 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 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);
- 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);
- 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, 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 4.5.6.15);
- The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources, Ministry of Environment, or any other municipality and agency as necessary to identify, inventory, monitor and manage the local natural heritage system (Section 4.6.6.7)
- 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 4.6.6.10)
- On lands subject to a development application where any natural feature or area designated on Schedule “D” is damaged, destroyed or removed, there will be no adjustment to the boundary or redesignation of these features or areas in the Official Plan. The applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City (Section 4.6.6.13)
- 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);
- All archaeological assessment reports shall be approved by the Province and copy of the assessment report shall also be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the municipality. Access to these archaeological assessment reports submitted to the City shall be restricted in order to protect site locations in accordance with the Ontario Heritage Act (Section 4.10.6.7);
- Components of streetscape shall consist of street trees, lighting, street furniture, and 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;
- Roofscape 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);
 - 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 not required as the proposed development meets the density requirement at this location.

Secondary Plan:

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

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

- 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);
- 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):
 - (i) 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;
 - (ii) A maximum density of 36 units per net residential hectare (15 units per net residential acre) shall be permitted;
 - (iii) Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage.
- In areas designated Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter (Section 5.1.3.1 i to vi):
 - (i) Permitted uses shall include single-detached, semi- detached, apartments, duplexes, maisonettes, triplexes, and townhouse structural types, as well as live/work units, seniors' residences, retail/office/restaurant commercial, stormwater management facilities and other infrastructure, places of worship, schools and parks.
 - (ii) Permitted building heights shall range between 2 to 6 storeys. The ultimate height of all buildings and the provision of taller buildings greater than 6 storeys will be subject to suitable justification being provided at the Block Plan Stage through the required Community Design Guidelines, without the need for an amendment to the Secondary Plan.
 - (iii) A maximum density of 60 units per net residential hectare (24 units per net residential acre) shall be permitted.
 - (iv) Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage.

- (v) The boundary of the Medium Density Residential designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.
 - (vi) The physical integration of the Medium Density Residential designations with the Mixed-Use designations shall be further refined at the Block Plan Stage, including, but not limited to, determining the range of uses, density and built form.
- The Natural Heritage System Area designation shown on Schedule SP 51(a) is comprised of Valleylands and Watercourse Corridors, Woodlands, 22 Wetlands, and Environmental Buffers, as well as restoration areas and connecting corridors (Section 5.5.2);
 - 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);
 - 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);
 - Pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space facilities and school sites shall be provided where practical and it has been demonstrated not to adversely impact the functions of the Natural Heritage System. Such linkages shall be identified during the Block Plan Process and further refined during the processing of Subdivision Plans (Section 5.5.7)
 - The Natural Heritage System Area designation located at the north side of Wanless Drive within Part of Lot 16, Concession 3, W.H.S. shall comprise an open drainage channel unless Credit Valley Conservation and the City of Brampton modify this feature through the Block Plan Process (Section 5.5.11)

Amendment to the Secondary Plan

An amendment to the Secondary Plan is not required.

Block Plan

The property is designated 'Low Medium Density Residential,' 'Medium Density Residential' and Natural Heritage System Channels/Buffers' in the Mount Pleasant Block Plan 51-2 (Alloa Green Community). Mount Pleasant Community Block Plan 51-2 is a proposed community development located in North West Brampton and is the second of two block plan areas. The Mount Pleasant Block Plan 51-2 Community Design Guidelines (CDG) provides design direction for the implementation of the vision and intent identified and approved at the Secondary Plan stage. It serves as a supplement to the City of Brampton's 'parent' design guidelines document, the Development Design Guidelines (DDG's), and represents a more detailed refinement of the adopted Secondary Plan.

The following policies are applicable to this application:

Section 3.1.1 Natural Heritage System/Channel Alignment

- The proposed Natural Heritage System (NHS) will be designed to meet environmental objectives to create an ecologically diverse, healthy and sustainable NHS in an urbanized setting. It shall be based on appropriate science to remediate, restore and enhance the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable;
- The proposed land use fabric, including streets, residential blocks, parks, schools, etc., has in part evolved from the prominent NHS layout and will provide vital amenity features within walking distance of each neighbourhood. A responsibly conceived land use fabric that is derived from a robust NHS and Transit-Oriented Development (TOD) emphasis, as reflected in the adopted Block Plan, will further enhance the livability of the community by contributing to more efficient pedestrian, cycling and transit patterns, reducing automobile usage, and providing areas for passive recreation and nature appreciation;
- It should be recognized that existing natural heritage features (woodlands, wetlands, watercourses) and open spaces (parks, land use buffers) should be placed within public ownership for long-term protection, conservation and maintenance requirements. Private open spaces should be designed to support the adjacent NHS areas by avoiding impacts caused by invasive plant species, drainage alterations, etc., and considering opportunities to contribute to the NHS, particularly where they abut watercourses, corridors, woodlands, etc. Essentially, the creation of either public or private open space features should be designed, located and managed so as not to impact the NHS;

Section 3.4 Built Form Guidelines

- A variety of housing forms and lotting patterns should be utilized within the community as appropriate to the location and designated density. All ground related residential developments are subject to the architectural control compliance review process in accordance to the general design criteria (Section 3.4.3);

Section 5.0 Sub-Area 51-2 Block Plan Policies:

- Prior to the Draft Approval of the first Draft Plan of Subdivision in Block Plan Area 51-2, a Developer Cost Sharing Agreement shall be executed by all participating landowners in accordance with the principles agreed to by the City prior to the final Block Plan Approval. The Cost Sharing Agreement shall provide for the timely delivery of community use lands and infrastructure (including but not necessarily limited to, parks, arterial, and collector roads, schools, woodlots, and stormwater management ponds) (Section 5.3);
- Prior to Draft Plan Approval of any subdivision in Block Plan Area 51-2 the Region of Peel shall confirm that municipal water and sanitary sewer serves are available (Section 5.4);
- All development applications submitted within the boundaries of Block Plan Area 51-2 shall conform to the approved recommendations of the Environmental Site Assessment Report (Section 5.5);
- All development applications submitted within the boundaries of Block Plan Area 51-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Block Plan 51-2, which shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, parks, and engineering services. The Growth Management Staging and Sequencing Strategy shall specifically address the delivery of the infrastructure and services required to create a complete community that connects seamlessly with adjacent neighbourhoods (Section 5.6);
- In order to ensure conformity with the Provincial Growth Plan for the Greater Golden Horseshoe, the City's Growth Management objectives, and the density requirements of the Mount Pleasant Secondary Plan, Block Plan Area 51-2 shall be planned to achieve population in the order of 17,500 persons and employment in the order of 1,300 employees. The resulting density in this Block Plan Area will be approximately 64 people and jobs combined per net hectare. Implementing zoning and plans of subdivision shall contain provisions to implement these targets in a manner consistent with the approved Block Plan (Section 5.7).

Zoning By-law:

The property is zoned “Agricultural (A) – Section 46.1” by By-law 270-2004 as amended. This zone permits agricultural and non-agricultural uses such as a single detached dwelling, a group home type 1 or a group home type 2, a cemetery, an animal hospital, a kennel and a home occupation.

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 Single Detached F 11.6, F 12.2, Residential Townhouse E and Floodplain (F) Zone are included in the draft Zoning By-law Amendment:

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

“AAAA 1. Shall be used for the purposes permitted within an R1F zone.

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

- (1) Minimum Lot Area 300 square metres;*
- (2) Minimum Lot Width: 11.6 metres;*
- (3) Minimum Lot Depth: 26.0 metres;*
- (4) Minimum Front Yard Setback: 4.5 metres to the front wall of a dwelling unit, and 6 metres to a garage door;*
- (5) Minimum Rear Yard Setback: 6.0 metres*
- (6) Minimum Side Yard Setback (Interior): 1.2 and 0.6 metres;*
- (7) Minimum Side Yard Setback (Exterior): 4.5 metres;*
- (8) Maximum Building Height: 10.6 metres*
- (9) A Balcony, Porch or Bay Window with or without foundation may encroach an additional 1.8 metres into the required front yard setback. Eaves, Cornices and Gutters may encroach an additional 0.6 metres;*
- (10) Steps may encroach 1 metre from a porch or deck;*

AAAA.3 shall also be subject to the requirements and restrictions relating to the R1F-11.6 zone and all the general provisions of this by-law which are not in conflict with those set out in Section AAAA.2.

“BBBB The lands designated R1F-12.2-SECTION BBBB on Schedule A to this by-law:

BBBB.1 shall be used for the purposes permitted within an R1F zone.

BBBB.2 shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area: 330 square metres;

(2) Minimum Lot Width: 12.2 metres;

(3) Minimum Lot Depth: 26.0 metres

(4) Minimum Front Yard Setback: 4.5 metres to the front wall of a dwelling unit, and 6 metres to a garage door

(5) Minimum Rear Yard Setback: 6.0 metres;

(6) Minimum Side Yard Setback (Interior): 1.2 and 0.6 metres;

(7) Minimum Side Yard Setback (Exterior): 4.5 metres

(8) A Balcony, Porch or Bay Window with or without foundation may encroach an additional 1.8 metres into the required front yard setback. Eaves, Cornices and Gutters may encroach an additional 0.6 metres;

(9) Steps may encroach 1 metre from a porch or deck;

BBBB.3 shall also be subject to the requirements and restrictions relating to the R1F-12.2 zone and all the general provisions of this by-law which are not in conflict with those set out in Section BBBB.2.

CCCC The lands designated R3E-SECTION-CCCC on Schedule A to this bylaw:

CCCC.1 shall be used for the purposes permitted within an R3E zone.

CCCC.2 shall be subject to the following requirements and restrictions:

(2) Minimum Lot Width: 6.0 metres;

(3) Minimum Lot Depth: No Requirement;

(4) Minimum Yard Setbacks for a Principal Building:

(a) The front wall of a dwelling unit:

(i) 4.5 metres to a private road;

(ii) 6.0 metres to a garage door;

(iii) A balcony, porch or bay window, with or without foundation, may encroach a maximum of 1.8 metres into the required front yard. Eaves, Cornices and Gutters may encroach an additional 0.6 metres;

(b) The rear wall of a dwelling unit:

(i.) 6.0 metres to a lot line;

(c) The side wall of a dwelling unit:

(i.) 1.5 metres to a private road;

(ii.) 1.4 metres to a lot line in all other situations;

(iii.) 1.2 metres to a daylight triangle;

(iv.) 3.0 metres to a public road;

(5) Steps may encroach 1 metre from a porch or deck;

(6) Maximum Building Height: 13 metres;

(7) Maximum Lot Coverage: 65% of the lot for the main building;

(8) Minimum Landscaped Open Space: No requirement

CCCC.3 shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law which are not in conflict with those set out in Section CCCC.2.

DDDD The lands designated R3E-SECTION-DDDD on Schedule A to this bylaw: DDDD.1 shall be used for the purposes permitted within an R3E zone and the following:

(1) Dwelling, Dual-frontage Townhouse

DDDD.2 shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area: 150 square metres per dwelling unit;

(2) Minimum Lot Width: 6.0 metres;

(3) Minimum Lot Depth: No Requirement;

(4) The lot line abutting McLaughlin Road shall be deemed to be the front lot line;

(5) Minimum Yard Setbacks for a Principal Building:

(a) The front wall of a dwelling unit:

(i) 3.0 metres to a public road;

(ii) A balcony, porch or bay window, with or without foundation, may encroach a maximum of 1.8 metres into the required front yard. Eaves, Cornices and Gutters may encroach an additional 0.6 metres;

(b) The rear wall of a dwelling unit:

(i) 4.5 metres to a private road;

(ii) 6.0 metres to a garage door;

(iii) A balcony, porch or bay window, with or without foundation, may encroach a maximum of 1.8 metres into the required front yard. Eaves, Cornices and Gutters may encroach an additional 0.6 metres;

(c) The side wall of a dwelling unit:

(i) 0.75 metres to a private road;

(ii) 1.4 metres to a lot line in all other situations;

(iii) 1.2 metres to a daylight triangle;

(iv) 3.0 metres to a public road;

(6) Steps may encroach 1 metre from a porch or deck;

(7) Maximum Building Height: 13 metres;

(8) Maximum Lot Coverage: 65% of the lot for the main building;

(9) Minimum Landscaped Open Space: No requirement

DDDD.3 shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law which are not in conflict with those set out in Section DDDD.2.

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 41 points; a silver designation which exceeds 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 Plan
- Property Survey
- Parcel Abstract
- Draft Public Notice Signage
- Tree Inventory and Preservation Plan
- Phase I Environmental Site Assessment
- Archaeological Assessment
- Functional Servicing Report (includes Stormwater Management Plan, Site Servicing Plan, Grading Plans and Drainage Plans)
- Sustainability Score and Summary
- Planning Rationale and Justification Report
- Public Consultation Strategy
- Noise Control Feasibility Study
- Erosion and Sediment Control Plan
- Draft Zoning By-law Amendment
- Zoning By-law Amendment Application
- Draft Plan of Subdivision
- Draft Plan of subdivision Application

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.