

Detailed Planning Analysis
City File No. OZS-2020-0007
Subdivision File No. 21T-20002B

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide directions that support land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2, and Section 51(24) of the *Planning Act*.

Section 2(a) - *the protection of ecological systems, including natural areas, features and functions;*

Section 2 (f) - *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

Section 2(h) – *the orderly development of safe and healthy communities;*

Section 2(j) – *the adequate provision of a full range of housing, including affordable housing;*

Section 2(p) – *the appropriate location of growth and development;*

Section 2(q) – *the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.*

Regard for these sections is reflected in the proposed Zoning By-law Amendment, and the proposed draft plan of subdivision that:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and transit services;
- provides a land use that is compatible with the surrounding land uses;
- develops a road network that is walkable, and would connect to Creditview Road, a collector road serving the area; and,
- preserves the natural features of the site.

Section 51(24)- *In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience,*

accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) the suitability of the land for the purposes for which it is to be subdivided;*
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) the dimensions and shapes of the proposed lots;*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (h) conservation of natural resources and flood control;*
- (i) the adequacy of utilities and municipal services; and,*
- (j) the adequacy of school sites.*

The proposed subdivision has regard for the health, safety, convenience, and accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. The proposed subdivision, which is deemed to be in public interest for its valuable contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the proposed development. The natural areas/features and resources would be protected in the proposed subdivision.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement.

1.1.1: healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, 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;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *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; and,*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development includes single detached dwellings that will add to the City's stock of housing supply, rely on the existing municipal infrastructure and public services, and will protect the natural areas/features. This development will result in a healthy, livable and safe community.

1.1.3.1: Settlement areas shall be the focus of growth and development;

1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.6: 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.

This proposed development is located adjacent to the existing built up area within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. Furthermore, the proposed development supports active transportation, is close to public transit, and ensures the protection and preservation of the site's natural heritage features.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) 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;*

The proposed development will generate opportunities for recreation and interaction in the community by providing convenient access to existing recreational services in the surrounding neighbourhood through public streets.

1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development is designed to minimize private vehicle trips and to encourage the use of active transportation by creating accessible and efficient access to the existing sidewalks, and providing convenient access to transit services located on Williams Parkway.

2.1.1 Natural features and areas shall be protected for the long term.

2.1.8 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.

No development has been proposed within or adjacent to the NHS area. A 10 metre buffer along the valleyland has been established to protect the natural area and features.

The proposed development is consistent with the Provincial Policy Statement 2020.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the 'Designated Greenfield Area' as per the 2019 Growth Plan. As such, the proposal conforms to the following policies of the plan:

2.2.1.2: Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and,*
 - iii. can support the achievement of complete communities.**

- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - iv. areas with existing or planned public service facilities.**

The proposed development is located within the 'Designated Greenfield Area' within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water and wastewater systems. With its location in proximity to the existing commercial uses on Williams Parkway and the area amenities, connectivity to road network and transit, and opportunities for active transportation, the proposed development will have the necessary features to be a complete community.

2.2.1.4: Applying the policies of this Plan will support the achievement of complete communities that:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) *integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within a designated growth area in the City's Official Plan. It also provides housing on a site that is well connected to the local road network, is situated close to a Secondary Transit Corridor (Williams Parkway), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing low density housing that is in close reach and proximity to a range of amenities. The site's connectivity to the area road network will contribute to the publicly accessible open spaces, other recreational facilities, and encourage walking/active transportation.

2.2.7: Designated Greenfield Areas

- 1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and,*

c) *encourages the integration and sustained viability of transit services.*

2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

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;*

The proposed development will be located close to a Secondary Transit Corridor, is well served by the existing/future municipal infrastructure, public services, and amenities. It also offers publicly accessible open spaces in the area, and other recreational facilities, and encourages opportunities for walking/active transportation.

The combined people and jobs density per hectare proposed by development will help the City meet the minimum density target for Brampton's 'Designated Greenfield Area' established in the Growth Plan.

4.2.2.3: Within the Natural Heritage System for the Growth Plan:

a) *new development or site alteration will demonstrate that:*

i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*

The proposed development respects the natural heritage area and features, and has no adverse impacts on the adjacent valleylands.

The application conforms to the policies of the Growth Plan (2019).

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment, managing resources, and provides a basis for efficiently managing growth.

The subject lands are located within the *Urban System* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

The Urban System Objectives

5.3.1.1: To conserve environmental and resource attributes of the Region;

- 5.3.1.2: To achieve sustainable development within the Urban System;*
- 5.3.1.3: To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4: To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5: To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and generally transit supportive environment.

Greenfield Density

The subject lands are located within the Designated Greenfield Area in the Peel Region Official Plan, to which the following objectives are applicable:

- 5.5.4.1.1: To plan and designate greenfields to contribute to complete communities;*
- 5.5.4.1.2: To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- 5.5.4.1.4: To optimize the use of designated greenfield area;*
- 5.5.4.1.5: To enhance the natural environment and resources;*
- 5.5.4.2.1: 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;*
- 5.5.4.2.2: 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.

The proposed development, which is a small extension of the existing low density residential development in the area, will satisfy these goals by creating a generally transit-supportive, and pedestrian friendly development in an area planned for single detached dwellings. The proposal conforms to the above noted objectives and policies as it will contribute a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the recreational facilities, amenities and open space available in the area through the existing/proposed road network. The proposed jobs/people forecasted to occupy the subject lands, will play a role in contributing to the Region of Peel's population growth target, as well as achieving the regional density requirements.

The applications conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and to set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Plan.

The subject lands are designated as "Residential" and 'Open Space' in the Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. The proposed residential development conforms to the Official Plan.

Built Boundary and Designated Greenfield Area

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City and places the subject site outside of the Built Boundary and within the Communities area. It also shows the subject lands as being within the Designated Greenfield Area overlay.

3.2.2 Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall

contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

The proposed development, which is a small extension of the existing low density residential development, envisages a complete community that provides a compatible form of development on a site that is situated close to a Secondary Transit Corridor (Williams Parkway), and takes advantage of the existing municipal infrastructure, public services, amenities, and employment opportunities. The proposed development will have access to the existing recreational and open space facilities in the area via existing/proposed road network. The proposed development will also help Brampton achieve its density target for the 'Designated Greenfield Area'.

Residential

4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, sub-watershed studies and block plans.*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development, which is a small extension of the existing low density residential community, conforms to these policies by introducing new residential growth that is well planned. It is well served by the existing municipal infrastructure/services, and by transit (on Williams Parkway), and protects the natural heritage system.

Open Space

4.6.7 Lands designated as Valleylands/Watercourses Corridors on Schedule "D" of the Official Plan are intended primarily for the preservation and conservation of the natural features, functions and linkages. Although development is generally prohibited within valleylands and watercourse corridors, there are some existing uses and some permitted uses that must be recognized.

4.6.7.1 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:

- (i) No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;*
- (ii) 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;*
- (iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;*
- (iv) The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;*
- (v) 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;*
- (vi) The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;*
- (vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;*
- (viii) The risk of the loss of life or property damage; and,*

(ix) *The comment of the appropriate Conservation Authority and Provincial Ministry).*

The proposed development will occur only on the 'Low Density 1 Residential' designation, with no development proposed within the Open Space/Valleylands designation. In order to protect the valleyland and to respect the potential hazards, a 10 metre wide buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the CVC. CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland.

The proposed development conforms to the Official Plan.

Credit Valley Secondary Plan (SPA45)

The subject lands are designated "Low Density 1 Residential" and "Open Space - Secondary Valleyland" in the Credit Valley Secondary Plan (SPA45). A small easterly part of the subject lands is designated 'Open Space – Secondary Valleyland' in the Credit Valley Secondary Plan (SPA45). This part is located adjacent to the Springbrook Tributary corridor.

Low Density 1 Residential

5.2.4.1 Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter.

5.2.4.2 In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
- ii) limited development of the following complementary uses shall also be permitted without an amendment to this Plan:
 - a) private education facilities;
 - b) libraries;
 - c) day care centres;
 - d) health centres; and,

- e) public recreation facilities.
- iii) a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,
- iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).

The proposed development will have a density of 19 units per net residential hectare, and a minimum lot width/frontage of 12.2 metres. In accordance with the Secondary Plan policy for 'Low Density 1 Residential' designation, the proposed development will comprise single detached dwellings that take advantage of the locational and natural attributes of the area, and comply with the density and frontage requirements of the policy.

Valleylands

5.4.2.3 Lands designated Secondary Valleyland on Schedule SP45(a) identify natural corridors that currently contribute to the ecological integrity of the subwatersheds. The final limit of Secondary Valleylands will be determined through an Environmental Implementation Report. Secondary Valleylands may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected and enhanced. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.4.2.5 Appropriate setbacks shall be imposed, if required, from the margin of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined through the preparation of an Environmental Implementation Report, prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

A small easterly part of the property is located adjacent to the Springbrook Tributary corridor. This part of the subject lands is regulated by the Credit Valley Conservation (CVC). The proposed development will occur only on the 'Low Density 1 Residential' designation, with no development proposed within the 'Valleylands' designation. In order to protect the valleyland and to respect the potential hazards, a 10 metre wide buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the CVC. CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland. It has required a comprehensive restoration and enhancement planting plan for the buffer area at the

detailed design stage. The valleyland buffer has been incorporated into the zoning by-law amendment for the proposed subdivision.

The proposed use conforms to the 'Low Density 1 Residential' and 'Open Space - Secondary Valleyland' policies of the Secondary Plan.

Springbrook Community Block Plan 45-2:

The property is located within the approved Springbrook Community Block Plan for Sub Area 45-2 (Appendix 4A). The Block Plan shows residential development to take place on the subject lands, and along a window road along Creditview Road on the lands to the north. The submitted Tertiary Plan prepared by Gagnon Walker Domes Inc. dated January 28, 2020 (Appendix 4B) demonstrates that the development of the lands north of the subject site is not impeded and an appropriate street and lot layout can be accommodated in a comprehensive and coordinated manner. The Tertiary Plan is generally consistent with Block Plan 45-2 including the road alignment.

Zoning By-law

The property is zoned "Agricultural (A)" in the Zoning By-law 270-2004 which does not permit the proposed residential development. An amendment to the Zoning By-law is required to rezone the subject lands from current 'A' zone to 'Residential Single Detached E-x (R1E-x)' and 'Floodplain (F)' zones, to facilitate the proposed single detached dwellings, and to protect the natural areas. Special zoning sections and zoning exceptions have been included to address the zoning requirements of single detached dwellings, and certain residential reserve lots which are to develop in conjunction with the residential reserve lots in the adjoining subdivisions.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent of the Official Plan amendment, particularly relating to low density residential development, as well as the vision of Urban Design Brief and will facilitate the development of the subject property with a single detached dwellings that fit into the existing low density residential community.

Land Use

The application to amend the Zoning By-law and the proposed Draft Plan of Subdivision proposes a residential development, containing 8 single detached dwellings in accordance with the intent of the applicable Official Plan and Credit Valley Secondary Plan (SPA45) residential development policies. The proposed development contains eight single detached dwellings with a minimum lot width of 12.2 metres on either side of Maybeck Drive, which is to be extended northward. In addition, the subdivision contains several residential reserve blocks that will be developed in conjunction with the residential reserve lots on adjoining subdivisions. In addition to access via Maybeck Drive, this development will be served with a temporary access from Creditview Road via Block 12

(residential reserve) until redevelopment of properties to the north takes place when Block 12 will be developed for a single detached dwelling.

A road widening block (Block 15) and a NHS buffer block (Block 14) are also proposed. The NHS buffer block will be protected and preserved through the conveyance of the block to the City.

The site falls outside of Brampton's 'Built Boundary' and therefore forms part of Brampton's Designated Greenfield Area, where new communities will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit (on Williams Parkway).

The subject lands are located in close proximity to a Secondary Transit Corridor (Williams Parkway) which lends it to a high degree of connectivity and walkability. Furthermore, the site is connected to the existing recreational facilities and open space in the area via existing road network.

The existing Open Space on the east side of the site consists of the Creditview Tributary valley corridor River. This area would be preserved and maintained as Open Space, with a 10 metre buffer provided along the east edge of the site.

The proposal will facilitate the logical extension of the existing low-density residential subdivision and will accommodate single detached lots of a width, depth, and configuration that is consistent with the surrounding area. In accordance with the approved Block Plan Design, Maybeck Drive is to be further extended through the adjacent properties to the north, municipally known as 9427 and 9461 Creditview Road, to create a public road connection with Creditview Road and Loreville Drive. Although the proposal does not contemplate a connection through to the properties to the north, the aforementioned Applications do not preclude nor compromise the potential future extension of Maybeck Drive right-of-way.

From a density and intensification perspective, the proposal is representative of an attractive and appropriately scaled residential infill development. Architecturally, it is intended that the proposed dwellings will take cues from the surrounding neighbourhood with traditional architectural design. Dwellings will be subject to the City's architectural design review process to ensure that appropriate and compatible building materials, colours and detail are applied.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

Urban Design

The site is subject to Springbrook Community Design Guidelines 2008 (authored by NAK Design Group and John G. Williams) applicable to Block Plan 45-2. Based on the natural

topography and features of the area, the Springbrook Community includes three distinct neighbourhoods namely The West Huttonville Ravine Neighbourhood, The East Huttonville Ravine Neighbourhood, and The Springbrook Creek Neighbourhood. The subject lands are situated within The Springbrook Creek Neighbourhood. This neighbourhood is located on the eastern portion of the Springbrook Community, between the Springbrook Channel on the west and the Springbrook Creek on the east. The neighbourhood is envisioned to have an ultimate build-out of approximately 580 units, which are comprised exclusively of Low Density 1 units. The neighbourhood is envisioned as an area that maintains and enhances the natural function of the Springbrook Creek and the Creditview Road Heritage Corridor and its associated Maple Hedgerows and Heritage Buildings. The structural elements draw on, maintain, and in some cases enhance the natural and cultural function of Springbrook Creek, the Maple Hedgerows, and the Heritage Buildings.

The proposed development will include eight single detached dwellings with a minimum lot width of 12.2 metres on either side of Maybeck Drive, which is to be extended northward. In addition, the subdivision contains several residential reserve blocks that will be developed in conjunction with the residential reserve lots on adjoining subdivisions.

Staff have reviewed the proposal in conjunction with the intent of the Springbrook Community Design Guidelines prepared by NAK Design Group and John G. Williams, and found it to be satisfactory.

Fluvial Geomorphology Report/Erosion Hazard & Development Limit Assessment

In order to establish hazard and development limits for the easterly extents of the subject site, a Fluvial Geomorphology Report/Erosion Hazard and Development Limit Assessment dated November 2016 prepared by AHYDTECH Geomorphics Ltd. was submitted. According to the Report, a wetland with dense vegetation is present immediately adjacent to the subject site. The Springbrook Creek channel is located approximately in the center of the aforementioned wetland. The channel adjacent to the subject site is very shallow (0.1 - 0.4 metres) and narrow (0.5 - 1.0 metres) and has not changed over the last decade based on a comparison of historical and current aerial photography. The development limit was determined based on both the Ministry of Natural Resources and Forestry (MNR) Redside Dace and Credit Valley Conservation (CVC) requirements and the greater development limit chosen. As the Springbrook Creek near the subject site is considered stable and in regime condition, the development limit identified was deemed a conservative estimate. CVC staff have reviewed the Fluvial Geomorphology Report/Erosion Hazard and Development Limit Assessment and found it to be satisfactory.

Transportation

The City and Regional staff have reviewed the potential traffic impact from this small low density development, and concluded that in view of the small amount of traffic to be generated, and subject to the draft plan conditions, the road network and key intersections

will operate at an acceptable level of service during the weekday a.m. and p.m. peak hours.

Environmental Site Assessment

Staff have reviewed the Phase 1 Environmental Site Assessment dated February 2020 prepared by A & A Environmental Consultants Inc. submitted in support of the proposed development. The report concludes that no Potentially Contaminating Activities defined in Table 2 of Schedule D of O.Reg 153/04 (as amended) were identified on the Phase I property or within the Phase 1 study area. Therefore, a Phase II Environmental Site Assessment is not required for the property prior to submitting a Record of Site Condition. Staff have required that a Record of Site Condition be filed for staff's review prior to registration of the plan of subdivision.

Noise

An Environmental Noise Impact Assessment dated January 2020 prepared by Meritech has been submitted in support of the application. According to the report, the primary source of noise for the property is the road traffic. The daytime noise levels at the residential units are a maximum of 58 dBA on the Outdoor Living Area, and 48 dBA indoors. The nighttime indoor noise levels will not exceed 41 dBA. The report recommends noise warning clauses (to be included in the agreements of sale/purchase) along with the provision for air conditioning for Lots 1 through 3 and Block 10 to address the potential noise issue. With the adoption of these noise mitigation measures, staff are satisfied that the resultant sound levels will meet the noise guideline criteria of the MECP.

Servicing

A Functional Servicing Report (FSR) dated February 2021 prepared by Meritech has been submitted in support of the application which staff at the City, Region and Credit Valley Conservation have reviewed. Given below is the servicing scheme recommended in the FSR:

Stormwater Management:

Runoff from the subdivision has also been included in the storm sewer design completed for the Denford Estates Subdivision. An existing 750mm diameter storm sewer on Maybeck Drive will be the outlet for a 600mm diameter sewer extended through the subdivision. The storm sewer system was designed to convey the 10-year storm event. The proposed extension of Maybeck Drive will convey the overland flow route to the existing stormwater management pond to the south. The storm sewer that will be installed as part of this subdivision has been adequately sized for future residential development to the north.

Sanitary Servicing

Municipal sanitary sewer facilities consist of a 250mm sewer on Maybeck Drive. The capacity within the sanitary sewer system was previously accounted for in the design of the Denford Estates subdivision to the south. This property will be serviced by extending the 250mm diameter sanitary sewer on Maybeck Drive along the proposed road extension and capping the sewer at the north property boundary, thus allowing for future development.

Water Supply Servicing

The subject lands are located within Pressure Zone 6. Extension of the 200mm diameter watermain on Maybeck Drive along the proposed road will provide adequate service for the property, and will be available for future connection to developments to the north.

The Functional Servicing Report prepared by Meritech dated February 2021 containing the above servicing scheme has been reviewed by staff at the City, Region of Peel and CVC, and found to be satisfactory for the proposed development.

Tree Evaluation Report & Compensation Plan

A Tree Evaluation Report & Compensation Plan dated November 04, 2020 prepared by Aboud & Associates Inc. was submitted in support of the proposed development application. According to the Report, 99 trees would need to be removed, with 84 trees requiring compensation. The preservation and protection of 23 onsite and offsite trees will be achieved through the establishment and enforcement of protection zones using tree protection fencing and root sensitive excavation around specific trees. Proactive pruning may be required for some of the retained trees. Compensation plantings for removed trees will be addressed through planting 20 trees onsite and paying cash-in-lieu of planting. Staff have reviewed the Tree Preservation Report & Compensation Plan and found them to be satisfactory.

Archaeological Assessment

Staff have reviewed the Stage 1 & 2 Archaeological Assessment report prepared by Detritus Consulting Ltd. dated May 4, 2017 submitted in support of the application. The report contains a copy of the Ministry of Tourism, Culture and Recreation (now Ministry of Heritage, Sport, Tourism and Culture Industries) acceptance letter for the Stage 1 & 2 Archaeological Assessment for the subject lands. The report identifies that a Stage 1 background study of the subject property was conducted and was indicated that there was an elevated potential for the recovery of archaeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a standard test pit survey at five metre intervals and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project

Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Sustainability

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 33, achieving the City's Bronze Threshold. The proposal meets City's required minimum sustainability standards.