

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 of the Planning Act:

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 Official Plan and Zoning By-law Amendment, as the development proposal:

- 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; and,
- maintains a road network that is walkable, and would connect to Rivermont Road that will contain public transit.

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 the following 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;*
- e) 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;*

The proposed development will provide additional housing types (singles, semis, and townhouses) and parkland for the area residents, and the additional density will provide a more cost effective development to take advantage of the existing and proposed infrastructure.

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 along Rivermont Road.

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

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 (2020):

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 2020 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 along Mississauga Road and the area (existing and planned) amenities, connectivity to the broader road network and (planned) transit, and opportunities for active transportation, the proposed development will have the necessary features to be a complete community.

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
- c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

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 Brampton Rapid Transit Corridor (Mississauga Road), and takes advantage of the existing municipal infrastructure, and public services. The proposal also supports the achievement of complete communities by providing a mix of housing types that is in close reach and proximity to a range of amenities.

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 constitute a complete community by way of offering housing on a site located close to a Brampton Rapid 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 additional housing units being proposed will result in the combined people and jobs density per hectare being increase from 40.9 to 46.4. The previous development approvals for this block plan had already achieved the minimum requirement of 50 people and jobs, and as such the additional density will continue to maintain the City minimum density target for Brampton's 'Designated Greenfield Area'.

The application conforms to the policies of the Growth Plan (2020).

Region of Peel Official Plan:

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located with the "Urban System" as established in the Regional Official Plan (Schedule D). The Region of Peel Official Plan sections that are applicable to this application include:

The Urban System Objectives:

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;

The proposed development is appropriate for the area. The proposal includes a more compact residential built form than the previously approved development that is appropriate for the area. Infrastructure and public finances are taken into account by proposing an appropriate density that does not put stress on the infrastructure requirements, but utilizes the existing infrastructure appropriately.

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 more 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 transit supportive environment.

5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and general accommodate a pattern of compact forms of urban development and redevelopment

The proposed development is consistent with the above noted policies as it comprises a compact form of development within the Regional Urban Boundary that will efficiently use existing Regional services and infrastructure. The proposal supports the

development of a healthy urban community that respects the characteristics of the existing community and protects the natural environment.

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" on Schedule A – General land Use designations in the Official Plan (Refer to Appendix 3). 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.

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

Schedule A1 of the City's Official Plan identifies eight locations for Upscale Executive Housing Areas across the City. Official Plan Policy 4.2.2.6 states that a total of 5,100 executive housing units should be provided and that these lots should be in excess of 464.6 square metres (5,000 square feet). In addition, it is stated that Area #1 (Bram West Secondary Plan) is required to provide 1,000 of these units. The applicant has filed an application to amend the Schedule A1 of the Official Plan to delete the Upscale Executive Housing designation from their lands (227 executive housing units), and to amend Official Plan Policy 4.2.2.6 to reduce the number of upscale executive housing units from 1,000 to 750 units.

The applicant's Planning Justification Report has identified that 5,412 executive housing permits have been issued in the City according to the Toronto Gore Density Policy Review, thereby exceeding the City's requirement of 5,100 units in the Official Plan. In particular, the Vales of Castlemore North Secondary plan has 500 executive housing units allocated to it, and which has been exceeded with 1,116 executive housing permits now being issued. In light of this surplus, the applicant's request to delete the 250 executive housing can be supported.

The proposed development conforms to these policies by introducing new residential growth that is well planned in the form of a complete community. It proposes a compact form of development to be added to the City's supply of housing that is well served by the existing municipal infrastructure/services, and future transit.

The proposed changes to the two draft approved subdivision plans diversifies the housing mix within the Block Plan by adding a slightly higher densities that will provide more housing choice to residents. The subject lands are located near a major employment area and primary transportation corridor, nearby commercial uses and future transit that is appropriate for higher density residential uses.

The proposed land use changes are supportable from a land use planning perspective, and is consistent with the intent of the Official Plan.

Bram West Secondary Plan (Chapter 40d):

The property is designated "Low/Medium Density Residential" (Executive Residential" and "Neighbourhood Park" in the Bram West Secondary Plan (Chapter 40d). The policies that are applicable to this application include but are not limited to:

- *Section 3.1.1.a) – The special policy area designated as Upscale Executive Housing Area on Secondary plan Schedule SP40a) is an area that is considered to have appropriate characteristics to accommodate a successful upscale executive housing community in accordance with the policies set out in the Official Plan.*
- *Section 3.2.16 – The Plan will be implemented by way of a Block Plan process that will coordinate the completion of the environmental, servicing, transportation and urban design analysis and approvals.*
- *Section 3.4.1 - The various residential designations as shown on Schedule SP40(a), are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from single detached units to high rise apartments.*
- *Section 3.4.2 - Notwithstanding housing policies for the various residential designations on Schedule SP40(a), consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.*

The applicant has filed an Official Plan Amendment application to amend the Bram West Secondary Plans Land use Schedule (Schedule SP40a of Chapter 40d) to redesignate lands from "Executive Housing" to "Low/Medium Density Residential".

The intent of the existing "Residential: Executive Housing" designation is to encourage executive and upscale housing adjacent to natural heritage systems, with appropriate vistas and visual and physical access to the environmental lands. The applicant

contends that the key characteristics of the Executive Housing designation are not achieved on the lands proposed for re-designation. In this regard, the lands are flat tableland that are a significant distance from the Credit River without clear views or physical access into the valley lands. They have no other characteristics that would make them an attractive location for executive housing. However, their location near a major employment area and transportation corridor, existing commercial uses and existing and planned public transit make them appropriate for higher density residential uses than envisioned in the past.

As noted in the Official Plan section above, the removal of the Upscale Executive Housing from the Bram West Secondary Plan has been made up elsewhere in the City (ie. Vales of Castlemore North Secondary Plan), thereby fulfilling the City's Official Plan requirement to provide 5,100 units across the City.

The applicant is proposing to amend the Block Plan for Sub-area 40-3 of Chapter 40d of the Bram West Secondary Plan (Part III Block Plan of the City of Brampton Official Plan) to revise the lotting, land use, and to increase the park size. The proposed land use changes will be the same as that which exists in the surrounding area and as such is considered to be appropriate for the development of the lands, is supportable from a land use planning perspective, and is consistent with the intent of the Secondary Plan.

Block Plan:

The site is located within the approved Riverview Heights Community Block Plan (Area 40-3). The approved Block Plan permits both "Low/Medium Residential" and "Executive Residential" uses, and a Park site on the subject lands. As noted above, an amendment to the Riverview Heights Block Plan Stage 2 Area 40-3 is proposed to revise the lotting, land use and to slightly increase the park size.

The City's various Block Plans set out the goals and objectives of the secondary plans and specify the location and type of land use, the unit mix and the local and collector road patterns to guide the more detailed subdivision plans required for development approval. The Riverview Heights Block Plan, approved in October 2011, anticipates that approximately 3,600 to 3,730 units will be achieved, with approximately 557 executive lots being located within the northern portion of the Block Plan. The combined addition of 221 lots on the Scottish Heather and Brampton G&A lands will increase the overall number of dwelling units from 456 to 677.

It is noted that the approved Riverview Heights Block Plan ultimately provided less developable land than was anticipated in the Secondary Plan. It provides for 3,600 to 3,730 residential units, with a population of approximately 11,000 to 11,325 persons and approximately 5,300 jobs. The residential density is quite low, with approximately 16% of the units anticipated being executive residential lots. The inclusion of the large employment areas located along Steeles Avenue West and commercial uses along Mississauga Road were relied upon to achieve the 50 persons and jobs per hectare target. As a result, the density target is achieved across the Block as a whole. This is important to note when considering individual parcels within the Block Plan that by density and job count currently do not meet the regional and municipal

density targets. However, the proposed increase in units to the Scottish Heather and Brampton G&A plans now brings their density above 50 persons and jobs per ha.

In light of the above, the proposed development is considered to be consistent with the intent of the approved Block Plan.

Zoning By-law:

The property is zoned open space (i.e. a park) along with several residential zoned categories (R1E-10.4-2427, R1E-11.6-2429, R1F-11.4-2430, R1E-15-2431, R1E-18-2432, R1E-21-2433) all by By-law 270, 2004, as amended. An amendment to the Zoning By-law is required to allow for the change in housing types, the reduction of the lot widths, the increase in park size, and the dual zone of a small block so that it can be used for "Open Space" or "Low/Medium Density Residential" development if developed in conjunction with the abutting lands to the east (8654 Mississauga Road). The proposed zoning changes will implement the policies of the Official Plan and Zoning By-law and will result in residential development that is similar to that which exists within the surrounding area.

Technical Analysis

Land Use:

The road pattern for the subject lands was established as part of the subdivision review process for application C05W04.005/21T-06024B (Southerly Plan) and application C05W05.004/21T-04008B (Northerly Plan). The road pattern will remain essentially the same with the exception of the easterly north-south road (Rock Bluff Trail) which has been shifted easterly about 30 metres so that it now abuts the easterly property limit and to reconfigure some of the lots in this area. The purpose of this change is to allow for a future road connection to the property to the east (8654 Mississauga Road) to provide a public road connection. As a result of this road reconfiguration, a small parcel of Open Space table land has been created and which is proposed to be dually zoned to allow for singles and/or townhouse development once the abutting lands to the east are developed. Refer to Appendix 1 (Application Comparison) to compare the road and lotting pattern change.

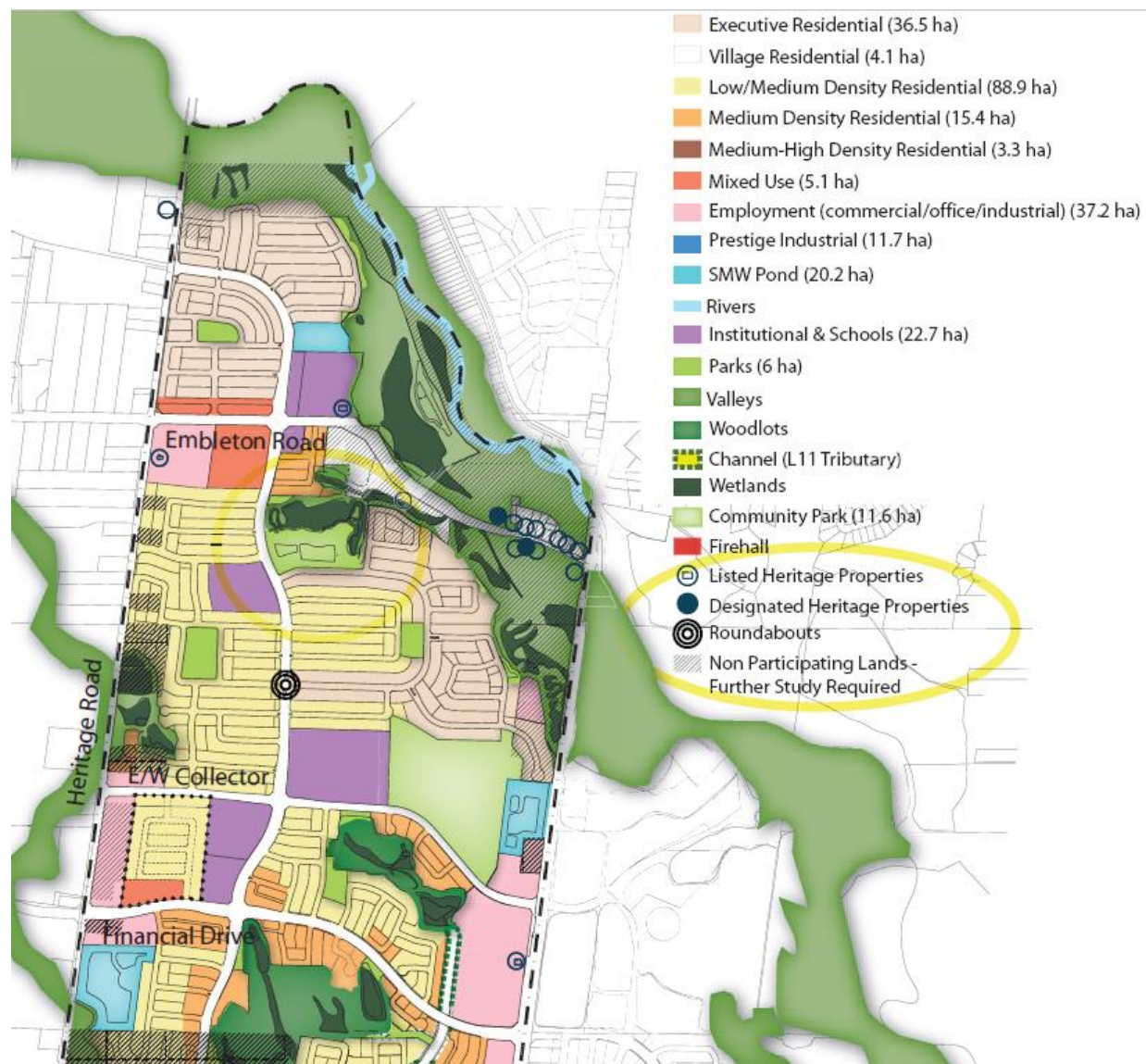
As a result of comments received from Transportation planning, the applicant has had to shift some of the lots to ensure that they have proper driveway widths. The changes are illustrated on Appendix 1 by way of a RED outline to the lots that have shifted.

The proposed mix of housing now being requested is based on the same residential zone categories that were approved in the surrounding area, and are considered to be appropriate for the development of the land and is acceptable from a land-use perspective.

Urban Design:

The site is subject to Riverview Heights Community Design and Architectural Control Guidelines (CDG) that were prepared by The Planning Partnership, and approved on April 20, 2012. The CDG's sets out the detailed guidance on the development and design of the community and have been prepared in accordance with the City's approved Development Design guidelines (DDG). This document acts as a tool for the implementation of the plan through the subdivision, site plan, and construction stages by providing guidance for the built form, landscape, urban design and the architectural review process.

While the applicant's proposed Official plan Amendment application intends to remove the Upscale Executive Housing Special Policy Area on the Scottish Heather and Brampton G&A Lands, the new Low / Medium Density residential development will be subject to the same development criteria that has been applied to the balance of the lands in the area. The following is an extract of the approved land use plan from this document.



Engineering Submissions:

The Phase 1 Environmental Site Assessment (ESA) for the northerly parcel (Brampton G & A Holdings Inc.), prepared by Pazin Geotechnical Services Ltd, dated October 22, 2010 reviewed the actual and potential site contaminations by hazardous substances due to the historical usages of the site. The report indicated that there was no evidence of contamination that was observed on the subject site or adjacent properties. As such, there is no further need for environmental investigation. In addition, any wells or septic systems will need to be decommissioned in accordance with the applicable regulations.

Given the date of this report and that a Record of Site Condition was not prepared, an updated Phase 1 ESA was prepared, by EXP, dated April 20, 2021. This updated report found that there were no contaminants on site or within close enough proximity to the northerly property to warrant a Phase Two ESA submission. A Record of Site Condition (RSC) will be required to be filed as part of the conditions of draft plan approval requirements.

A Phase 1 Environmental Site Assessment and a Record of Site Condition (RSC) were also prepared for the southerly parcel (Scottish Heather Development Inc.) for the entirety of their 124.2 hectare (307 acre) multi phased plan of subdivision. If a single RSC was previously filed (not within the last 5 years) for the overall 307 acre property, City will require certifications from a Qualified Person as per the O. Reg. 153/04 to confirm site conditions have not changed since the previous RSC filing supported by recent soil and groundwater characterization, land use history since RSC filing, etc. or Individual RSCs will need to be provided at the time of registration for each phase of the development to the satisfaction of the City.

An addendum to the Environmental Implementation Report for Riverview Heights / Block 40-3. Scottish Heather Development Inc., Brampton G & A Holdings Inc. and Brampton G & A Holdings II Inc. prepared by R.J. Burnside & Associates Limited, dated April 21, 2021, was reviewed and found to be acceptable by City engineering staff, and as such can confirm that the site can achieve the grading, storm servicing, and Stormwater Management proposed.

Comments received from Credit Valley Conservation (CVC), dated May 4, 2021, confirm that the proposed development will not change the limits of development around the natural heritage feature / natural hazard blocks, and as such is also satisfied with the findings of the applicant's Environmental Implementation Report for both properties. CVC will be further involved once the applicant submits an application to amend the draft approved plans of subdivision and the associated conditions of approval.

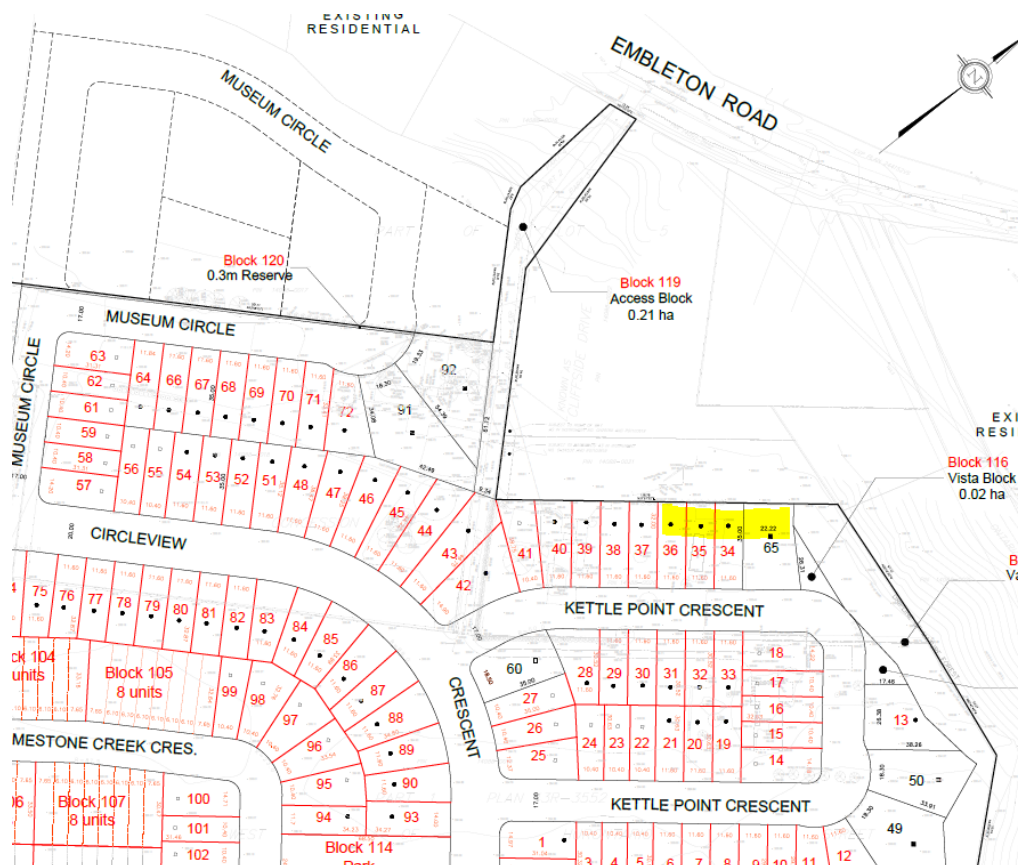
Transportation:

The City and Regional staff have reviewed the potential traffic impact from this small low density development, and concluded that in view of the 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.

Tree Protection / Preservation:

There is a number of mature Norway spruce trees located along the northeast limit of the subject property which abuts 52 Cliffside Drive. Comments have been received from Steven Pordage, Pallett Valo, LLP, who represents the abutting land owner at 52 Cliffside Drive, who has raised concerns about the preservation of this vegetation and how fencing and servicing would be addressed in this area. To address these comments/concerns, the applicant retained SLR to provide an assessment and recommendation on how to protect the vegetation in this area of the plan. It was recommended that the best way to protect this vegetation, would be to apply a 3.0 metre wide protection zone along the rear property line of four of the lots (ie. Lots 34, 35, 36, & 65 on the northerly subdivision plan) shown below. Within this buffer area, no construction or servicing (rear yard catch basin) will be able to take place, and would also restrict soil excavation for a pool. City engineering and landscape staff are in agreement with the tree preservation approach being recommended. Appropriate conditions of approval will be imposed when the applicant files an amendment to their draft approved subdivision application.



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 30, achieving the City's Bronze Threshold. The proposal meets City's required minimum sustainability standards.