

## Information Summary OZS-2021-0037

Notwithstanding the information summary provided below, staff advises 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 Region of Peel Official Plan, the City of Brampton Official Plan and the Queen Street Corridor Secondary Plan (Area 36).

### Provincial Policy Statement (2020)

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicable to this application include but are not limited to:

- 1.1.1 *Healthy, liveable 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit 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;*
  - c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - 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;*
  - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- 1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.*

- 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;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed;*
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 1.1.3.3 *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 accommodated 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.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.4.1 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 *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:*

*b) permitting and facilitating:*

- 1. 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*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3*
- c) 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;*
- d) 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;*
- f) 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.*

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.*

1.6.6.1 *Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
  - 1. municipal sewage services and municipal water services; and*
- b) ensure that these systems are provided in a manner that:*
  - 1. can be sustained by the water resources upon which such services rely;*
  - 2. prepares for the impacts of a changing climate;*
  - 3. is feasible and financially viable over their lifecycle; and*

- 4. *protects human health and safety, and the natural environment;*
  - c) *promote water conservation and water use efficiency;*
  - d) *integrate servicing and land use considerations at all stages of the planning process; and*
  - e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*
- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- 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.*

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe (Growth Plan) to ensure that the proposal conforms to the Plan. A preliminary assessment of the Growth Plan sections applicable to this application include but are not limited to:

- 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 waste water 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;*
  - d) *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

- 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;*
  - c) *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;*
  - 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.*
  - e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- 2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.*
- 2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
  - d) *planning to diversify their overall housing stock across the municipality.*
- 2.2.6.3 *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.*

## **Region of Peel Official Plan**

The application will be evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

### *The Urban System Objectives:*

- 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, services, 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.*

### *Urban System Policies*

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *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.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
  - a) support the Urban System objectives and policies in this Plan;*
  - b) support pedestrian-friendly and transit-supportive urban development;*
  - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
  - d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

### *Growth Management Objectives*

- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel 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 open space, and easy access to retail and services to meet daily needs.*

### Growth Management Policies

- 5.5.2.1      *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.*

### Intensification Objectives:

- 5.5.3.1.1      *To achieve compact and efficient urban forms.*
- 5.5.3.1.2      *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3      *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4      *To intensify development on underutilized lands.*
- 5.5.3.1.5      *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6      *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8      *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

### Intensification Policies

- 5.5.3.2.2      *Facilitate and promote intensification.*

### Housing Objectives:

- 5.8.1.1      *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

### Housing Policies:

- 5.8.2.2      *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*
- b) cost-effective development standards for new residential development, redevelopment and intensification.*
- 5.8.2.6      *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of the Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

### Transportation System Objectives:

- 5.9.1.2      *To develop and promote a sustainable, safe, efficient and integrated multi-modal transportation system.*

- 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation.*
- 5.9.1.5 *To optimize the use of the Region's transportation infrastructure and services.*
- 5.9.1.10 *To support the integration of transportation planning, transportation investment and land use planning.*

#### **Official Plan:**

The site is designated 'Residential' in the Official Plan. This designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary commercial, institutional and public uses are also permitted.

An amendment to the Official Plan is not required.

The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

#### **3.1 Residential**

- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*
- *Develop, healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services.*
- *Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of uses.*

#### **3.2.8 Communities (excerpt)**

*New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.*

*Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in*



*neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.*

- 3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*
- 3.2.8.3 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.*
- 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:*
- i. The development is consistent with the general intent and vision of the applicable Secondary Plan;*
  - ii. The development contributes to the City's desired housing mix;*
  - iii. There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
  - iv. The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
  - v. There is sufficient existing or planned infrastructure to accommodate the development;*
  - vi. The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
  - vii. The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
  - viii. The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*
  - ix. The development meets the required limits of development as established by the City and Conservation Authority and that*

*appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;*

- x. The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
- xi. The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*
- xii. Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.*

#### **4.2**

*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.*
- v. Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*
- 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.*

##### **4.2.1.1**

*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 Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.*

- 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*
- 4.2.1.3 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.*
- 4.2.1.6 Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.*
- 4.5.2.2 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:*

  - v. Urban Collectors are to be planned, designed, designated and constructed with wider asphalt to accommodate on-street bicycle lanes and/or on-street parking for moderate traffic volumes to and from arterial roads, over short to medium distance travelling at moderate speeds between residential or business and employment areas. Transit service may be encouraged depending on adjacent land uses, and multi-modal networks. Through traffic will generally be discouraged from using these roadways. Direct access from abutting industrial, retail/commercial properties will be encouraged, except near intersections with arterials, and will be appropriately managed along other sections of urban collectors. Pedestrian facilities are to be encouraged to facilitate access to active transportation.*
- 4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy,*

*convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*

*4.11.3.1.1 Mid-rise buildings shall address the following design issues:*

- Building articulation and efficiencies;*
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- Servicing (i.e. loading, garbage, parking);*
- Separation between commercial and residential;*
- Access to transit;*
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- Build along the streetline and maintain common setback; and,*
- Ground floor uses.*

*4.11.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule “A”, and subject to the policies of this Plan.*

*4.11.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*

*4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*

*4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*

*4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*

### **Secondary Plan:**

#### **Northwest Sandalwood Parkway Secondary Plan (Area 2A)**

The property is designated *Low/Medium Density Residential* in the Northwest Sandalwood Parkway Secondary Plan (Area 2A).

An amendment to the Secondary Plan is required to facilitate the proposal.

The application will be evaluated against the Secondary Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Secondary Plan sections applicable to this application include but are not limited to:

- 3.1.1 *The various residential designations shown on Schedule SP2(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from detached units to townhouses. Complementary uses as set out in Part II of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.*
- 3.1.2 *Notwithstanding the housing policies for the various residential designations on Schedule 'SP2(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.*
- 3.1.3 *The maximum overall density for the Low/Medium Density Residential lands north of Wanless Drive shall be 29.5 units per net residential hectare (11.9 units per net residential acre).*
- 3.1.4 *Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan (Chapter 2a).*
- 3.1.7 *In areas designated Low and Medium Residential on Schedule 'SP2(a)' south of Wanless Drive, residential uses within the Medium Density Residential category defined in Part 1 of the Official Plan are permitted at a maximum combined density of 32 units per net residential hectare (13 units per net residential acre), subject to policy 3.1.2 in addition, at least 60% of the development within the Low and Medium Density Residential designation shall be single detached structural units.*
- 3.1.8 *In areas designated Low and Medium Density Residential on Schedule SP2(a), residential uses within the Low and Medium Density ranges defined in Part II of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.*
- 4.1.1 *Road facilities in Secondary Plan Area Number 2(a) are intended to develop and function in accordance with Part II, Chapter 4, section 4.2, and other relevant policies of the Official Plan.*
- 4.1.2 *Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within Secondary Plan Area Number 2(a) to achieve a 45.0 metre right-of-way for Mayfield Road and 36.0*

*metre right-of-way for McLaughlin Road, Wanless Drive and Sandalwood Parkway.*

- 5.6.1 *The design requirements governing the arrangement and massing of built form and the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be set out at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire secondary plan area, as appropriate.*
- 5.6.2 *All development within Secondary Plan Area 2(a) shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.*

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

The property is zoned “Agricultural – A” in Zoning By-law 270-2004. This zoning permits agricultural uses, single detached dwellings, group homes, a cemetery, an animal hospital, a kennel, a home occupation and purposes accessory to the permitted uses.

A Zoning By-law amendment is required to permit the proposed midrise residential development.

### **Sustainability Score and Summary**

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 52. This meets the City’s Bronze threshold.

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

- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
| • Planning Justification Report                   | • Landscape Plan                                         |
| • Draft Official Plan Amendment                   | • Phase 1 Environmental Site Assessment                  |
| • Draft Zoning By-law                             | • Sustainability Score Overview and Summary Report       |
| • Archaeological Assessment                       | • Noise Study                                            |
| • Traffic Impact Study                            | • Shadow Study                                           |
| • Tree Inventory and Preservation Plan and Report | • Functioning Servicing and Stormwater Management Report |
| • Urban Design Brief                              | • Site Plan and Architectural Plans                      |
| • Site Servicing and Grading Plans                |                                                          |