

**Information Summary
OZS-2021-0017**

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 Snelgrove Heartlake Secondary Plan (Area 1).

Planning Act:

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act R.S.O 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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:

- Section 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;
 - 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;
 - 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;
 - f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society
 - g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- Section 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 20 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.
 - Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.
 - Section 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 services and avoid unjustified and/or uneconomical expansion;
 - c. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d. Prepare for the impacts of a changing climate;
 - e. Support active transportation;

f. Are transit-supportive, where transit is planned, exists or may be developed; and

- 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.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas
- 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
- 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 wellbeing 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;

- e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - 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.
- 1.7.1 Long-term economic prosperity should be supported by:
 - b. encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - c. optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
 - d. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets

Growth Plan for the Greater Golden Horseshoe (2020)

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe 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:
 - 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
- 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 unit 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) Providing for 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
- Section 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
- 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:
 - 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 (Office Consolidation December 2018)

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:

Urban System - General 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. 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

Urban System – General Policies

- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, encourage a pattern of compact forms of urban development and redevelopment.

Growth Management – General Objectives

- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 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 – General 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.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

Intensification - General 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/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 – General Policies

- 5.5.3.2.2 Facilitate and promote intensification.
- 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit areas and any other appropriate areas within the built-up area.
- 5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.
- 5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area.
- 5.5.3.2.7 Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.

Housing - General 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 – General Policies

- 5.8.2.1 Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel region in accordance with projected requirements and available land resources.
 - a. maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and lands which are designated and available for residential development.
- 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:

- a. residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and
- b. cost-effective development standards for new residential development, redevelopment, and intensification.

The Transportation System in Peel – General Objectives

- 5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multimodal 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.

The Transportation System in Peel – General Policies

- 5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

The Inter and Intra-Regional Transit Network - General Objectives

- 5.9.5.1.4 To support and encourage transit supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.

The Inter and Intra-Regional Transit Network - General Policies

- 5.9.5.2.1 Support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional roads by area municipalities or Provincial transit authorities. Any changes to rapid transit corridors shown on Schedule G will require an amendment to this Plan.
- 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.

Transportation Demand Management – General Policies

- 5.9.9.2.1 Encourage area municipalities to: a. Promote land uses and site design which foster the use of sustainable modes of transportation.

City of Brampton Official Plan

The site is designated 'Residential' on Schedule A, General Land Use Designations and 'Communities' on Schedule 1, City Concept. The residential 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 within this designation.

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.
- 3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:
 - (i) Accommodate a significant portion of population and employment growth;
 - (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;
 - (iii) Provide high quality public open spaces;
 - (iv) Support transit, walking and cycling for everyday activities;
 - (v) Develop in a compact form that will efficiently use land and resources;
 - (vi) Optimize the use of existing and new infrastructure and services;
 - (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
 - (viii) Achieve an appropriate transition of built form to adjacent areas.
- 3.2.1.3 To mandate the principles of the City Structure and to ensure that stable residential neighbourhoods are maintained, development proposals deemed by Brampton City Council to be incompatible with the City Structure upon thorough examination of City-wide land uses, infrastructure, and environmental, municipal and financial considerations, shall not be approved, notwithstanding any site-specific mitigation that may be proposed with respect to localized impacts.
- 3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.

- 3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City's highest level of transit service.
- 3.2.6.2 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.
- 3.2.6.3 Development within a Primary Intensification Corridor that has undergone a comprehensive high order transit/land use planning study, including Hurontario Street and Queen Street, may exceed the general height and massing guidelines of the Intensification Corridor and/or Mobility Hub in accordance with the detailed provisions of the comprehensive study.
- 3.2.6.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.
- 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.
- 3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.
- 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 (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.

- 4.2 (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
- 4.2 (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.
- 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.
- 4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.
- 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:
 - (i) Variety of housing types and architectural styles;
 - (ii) Siting and building setbacks;
 - (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;

- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;
 - (vi) Incorporation of multiple unit dwellings and apartments; and,
 - (vii) Landscaping and fencing on private property
- 4.5.3.9 The City shall encourage the inclusion of multi-modal transit and ridesharing facilities in new development projects and ensure accessibility to all transit users.
- 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.
- 4.5.4.22 The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized
- 4.5.4.24 The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province’s “Transit Supportive Land Use Planning Guidelines” to ensure transit and pedestrian oriented forms of development.
- 4.5.5.2 The City shall continue to set parking standards in zoning by-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.
- 4.5.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Amendment to the Official Plan

An amendment to the Official Plan is not required as the proposed development is consistent with the residential permissions for the site.

Secondary Plan:

Snelgrove-Heart Lake Secondary Plan (Area 1)

The site is designated ‘Low Density Residential’ within the Snelgrove Heartlake Secondary Plan (Area 1). The ‘Low Density Residential’ designation within the Secondary Plan refers back to Section 4.2.1.2 of the Official Plan.

Section 4.2.1.2 of the Official Plan provides housing mix and density policies for low density, medium density and high density. A maximum density of 30 units / net hectare or 12 units / net acre and permitted housing type of single detached homes is permitted for the Low Density Category.

A preliminary assessment of the Secondary Plan sections applicable to this proposal include but not limited to:

- Section 1.1.1 - Lands designated Low Density Residential on Schedule 1 shall be developed in accordance with the New Housing Mix and Density Categories in Section 4.2.1.2 of the Official Plan.

Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to permit the contemplated 9-storey residential development. The applicant has submitted an amendment to the Secondary Plan. The following provisions to change the designation from *Low Density Residential* to *High Density Residential* with the following site specific policies are included in the amendment to the Secondary Plan:

- a. The maximum permitted density shall be 512 units per hectare, based on the gross site area prior to any land dedications.
- b. Permit a maximum building height of 9 storeys (excluding mechanical penthouse).

City of Brampton Zoning By-law:

The subject site is zoned 'Agricultural' (A) as per By-law 270-2004, as amended.

The 'Agricultural' designation permits agricultural purpose uses, non-agricultural uses including a single detached dwelling as well as purposes accessory to other permitted purposes.

A zoning by-law amendment is required to permit the proposed nine-storey residential development.

Sustainability Score and Summary:

The proposed application has a Sustainability Score of 63, which achieves the City's Silver threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application:

- Planning Justification Report which includes public consultation strategy
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Architectural Drawings including Site Plan
- Acoustical Report
- Arborist Report
- Stage 1 – 2 Archaeological Assessment
- Functional Servicing and Stormwater Management Report

- Landscape Plan
- Phase I Environmental Site Assessment
- Phase II Environmental Site Assessment
- Sediment Erosion Control Plan
- Site Servicing and Grading Plan
- Traffic Impact Study
- Urban Design Brief
- Sustainability Score and Summary
- Comment Response Table
- Tertiary Access Plan
- Pre-consultation checklist
- Survey