

Detailed Planning Analysis
City File No. OZS-2019-0003
Subdivision File No. 21T-19022B

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 direction that supports land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

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

- Section 2(a) - *the protection of ecological systems, including natural areas, features and functions;*
- Section 2 (f) - *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- Section 2(h) – *the orderly development of safe and healthy communities;*
- Section 2(j) – *the adequate provision of a full range of housing, including affordable housing;*
- Section 2(p) – *the appropriate location of growth and development;*
- Section 2(q) – *the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.*

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

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

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

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

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

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

Provincial Policy Statement (2020)

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

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

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development will add to the City's stock of housing supply and, in combination with the adjacent Great Gulf subdivision, accommodate the residential, recreational, park, and open space uses to meet the long term needs of the community. It will also rely on the existing municipal infrastructure and public services, and will protect the natural areas/features. This development will result in a healthy, livable and safe community.

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

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

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

1.1.3.6: New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

This proposal constitutes a compact form of development located adjacent to the draft approved plan of subdivision (Great Gulf: C05W06.07) within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing & extended municipal and public services. Furthermore, the proposed development supports active transportation, will support the planned transit service on Heritage Road, and ensures the protection and preservation of the site's natural heritage features.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development, in combination with the adjacent Great Gulf subdivision, will generate opportunities for recreation and interaction in the community by providing convenient access to existing/new recreational services, parks, open space areas, and trails in the area.

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 will provide convenient access to planned transit service on Heritage Road.

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

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been

evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

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

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

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

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

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

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and,*
 - iii. can support the achievement of complete communities.*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - iv. areas with existing or planned public service facilities.*

The proposed development is located within the 'Designated Greenfield Area' within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing/extended municipal water and wastewater systems. In conjunction with the adjacent/complementing Great Gulf subdivision, the proposed development will have convenient access to the planned commercial uses, amenities, and employment opportunities in the area, connectivity to road network, and opportunities for active transportation. These will provide this development with the necessary features to be a complete community.

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

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

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

2.2.7: Designated Greenfield Areas

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

- b) supports active transportation; and,*
- c) encourages the integration and sustained viability of transit services.*

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

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

In conjunction with the adjacent/complementing Great Gulf subdivision, the proposed development constitutes a complete community by way of offering housing on a site located close to a Secondary Transit Corridor (Heritage Road – planned transit service), and is well served by the existing/planned municipal infrastructure, public services, amenities, commercial/retail, and employment opportunities. It also offers publicly accessible parks, open spaces, and other recreational facilities in the area, and encourages opportunities for walking/active transportation.

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

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

- a) new development or site alteration will demonstrate that:*
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*

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

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

Region of Peel Official Plan

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

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

The Urban System Objectives

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

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

Greenfield Density

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

- 5.5.4.1.1: To plan and designate greenfields to contribute to complete communities;*
- 5.5.4.1.2: To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- 5.5.4.1.4: To optimize the use of designated greenfield area;*
- 5.5.4.1.5: To enhance the natural environment and resources;*
- 5.5.4.2.1: Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan;*

5.5.4.2.2: Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

City of Brampton: 51 residents and jobs combined per hectare.

The proposed development, which will complement the adjacent draft approved Great Gulf subdivision (containing low/medium density residential, live-work units, and mixed-use development), will satisfy these goals by creating a pedestrian friendly development which has the potential to be transit supportive when transit is introduced in future on Heritage Road. The proposal conforms to the above noted objectives and policies as it will contribute to a compatible land use to support a vibrant neighbourhood. The proposed development will have access to the existing/planned recreational facilities, public services, amenities, retail/commercial & employment opportunities, park and open space in the area through the existing/proposed road network. The proposed jobs/people forecasted to occupy the subject lands, will play a role in contributing to the Region of Peel's population growth target, as well as achieving the regional density requirements.

The application 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 'Communities', 'Open Space', and 'Designated Greenfield Area' on Schedule 1 - City Concept to the Official Plan. These lands are designated 'Residential' and 'Open Space' on Schedule A – General Land Use Designations of the City of Brampton Official plan. The portion of the property adjacent to the Credit River Valleyland is designated Valleyland/Watercourse Corridor on Schedule 'D'. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Built Boundary and Designated Greenfield Area

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

3.2.2 Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing

a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

The proposed development, which complements the adjacent draft approved Great Gulf subdivision (comprising low/medium density residential, live-work units, and mixed use development), envisages a complete community that provides a compatible form of development on a site that is situated close to a Secondary Transit Corridor (Heritage Road – planned transit service), and takes advantage of the existing/planned municipal infrastructure, public services, amenities, retail/commercial uses, and employment opportunities. The proposed development will have access to the existing/planned park, recreational and open space facilities in the area via existing/proposed road network. The proposed development will also help Brampton achieve its density target for the 'Designated Greenfield Area'.

Residential

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

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the*

City, its neighbourhoods and its residents, and should be protected, as identified in these policies, sub-watershed studies and block plans.

- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development, in conjunction with the adjacent Great Gulf subdivision, conforms to these policies by introducing new residential growth that comprises a variety of housing forms, tenure, a mix of uses, and 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, has the potential to support future transit service on Heritage Road, and protects the natural heritage system.

Open Space

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

4.6.7.1 Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account:

- (i) No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;*
- (ii) Existing development shall be reviewed in consideration of the identified slope stability, 100-year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;*
- (iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;*
- (iv) The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental*

- management practices;*
- (v) The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;*
 - (vi) The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;*
 - (vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;*
 - (viii) The risk of the loss of life or property damage; and,*
 - (ix) The comment of the appropriate Conservation Authority and Provincial Ministry).*

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

Upscale Executive Housing Special Policy Area

Schedule A1 of the Official Plan identifies that the southerly part of the lands are within an 'Upscale Executive Housing Special Policy Area' designation. Development within this special policy area is to be characterized by low density, high quality housing forms that are located on large lots generally in excess of 464.5 square metres (5,000 square feet) in area.

The proposed Official Plan amendment proposes to remove the southerly developable part of the property from 'Upscale Executive Residential Special Policy Areas' designation to allow low/medium residential uses, while preserving the features and character of the executive housing built form.

Staff is satisfied that subject to the proposed Official Plan amendment, the proposed development fulfills the general intent of the official plan, and is compatible with and complementary to the adjacent residential road and lotting pattern that has been approved for this area.

The subject application implements the approved Block Plan and Secondary Plan for Riverview Heights with a few minor modifications as per the proposed amendments. As such the proposal conforms to the '*Residential*' as well as '*Open Space*' policies of the Official Plan.

Proposed Amendment:

The specific amendments proposed to the Official Plan are as below:

1. Amendment to Schedule A1, Upscale Executive Housing Special Policy Areas, of the Official Plan: to remove on Schedule A1, Upscale Executive Housing Special Policy Areas, the “Upscale Executive Housing Special Policy Area” designation from the southerly part of property as shown in Schedule A to the draft Official Plan Amendment attached as Appendix 10;

The plan proposes a total of 28 single detached dwelling units (and residential reserves) which translates to a density of 18 units per net residential hectare. This conforms to the maximum density prescribed by the Official Plan for low/medium density residential development. The proposed Official Plan amendment to remove the existing “Upscale Executive Housing Special Area” will contribute towards achieving the City of Brampton’s minimum density target for Designated Greenfield Areas in Brampton, which is 51 persons and jobs combined per hectare.

Staff is satisfied that the broader intent of the Official Plan is maintained by permitting a low/medium residential development, and density that would help the City achieve it’s minimum density target for the Designated Greenfield Area.

BramWest Secondary Plan

The subject lands are designated ‘Executive Residential’, and ‘Valleyland’ in the BramWest Secondary Plan Chapter 40(d) - Schedule SP 40(a).

Executive Residential

- 3.4.19 The lands designated Executive Residential on Schedule SP40(a), , shall reflect the Upscale Executive Housing policies, principles and standards established in the Official Plan.
- 3.4.22 In areas designated Executive Residential on Schedule SP40(a), the following policies shall apply:
 - (i) primarily single detached structural units shall be permitted. A restricted number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
 - (ii) limited development of the following complementary uses shall also be permitted:
 - private education facilities;
 - libraries;
 - day care centres;
 - health centres; and,
 - public recreation facilities.

- (iii) a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);
- (iv) a minimum lot frontage for detached units of 15 metres (50 feet);
- (v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond shall be provided and identified through the block plan process in appropriate locations.

The purpose of the amendment to the BramWest Secondary Plan Area 40(a) is to change the land use designation of the subject lands from Executive Residential to Low/Medium Density Residential to permit low/medium density housing that will reflect the current Provincial policies while maintaining the City of Brampton's objectives to provide upscale-style housing in the area.

Proposed Amendment:

The following amendment to the Secondary Plan is proposed:

1. Change on Schedule SP 40(a) of Chapter 40(d) of Part II: Secondary Plan, the land use designation shown on Schedule B of the draft Official Plan amendment, from 'Executive Residential' to 'Low/Medium Density Residential' designation.

Staff is satisfied that the application, in conjunction with the complementing Great Gulf subdivision to the south, conforms to the intent of the Secondary Plan by creating a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

Valleylands

- 3.6.1 Lands designated Valleyland on Schedule SP40(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.).
- 3.6.2 Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the City in consultation with the local conservation authority prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

3.6.3 Valleyland designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/valley corridor. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valleyland designation.

A large northerly part of the property is located adjacent to the Credit River Valley. This part of the subject lands is regulated by the Credit Valley Conservation (CVC). The proposed development will occur only on the proposed 'Low/Medium Density Residential' designation, with no development proposed within the 'Valleylands' designation. In order to protect the valleyland and to respect the potential hazards, a 10 metre wide buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the CVC. CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland. The valleyland and the valleyland buffer have been incorporated into the zoning by-law amendment for the proposed subdivision.

Staff is satisfied that with the proposed Official Plan amendment, the proposed development conforms to the 'Low/Medium Density Residential' and 'Valleyland' related policies of the Secondary Plan.

Riverview Heights Block Plan (Sub-Area 40-3) (2011)

This proposed plan of subdivision is within the approved Riverview Heights Block Plan area (Sub-area 40-3). The Block Plan determines the developable area of the site and the location and size of the infrastructure and community facilities required to support development. The Riverview Heights Block Plan contemplates low residential density development with executive residential lots.

Proposed Amendment:

The following amendments to the Block Plan are proposed:

1. By amending Schedule Riverview Heights Block Plan Stage 2 Area 40- 3 to revise the parcel fabric, lotting and internal street network of the development as shown on Schedule C of the Official Plan amendment.

Staff is satisfied that the application, including the proposed amendments to the Block Plan, conforms to the intent of the Riverview Heights Block Plan.

Zoning By-law

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

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

Upscale Executive Housing Design Standards

While lands on Schedule SP 40(a) of Chapter 40(d) of Part II: Secondary Plan are to be re-designated from Executive Residential to Low/Medium Density Residential through the proposed Official Plan amendment, staff recommend that these lands incorporate the upscale executive housing design standards and features including unique architectural styles and an enhanced upscale design of the built form and public spaces, so that the proposed development is compatible with and complementary to the adjacent residential development. In order to achieve this design objective, an addendum to the Community Design Guidelines has been approved to the City’s satisfaction.

Land Use

The application to amend the Official Plan and Zoning By-law, and the proposed Draft Plan of Subdivision proposes a residential development, containing 28 single detached dwellings in accordance with the intent of the applicable Official Plan and BramWest Secondary Plan Chapter 40(d) - Schedule SP 40(a) policies for low/medium density residential development. The majority (22 lots) of the lots will have a minimum lot width of 12.2 metres, 3 lots with a lot frontage of 13.72 metres, and the remaining 3 lots with a lot frontage of 15.2 metres, all fronting on to the future Warm Springs Crescent (which is partially located on this and the adjacent Great Gulf subdivision). In addition, the proposed subdivision contains several residential reserve blocks that will be developed in conjunction with the residential reserve lots on the adjoining Great Gulf subdivision. Through Warm Springs Crescent, the proposed development will have access to Heritage Road (Secondary Transit Corridor – planned transit service) as well as the road network in the Great Gulf subdivision.

A road widening block (Block 35) and a NHS buffer block (Block 34) are also proposed. The NHS buffer block will be protected and preserved through the conveyance of the block to the City.

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

The subject lands are located on a Secondary Transit Corridor (Heritage Road, which will have transit service in the future) which provides it with the potential to have high degree of connectivity and walkability. Furthermore, the site is connected to the existing/proposed recreational facilities, park and open space in the area via existing/proposed road network.

The existing Open Space on the north side of the site consists of the valleylands which are partially located within the Credit River Watershed Natural Heritage System. This area would be preserved and maintained as Open Space, with a 10 metre buffer provided along the northern edge of the developable part of the site.

The proposal will facilitate the logical extension of the draft approved low/medium density Great Gulf subdivision and will accommodate single detached lots of a width, depth, and configuration that is consistent with the surrounding area. While the overall intent of the Block Plan will be maintained, the proposed development will slightly revise the parcel fabric, lotting, and internal street network, preserving the character and features of the intended executive neighbourhood.

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

The proposed land uses described above are acceptable from a land-use perspective.

Urban Design

The proposed development is subject to the architectural and site design guidelines outlined by the Block Plan 40-3 Riverview Heights Community Design Guidelines.

The proposed subdivision includes 28 single detached dwellings with a minimum lot width ranging from 12.2 metres to 15.24 metres, fronting on to Warm Springs Crescent. Warm Springs Crescent will be located partially on the proposed subdivision and partially on the adjacent Great Gulf subdivision, and will connect the proposed subdivision to Heritage Road to the West and to the Great Gulf subdivision to the south. In addition, the

subdivision contains several residential reserve blocks that will be developed in conjunction with the residential reserve lots on the adjoining Great Gulf subdivision. A large northerly part of the subject land will constitute valleyland (Block 33) and valleyland buffer (Block 34), to be conveyed to the City.

While the developable part of the property will be re-designated from Executive Residential designation to Medium/Low Density Residential in the BramWest Secondary Plan, the proposed development will maintain the built form and architectural characteristics of an executive residential area through the use of site-specific urban design standards and high-quality architectural design.

Staff have reviewed the proposal in conjunction with the Addendum to the Riverview Heights Community Design Guidelines dated May 2021 (prepared by Glen Schnarr & Associates Inc.), and the intent of the Riverview Heights Community Design Guidelines, and found it to be generally satisfactory.

Environmental Impact Study

An Environmental Impact Study (EIS) dated April 2021 prepared by Beacon Environmental, has been submitted by the applicant in support of the proposed subdivision. The EIS identifies a number of significant natural heritage features associated with the Credit River valley, including suitable habitat for threatened and endangered species (bats), significant woodland, PSW, candidate significant wildlife habitat, significant valleyland, and fish habitat. Erosion hazards including valley slopes were also identified. The study concludes that based on the small-scale, low density development form, and the provision of appropriate buffers and setbacks to significant natural heritage features and hazard lands, impacts to the natural heritage system associated with the Credit River valley are not anticipated. Potential indirect construction related and post-development impacts to the natural heritage system can be mitigated through measures identified in the report. The EIS proposes environmental monitoring to assess the effectiveness of the proposed mitigation measures (i.e. ESC measures, groundwater re-charge, buffer integrity). The monitoring program will be subject to review and refinement to the satisfaction of the CVC and City

The City and Credit Valley Conservation staff have reviewed the Environmental Impact Study, and found it to be satisfactory.

Transportation

The City and Regional staff have reviewed the potential traffic impact from this small low density development in conjunction with the findings of the Traffic Impact Study dated September 2017 prepared by WSP approved by staff for the area in relation with the adjacent Great Gulf subdivision, and concluded that in view of the amount of traffic to be generated from this subdivision, and subject to the draft plan conditions, the road network and key intersections will operate at an acceptable level of service during the weekday a.m. and p.m. peak hours.

Environmental Site Assessment

Staff have reviewed the Phase 1 Environmental Site Assessment dated July 11, 2018 prepared by Forward Engineering & Associates Inc. submitted in support of the proposed development. The report concludes that based on the information obtained through the consultant's record review, the visual observations recorded during the Phase I ESA site reconnaissance, and the soil chemical testing program, there should be no potential environmental concerns that require further consideration through a Phase II ESA. Therefore, a Phase II Environmental Site Assessment is not required for the property prior to submitting a Record of Site Condition. Staff have required that a Record of Site Condition be filed for staff's review prior to registration of the plan of subdivision.

Noise

An Noise Feasibility Study dated October 2018 prepared by Howe Gastmeier Chapnik Limited has been submitted in support of the application. According to the study, road traffic on Heritage Road has been determined to be the dominant source of noise for this subdivision. The predictions indicate that the traffic sound levels outside the facades of the dwellings closest to Heritage Road will exceed the MECP criteria during daytime and nighttime hours.

The study recommends that acoustic barriers are required for the rear yards of the dwellings directly flanking onto Heritage Road or with exposure to Heritage Road. Upgraded building constructions and central air conditioning are required for the dwellings flanking onto Heritage Road. Forced air ventilation with ducts sized for the future installation of air conditioning by the occupant is required for the dwellings farther from Heritage Road. Any building construction meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining dwelling units. Warning clauses are recommended to inform future residents of the road traffic noise impacts and to address sound level excesses.

With the adoption of the above noise mitigation measures, staff are satisfied that the resultant sound levels will meet the noise guideline criteria of the MECP.

Servicing

A Functional Servicing Report (FSR) dated October 2020 prepared by Burnside & Associates Limited has been submitted in support of the application which staff at the City, Region and Credit Valley Conservation have reviewed. Given below is the servicing scheme recommended in the FSR:

Stormwater Management:

All drainage north of Embleton Road (including the proposed subdivision) will continue to be directed towards the new storm water management facility to be located on the

adjacent Great Gulf subdivision. The proposed drainage area in the subdivision is consistent with the area established in the FSR, and will be accommodated in the system and pond of the adjacent lands.

Sanitary Servicing

The municipal sanitary sewer facilities consist of a 600mm diameter sanitary trunk sewer on Rivermont Road, approximately 500 meters north of Lionhead Golf Club Road. The trunk sewer will be extended through the adjacent property as a 450 mm sewer. The local sewer infrastructure will follow the alignment of the Warm Spring Crescent within the proposed subdivision and the adjacent subdivision to the south. There is sufficient planned capacity within the downstream sanitary infrastructure to support the proposed development.

Water Supply Servicing

The subject lands are located in Water Pressure Zone 5. The existing infrastructure consists of a 300mm diameter watermain on Embleton Road, a 250mm diameter watermain on Heritage Road, and a 400mm diameter watermain on Rivermont Road, approximately 500 meters north of Lionhead Golf Club Road. The proposed 400 mm zone 5 trunk watermain will be extended through the adjacent lands along the updated alignment of Rivermont Road. The local watermain alignment follows the alignment of the Warm Springs Crescent within the proposed subdivision. The local system will be looped within the adjacent land to the south, with multiple connection points to the proposed watermain trunk. There is sufficient planned capacity within the proposed Block 40-3 water system to support the proposed development.

The Functional Servicing Report prepared by Burnside & Associates Limited containing the above servicing scheme has been reviewed by staff at the City, Region of Peel and CVC, and found to be satisfactory for the proposed development.

Tree Evaluation Report & Tree Preservation Plan

A Tree Evaluation Report dated June 03, 2019 and a Tree Preservation Plan dated August 26, 2020, both prepared by Strybos Barron King Limited Landscape Architecture, were submitted in support of the proposed development application. According to the Report, based on a review of the current Draft Plan, associated environmental constraints and buffers and the location of existing vegetation, the entire valley tree community can be successfully preserved. The extents of impacts to trees associated with the Heritage Road ultimate right of way works will be determined in future based on the detailed engineering plans developed for the subdivision. Limits of preservation will ultimately be determined in the field by the Consulting Arborist and City Staff. In addition to tree preservation measures associated with the development of the subject lands, the report also highlights general guidelines for the management of the adjacent valley edge (Valley Block 33) along its interface with the established 10m buffer (Valley Buffer Block 34). These recommendations include hazard removals, invasive species mitigation and

selective replanting in order to encourage the establishment of a healthy and diverse edge community. These works are to be coordinated with the detailed landscape buffer plans that are prepared during the engineering phase of the development.

Staff have reviewed the Tree Evaluation Report and the Tree Preservation Plan and found them to be satisfactory.

Archaeological Assessment

Staff have reviewed the Stage 1 & 2 Archaeological Assessment prepared by The Archaeologist Inc. dated November 02, 2018 submitted in support of the application. The report contains a copy of the Ministry of Tourism, Culture and Recreation (now Ministry of Heritage, Sport, Tourism and Culture Industries) acceptance letter for the Stage 1 & 2 Archaeological Assessment for the subject lands. The report identifies that a Stage 1 background study of the subject property was conducted and has indicated that there was an elevated potential for the recovery of archaeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a systematic pedestrian survey and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended. Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

Sustainability

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

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