

**Information Summary**

Notwithstanding the information summary provided below, staff advise 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 Regional of Peel Official Plan and the City of Brampton Official Plan.

**Planning Act R.S.O 1990 and Provincial Policy Statement, 2020**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that,
  - Is well-designed,
  - Encourages a sense of place, and
  - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposal will be reviewed for its compliance to criteria for a draft plan of subdivision as set out in Section 51(24) of the Act. The criteria that are applicable to this application include but are not limited to:

- The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- Whether the proposed subdivision is premature or in the public interest;
- Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- The suitability of the land for the purposes for which it is to be subdivided;
- 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;
- The dimensions and shapes of the proposed lots;
- The adequacy of utilities and municipal services;

- The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes; and
- The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

The proposal will also be reviewed for its compliance to the Provincial Policy Statement (PPS). The PPS policies that are 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;
  - 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;
  - h) promoting development and land use patterns that conserve biodiversity; and
  - i) preparing for the regional and local impacts of a changing climate.
- 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;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation; and
  - f) are transit-supportive, where transit is planned, exists or may be developed.
- 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.

- 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; and

- 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.

## **2020 Growth Plan for the Greater Golden Horseshoe**

The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on 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; and

- 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 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.
- 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.
  - 2.2.7.1 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.
  - 2.2.7.2 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.

## **Regional Official Plan**

The subject application is within the “Urban System” area as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- 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.
- 5.5.1.1 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.
- 5.5.1.6 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.
- 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.
- 5.8.1.1 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.

### **Official Plan:**

The property is designated “Residential” in the Official Plan. The “Residential” designation permits a broad range of residential uses. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. An amendment to the Official Plan is not required for the proposed development.

The Official Plan policies that are applicable to this application include but are not limited to:

- 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.
- 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.
- 4.5.4.26 The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.

## Secondary Plan:

The property is designated “Residential Low Density” and “Residential Medium Density” in the Countryside Villages Secondary Plan (Area 48). The “Residential Low Density” and “Residential Medium Density” designations permit a range of residential uses including single detached, semi-detached, and townhouse building types. An amendment to the Secondary Plan is not required for the proposed development.

The Secondary Plan sections that are applicable to this application include, but are not limited to:

- 5.2.1.1 The various residential designations shown on Schedule SP48(a) are categories in which the predominant use of land is ground floor oriented forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out by Section 4.1.1.1 of the Official Plan subject to their identification in the Secondary Plan or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

- 5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

- 5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

- 5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

- 5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

- 5.2.2.1 In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached and townhouse structural types;
- ii) A minimum density of 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per net residential acre) shall be permitted.

In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to

achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.

- 5.2.3.1 In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types;
- ii) a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted;
- iii) medium density residential is designated on either side of the east-west collector road on Schedule SP48(a). The boundary of the designation shall be interpreted as being approximate and shall be further refined at the Block Plan stage of approval; and,
- iv) Notwithstanding the above, high density residential uses in proximity to the intersection of arterial roads may be permitted in this designation in accordance with Section 4.1.1.1 of the Official Plan. Higher density residential will be identified at the block plan of approval stage and the density and related development policies shall be implemented through a block plan initiated official plan amendment.

### **Block Plan:**

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The Block Plan sections that are applicable to this application include, but are not limited to:

- 4.7.8 All development applications submitted within the boundaries of Sub-Area 48-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Sub-Area 48-2. This report shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, schools, parks and engineering services.

- 4.7.8.1 The completion of Inspire Boulevard is a key element in the staging of development and establishing the necessary transportation infrastructure for Block Plan Area 48-2. In this regard, the Growth Management Staging and Sequencing Strategy shall set out requirements and implementing tools for the City and landowners to achieve completion of this road. The Staging and Sequencing Strategy shall provide for the construction of Inspire Boulevard in its entirety from Bramalea Road to Torbram Road in conjunction with the development of any lands located on the west side of Torbram Road.

- 4.7.9 Prior to the issuance of draft plan approval of each draft plan of subdivision within Sub-Area 48-2, a Developer Cost Sharing Agreement, to the satisfaction of the City, shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations. The Cost Sharing Agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and gateway features).

## **Zoning By-law:**

The site is zoned “Agricultural (A) by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development.

## **Sustainability Score and Summary**

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 40 points, 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**

The applicant has submitted the following documents in support of the application:

- Signed application to Amend the Zoning By-law;
- Signed application for Draft Plan of Subdivision;
- Draft Plan of Subdivision (2550DES9, 20:1) prepared by KLM Planning Partners Inc., dated June 25, 2020;
- Survey Plan prepared by Holding Jones Vanderveen Inc., dated January 8, 2016;
- Draft Zoning By-law prepared by KLM Planning Partners Inc., dated January 12, 2021;
- Environmental Noise Assessment prepared by Valcoustics dated December 23, 2020;
- Tree Evaluation Report prepared by Cosburn Giberson Landscape, dated March 18, 2021;
- Geotechnical Investigation prepared by Golder Associates dated February 2018;
- Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd., dated November 2020;
- Phase I Environmental Site Assessment prepared by Golder Associates, dated January 2020;
- Phase II Environmental Site Assessment prepared by Golder Associates, dated March 10, 2021;
- Stage 1 and 2 Archaeological Assessment prepared by Archaeological Services Inc., dated December 11, 2015;
- Letter from the Ministry of Tourism, Culture and Sport, dated March 17, 2016;
- Planning Justification Report prepared by KLM Planning Partners Inc., dated February 2021;
- Sustainability Score and Summary letter prepared by KLM Planning Partners Inc., dated January 13, 2021;
- Comment Response Table prepared by KLM Planning Partners Inc., dated January 7, 2021;



- Sidewalks and Driveways plan prepared by KLM Planning Partners Inc., dated January 12, 2021;
- Waste Collection plan prepared by KLM Planning Partners Inc., dated January 12, 2021;
- Hydrogeology Investigation and Water Balance prepared by Dillon Consulting Limited, dated June 2015;
- Public Consultation Strategy prepared by KLM Planning Partners Inc., dated December 16, 2020; and,
- Draft Public Notice Sign prepared by KLM Planning Partners Inc.

The City may request further technical information necessary for its review, based on agency circulation or public input.

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.