

Detailed Planning Analysis
City File Number: OZS-2019-0013

Overview:

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, the Countryside Villages Secondary Plan and other applicable City of Brampton guidelines and priorities.

The Planning Act:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

Criteria to be Considered	Analysis
<i>(a) – the protection of ecological systems, including natural areas, features and functions;</i>	This proposal will designate natural areas under the appropriate designations for their protection.
<i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>	This proposal will ensure the proper commemoration of cultural features.
<i>(h) – the orderly development of safe and healthy communities;</i>	This proposal represents orderly development as it will make efficient use of land.
<i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i>	This proposal will adequately provide educational and recreational facilities through the provision of park blocks and school blocks.
<i>(j) – the adequate provision of a full range of housing, including affordable housing;</i>	This proposal will permit development of 1100 dwelling units in the form of single detached, townhouse and apartment

	building. This will add to the variety of housing types.
<i>(p) – the appropriate location of growth and development;</i>	This proposal is within an appropriate location for growth and development as it is within a designated greenfield area.
<i>(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	This proposal will provide future residents with access to existing transit routes and it is designed to facilitate pedestrian movement. Inspire Boulevard, in particular, will be designed with a pedestrian focus.
<i>(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;</i>	This proposal will contain well-designed, high-quality, and vibrant built form that encourages a sense of place.

Part 6, Section 51(24) of the Act identifies criteria that the Council of a municipality will have regard to when considering a draft plan of subdivision. This proposal has regard for the following criteria:

Criteria to be Considered	Analysis
<i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	This proposal is consistent with matters of provincial interest. It represents orderly development in an appropriate location that increases the variety of housing types while promoting sense of place, cultural heritage and sustainability and protecting natural areas.
<i>(b) whether the proposed subdivision is premature or in the public interest;</i>	This proposal is appropriate as services are planned for the area and it is in the public interest to expand the amount of housing and range of housing types.
<i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The proposal conforms to the Official Plan objectives and policies at this location and the adjacent land uses.

<i>(d) the suitability of the land for the purposes for which it is to be subdivided;</i>	This proposal is suitable for the lands as infrastructure, services, and amenities are planned for future residents.
<i>(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;</i>	This proposal will contain public roads designed to accommodate various levels of traffic. These roads will connect with the existing arterial roads that boarder the site. This configuration was reviewed by Traffic Services and found acceptable.
<i>(f) the dimensions and shapes of the proposed lots;</i>	This proposal will create lots with appropriate dimensions and shapes for the proposed uses.
<i>(h) conservation of natural resources and flood control;</i>	This proposal will conserve natural resources by applying appropriate land use designations to natural areas within the site.
<i>(h) conservation of natural resources and flood control;</i>	This proposal contains appropriate valleyland and buffer blocks for natural features.
<i>(i) the adequacy of utilities and municipal services;</i>	This proposal will have adequate water, storm water, sanitary sewer, and utility connections.
<i>(j) the adequacy of school sites;</i>	The appropriate number and location of school site were determined during the Block Plan planning process. This proposal follows the school sites as laid out during this process.
<i>(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	This proposal appropriately dedicates land for public purposes.
<i>(m) 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</i>	Certain areas within this proposal will be required to undergo a Site Plan Approval. This process will ensure well designed built form that encourages a sense of place.

<i>control area designated under subsection 41 (2) of this Act.</i>	
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Provincial Policy Statement:

The Provincial Policy statement 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, 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;

This proposal will promote efficient development and land use patterns by providing a complete community with infrastructure, services, and amenities thereby promoting sustainability.

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;

This proposal will provide a range of dwellings types including single-detached, townhouse, and apartment. The proposal also includes commercial and institutional uses along with parks, open space, and valleyland. This variety of housing options and land uses will ensure that the long-term needs of communities are met.

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;

This proposal promotes the integration of land use planning and growth management to achieve cost-effective development patterns. This proposal provides housing at densities that make efficient use of the land while supporting transit.

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

This proposal includes plans for the necessary infrastructure to service the community along with public services facilities that are planned to meet projected needs of future residents.

h) promoting development and land use patterns that conserve biodiversity;

This proposal designates natural heritage features within valleyland blocks with appropriate buffers for conservation. By conserving these features, this development promotes the conservation of biodiversity.

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;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

This proposal provides housing at various densities and building types along with commercial and institutional uses. Infrastructure and services are planned to support this development. This proposal meets these requirements by promoting the efficient use of land and supporting the use of transit and active transportation.

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;*
- 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;

This proposal meets these requirements by introducing a range and mix of housing types and densities into an area with planned infrastructure and services. This will be an efficient use of land and resources. It will support transit along a primary and secondary transit corridors. It will promote active transportation by providing connections throughout the proposed development and the surrounding community.

1.5.1 Healthy, active communities should be promoted by:

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;

This proposal promotes healthy and active communities by providing a range of well distributed public open spaces, natural areas, and parks with trails and linkages.

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.

This proposal provides a land use pattern with an appropriate density and mix of uses to support the future use of transit and active transportation.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

This proposal identifies natural heritage features and appropriately designates them as valleyland blocks, with buffer areas, which will be dedicated for conservation.

2020 Growth Plan for the Greater Golden Horseshoe:

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing types, and prioritizing intensification. The proposed development demonstrates conformity generally to this plan, including:

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;*

This proposal will direct growth toward an appropriate area. It is located within a settlement area with planned infrastructure and services. It will contribute to the creation of complete communities and support public transit.

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 additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; 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;*

This proposal supports the creation of complete communities. It will provide a mix of land uses including residential, commercial, and institutional which will provide convenient access to local stores, services, and public service facilities improving overall quality of life. It will provide a range of housing types allowing future residents of various needs to access these amenities. It will expand access to public transit, open spaces, and trails. It will provide a compact built form with a vibrant public realm with parks and natural areas. It will contribute to environmental sustainability.

2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

This proposal includes retail uses that are located to support active transportation and planned transit.

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.*

This proposal supports the creation of complete communities, active transportation and transit services.

Region of Peel Official Plan:

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the "Urban System" in the Region of Peel's Official Plan. This application conforms to several "Urban System" designation objectives, including:

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.

This proposal will establish healthy complete communities. It provides a living opportunity that respects adjacent natural heritage features while making efficient use of land with planned services and infrastructure.

5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.

This proposal will provide residential dwellings in a form and density which is pedestrian friendly and transit-supportive. Pedestrian linkages are provided throughout the proposed development to planned schools, parks, commercial areas, and transit.

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.

This proposal will support the development of complete communities by providing a mix of housing, high quality open space, and access to retail and services.

5.5.4.1.1 To plan and designate greenfields to contribute to complete communities.

This proposal will contribute to complete communities by providing a mix of housing, high quality open space, and access to retail and services.

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.

This proposal will include higher density and compact urban forms including townhouse and apartment forms which along with well designed pedestrian connections, will contribute towards achieving viable transit services within the community.

5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

This proposal will include a mix of land uses including residential, commercial, institutional, and open space. These land uses, along with those within the plan area, will support the creation of a vibrant neighbourhood.

5.5.4.1.4 To optimize the use of designated greenfield area.

This proposal will make efficient use of land by providing a mix of land uses and a variety of housing types at appropriate densities.

5.5.4.1.5 To enhance the natural environment and resources.

This proposal appropriately recognizes natural heritage areas and designates them for conservation. This maintains the natural environment while incorporating it into the community.

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.

This proposal will provide a range and mix of housing types including single detached, townhouse, and apartment at a variety of densities and sizes which will contribute towards the housing needs.

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 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 Official Plan.

The subject property is designated “Residential” and “Open Space” in the Brampton Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

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.

This proposal maintains the intent of this designation. The development will predominantly contain residential uses in a range of dwelling types along with a complementary uses such as schools, parks, and convenience retail.

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.

This proposal contains an appropriate mixture of housing types at various densities ranging from single detached dwellings to townhouses, and apartment units. This range will accommodate residents with a variety of household incomes.

4.3.5.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.5 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.

This proposal contains a convenience retail site which is appropriately located along Mayfield Road, which is classified as an arterial road and with easy access to residential areas.

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.

4.5.4.26 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.

This proposal supports transit by providing appropriate development along Torbram Road and Mayfield Road which are designated a Secondary Transit Corridor and primary Transit Corridor, respectively. Buildings will be located close to and oriented towards the street. Pedestrian connections to Torbram Road and Mayfield Road were considered as part of this development.

4.6.6.8 Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule “D” unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

This proposal has demonstrated that the development adjacent to natural heritage features will not have negative impacts through an Environmental Impact Study. And the development identifies buffers to natural areas.

4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

This proposal is located next to a natural heritage feature. A creek valley that runs through the site. This proposal will designate these lands and appropriate buffer area accordingly.

4.6.13.5 The City shall require that buffers be naturalized from the edge of natural features commensurate with the hazardous nature, ecological function or sensitivity of such features. Such buffers may be imposed in Secondary Plan documents (Official Plan Amendments), plan of subdivision approvals, zoning by-law amendments, consent approvals, or site plan approvals.

This proposal identifies and provides naturalized buffers along the edge of natural features which will be recognized through this approval.

Countryside Villages Secondary Plan (Area 48):

The site is designated “Residential Low Density”, “Residential Medium Density”, “Institutional”, “Mixed Use”, “Convenience Retail” and “Valleyland” in the Countryside

Villages Secondary Plan. The proposal generally conforms to the intent of this plan. This includes:

4.2.1 Create a sustainable community that protects, restores and enhances, the diversity of natural features and their ecological functions;

This proposal creates a sustainable community that provides a variety of land uses and a mix of housing types while protecting natural features.

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.

This proposal contains a variety of housing types which are predominantly ground oriented. Complementary land uses are identified and designated as part of this proposal.

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.

This proposal has frontage onto Torbram Road and Mayfiel which are identified as a arterial roads. Development along this frontage will be an appropriate built form and oriented toward the street.

5.2.1.7 Residential designations adjacent to the natural heritage system shown on Schedule SP 48(b) shall be shaped, oriented, built and developed in a manner that is compatible, complementary and supports the features and functions of the natural heritage system.

This proposal contains residential development adjacent to a natural heritage system and has been designed in a manner that complements and supports the features of the system.

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.*

This proposal includes a variety of single-detached and townhouse dwellings at an appropriate density in the areas identified as low density in this plan.

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;*

This proposal includes a variety of townhouse and apartment structure types at an appropriate density in areas identified as medium density in this plan.

5.3.3.1 Areas designated Convenience Retail on Schedule SP48(a) permit the range of uses and shall be developed in accordance with Section 4.2.11 and other relevant policies of the Official Plan. On Schedule SP48(a), Convenience Retail sites are located in areas not served by Neighbourhood Retail, Live-Work or the Mixed-Use designations.

This proposals contains a convenience retail area which is located in an appropriate located to serve area not covered by other forms of retail designations.

5.3.6.1 Areas designated Mixed-Use on Schedule SP48(a) shall be developed in accordance with Section 4.11.3.4 and other relevant policies of the Official Plan and this Chapter including the following provisions:

- i) The Mixed-Use sites on Schedule SP48(a) may be developed with office, commercial, retail, residential uses and limited institutional;*
- ii) A combined total of 9,290 square metres (100,000 square feet) of Gross Commercial Floor area is permitted at each of the sites designated Mixed-Use on Schedule SP48(a).*

This proposal includes an appropriate mix of commercial, retail, residential, and institutional uses and the appropriate amount of floor area in areas designated for mixed use.

5.3.6.2. For the lands designated "Mixed Use," located at the intersection of Torbram Road and Inspire Boulevard:

- 5.3.6.2 ii) requirements and restrictions shall be established to ensure the minimum standards set out in 5.3.6 are achieved.*

This proposal contains appropriate requirements and restrictions to establish the standards set out in the plan for the mixed use area located at the intersection of Inspire Boulevard and Torbram Road.

5.4.2.1 Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the Municipal Environmental Servicing Plan (MESP). The extent of the Valleylands and Watercourse Corridors system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton.

5.4.2.3 Appropriate environmental buffers in accordance with Section 4.5.13 of the Official Plan shall be imposed from the margin of valleylands and watercourse corridors so as to have regard for ecological functions and the extent and severity of existing and potential environmental hazards. All required setbacks and opportunity for stormwater management ponds to be located within such setbacks shall be determined through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

This proposal appropriately designates valleyland and watercourse corridors to be protected from development along with appropriate environmental buffers along these features.

10.6.2.1 The east/west collector road is proposed to be a character road linking retail centres, neighbourhoods and open spaces within Countryside Villages.

This proposal continues the east-west collector road from Torbram Road to Countryside Drive. It connects the mixed use area at Torbram Road with open spaces and institutional uses.

Block Plan for Sub Area 48-2:

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The site is designated “Low/Medium Density Residential”, “Medium Density Residential”, “Mixed Use”, “Open Space”, “Park”, “School”, “10m Buffer”, “Stormwater Management”, “Valleyland/Channel”, “Neighbourhood Gateway”, “Urban Square”, and “Compensation Areas” in the Countryside Villages Block Plan for Sub-Area 48-2. The proposal generally conforms to the intent of this plan. This includes:

3.0 The principles for the block plan area are set out below:

- a) To create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;*
- b) To create a distinct and attractive built form through superior urban design;*
- c) To incorporate and utilize alternative development standards, including rear-lane townhouses, roundabouts, bike lanes and reduced right-of-ways;*
- d) To create a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;*
- e) To preserve, protect and restore the natural environmental features;*
- f) To provide linkages to natural features within a comprehensive community open space network together with parks, view vistas and storm water management ponds; and,*
- g) To provide for a phased development in accordance with the approved Growth Management Staging and Sequencing Strategy.*

This proposal meets the principles set out for this block plan area. It will provide a pedestrian-oriented community with a range of housing types and densities. It will incorporate alternative development standards and attractive built form. It will preserve natural features and provides linkages through these areas to parks, schools, and retail.

4.2 The intersection of Torbram Road and Inspire Boulevard is designated as a Secondary Gateway in Section 10.8.6 of the Countryside Villages Secondary Plan (Chapter 48(b)). The vision for this gateway is to develop an area with a strong urban character by way of appropriate built form, streetscape, open space elements, and uses. This gateway will be defined by higher density built form. As such, the following policies apply:

4.2.1 Single detached and semi-detached dwellings are not permitted. Townhouses are only permitted where specifically indicated in the policies related to each quadrant.

4.2.2 Development shall include retail/commercial uses, apartments with ground floor retail, and a private urban square.

4.2.4 A minimum density suitable to support the mix of uses and built form will be provided.

This proposal includes an appropriate design of the gateway at the intersection of Torbram Road and Inspire Boulevard. It will have a strong urban character with appropriate built form.

4.2.5.3 The northeast quadrant designated as "Mixed Use" shall provide for:

- a) a minimum of 4-storey and maximum 8-storey built form at the intersection and along Inspire Boulevard, which shall provide ground floor commercial uses. A building height of 6-storeys is strongly encouraged to support the mixed use gateway. Residential uses shall be in an apartment form;*
- b) a minimum 3-storey built form may be permitted north of the intersection, along Torbram Road in conjunction with the apartment form required under Section 4.2.5.3 a) subject to the polices regarding transition and built form as set out in Section 4.6; and,*

c) commercial uses that are limited to those which support the planned pedestrian-oriented character. Office uses shall be permitted. No motor vehicle commercial uses or drive-through facilities are permitted.

This proposal includes zoning regulations for this quadrant for the appropriate height and built form of buildings along with an appropriate mix of commercial uses.

4.2.5.4 The southeast quadrant designated as “Mixed Use” shall provide for:

a) a minimum of 4-storey and a maximum 8-storey built form and shall provide ground floor commercial uses. A building height of 6-storeys is strongly encouraged to support the mixed use gateway. Residential uses shall be in an apartment form; and,
b) commercial uses that are limited to those which support the planned pedestrian-oriented character. Office uses shall be permitted. No motor vehicle commercial uses or drive-through facilities are permitted.

This proposal includes zoning regulations for this quadrant for the appropriate height and built form of buildings along with an appropriate mix of commercial uses.

4.5.1 The “Convenience Retail” designation shown on Schedule SP48(a) on the south side of Mayfield Road, east of Torbram Road shall be sufficiently sized to accommodate a convenience retail plaza.

4.5.2 Motor vehicle commercial uses are permitted within the “Convenience Retail” designation, however shall not be permitted as a stand-alone use. Motor vehicle commercial uses shall only be developed in conjunction with a commercial retail plaza.

This proposal includes an appropriately sized convenience retail block with zoning regulations to permit appropriate commercial uses.

Zoning By-law:

The property is zoned “Agricultural (A)” and “Floodplain” by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

This proposal proposes a change from the existing zones to a number of Site Specific Residential zones (R1F-13.0-2367, R1F-9.0-2368, R1F-16.0-3577, R1F-9.0-3578, R1F-13.0-3579, R3E-4.4-3580, R3E-6.0-3581, R3E-5.4-3582, R3E-6.0-3583, and R3A-3584), Site Specific Mixed Use zones (R4A-3585 and R4A-3586), an Institutional zone (I1-3587), and a Commercial zone (C1-3588). Provisions of these proposed zoning designations are listed in Appendix 8 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The natural heritage feature and buffer area will be zoned “Floodplain (F)” and “Open Space (OS)” respectively.

Land Use:

This application proposes a residential development consisting of 1100 residential dwelling units, institutional blocks, open space blocks, stormwater management ponds, wetland compensation areas, valley lands, buffer blocks, and a convenience retail block adequately reflects the Council approved Official Plan. Various types of building forms will be provided and appropriately located within the subject area. Access to the site will be from the adjacent arterial roads.

The boundaries of the Natural Heritage System (NHS) and buffer blocks were established during the development of the Block Plan and the proposed NHS and buffer blocks are consistent with this plan. These NHS and buffer blocks will be protected and preserved through the conveyance of these blocks to the City.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

Transportation/Traffic:

A Traffic Letter Report prepared by Cole Engineering Group Ltd. Dated September 9, 2019 was submitted with this application. The report was requested to confirm the study conclusions from the Block Plan Traffic Impact Study dated June 13, 2017. The report concludes that “study area intersections operate with residual capacity and acceptable LOS [Level of Service].”¹

Noise:

A Preliminary Environmental Noise Report prepared by Jade Acoustics Inc. dated August 14, 2019 was submitted with this application. The report found “that with appropriate mitigative measures all residential lots and blocks (units) in the development will meet the noise guidelines.”²

Servicing:

A Functional Servicing and Stormwater Management Report prepared by Rand Engineering Corporation dated August 2019 and revised October 2020 was submitted with this application. This report demonstrates how the proposed development can be serviced. The report found that “the stormwater management, sanitary and water servicing plans for the 89.5 ha Sandringham East development have been designed in

accordance with the objectives and requirements established by the City of Brampton, Regional Municipality of Peel and TRCA.”³

Sustainability:

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieves a score of 56 points which meets gold threshold of sustainability defined by the City.

Notes

1. Cole Engineering Group Ltd., Letter Report – Sandringham East Plan: East of Torbram Road, west of Airport Road and South of Mayfield Road City of Brampton (Markham, 2019), 13.

2. Jade Acoustics Inc., Preliminary Environmental Noise Report: Proposed Residential Development Sandringham City of Brampton (East of Torbram Road) (Concord, 2019), 1.

3. Rand Engineering Corporation, Functional Servicing and Stormwater Management Report: Sandringham East (Mississauga, 2020), 41.