

**Detailed Planning Analysis**  
**City File Number: OZS-2019-0007**

**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 Mount Pleasant 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:

<b>Criteria to be Considered</b>	<b>Analysis</b>
<i>(a) – the protection of ecological systems, including natural areas, features and functions;</i>	This proposal will ensure that adjacent natural areas are not impacted by the development.
<i>(h) – the orderly development of safe and healthy communities;</i>	This proposal represents orderly development as it will make efficient use of land and provide future residents with access to existing transit and pedestrian connections.
<i>(j) – the adequate provision of a full range of housing, including affordable housing;</i>	This proposal will permit development of residential dwellings within a range of building types which will add to the variety of housing types in the area.
<i>(p) – the appropriate location of growth and development;</i>	This proposal is within an appropriate location for growth and development as it will make efficient use of land, infrastructure, and transit.
<i>(q) – the promotion of development that is designed to be sustainable, to support</i>	This proposal will provide future residents with access to existing transit routes and

<i>public transit and to be oriented to pedestrians;</i>	it is designed to facilitate pedestrian movement both within the site and the broader area.
<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 built form that encourages a sense of place, It will be high quality, safe, accessible, attractive, and vibrant.

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:

<b>Criteria to be Considered</b>	<b>Analysis</b>
<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 supporting transit and sustainability.
<i>(b) whether the proposed subdivision is premature or in the public interest;</i>	This proposal is appropriate as services currently exist in the area and it is in the public interest to expand the range of housing types and support both transit and sustainability.
<i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The site is designated “Residential” and this proposal conforms with the Official Plan objectives and policies for this designation 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 existing infrastructure is available to service the development and future residents will be able to access surrounding amenities and transit services.

(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;	This proposal will contain a public road with a connections to municipal streets. Access to the individual development blocks will be from private roads connecting to this proposed public road. This configuration was reviewed by Traffic Services and found acceptable.
(f) the dimensions and shapes of the proposed lots;	This proposal will create four residential lots and one open space block. These blocks are of appropriate dimensions and shapes for the proposed developments.
(h) conservation of natural resources and flood control;	This proposal will conserve natural resources by directing development away from natural heritage systems.
(i) the adequacy of utilities and municipal services;	This proposal will have adequate water, storm water, sanitary sewer, and utility connections.
(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 control area designated under subsection 41 (2) of this Act.	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.

**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 housing at a location with existing services and transit thereby making efficient use of land and 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 housing in a variety of building forms including, townhouses, back to back townhouses, stacked back to back townhouses, stacked townhouses, and apartments. This will increase the variety of housing types available at this location and in the City of Brampton. The proposal also includes open space for a park providing opportunities for recreation.

*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, growth management, transit supportive development to achieve cost-effective development patterns. Planning for higher density housing types, including townhouses, back to back townhouses, stacked back to back townhouses, stacked townhouses, and apartments will minimize land consumption and servicing cost by making efficient use of the land while supporting transit by providing potential future users along existing routes.

*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 medium and high density residential dwellings in various forms in an area with existing infrastructure and services. This proposal meets these requirements by promoting the efficient use of land, infrastructure, service facilities, and sustainability. It is supportive of both 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:*

*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 medium and high density residential dwelling types into an area with appropriate levels of infrastructure and services. This will be an efficient use of land and resources. It will support transit by providing increased potential for riders along a BRT corridor and within the vicinity of a GO Rail Station. It will promote active transportation by providing connections to existing routes.

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

*a) promote compact form and a structure of nodes and corridors;*

This proposal supports these requirements by providing housing in a compact form that makes efficient use of land along a transit corridor.

## **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;*

*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;*

This proposal will direct growth toward an appropriate area. It is located within a settlement area's built boundary with existing infrastructure and services. It will contribute to the creation of complete communities and support existing transit and 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 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; and*
- g) integrate green infrastructure and appropriate low impact development.*

This proposal supports the creation of complete communities. It will provide a mix of housing options with convenient access to stores, services, and public service facilities. A variety of housing types will allow people of different ages, abilities, incomes, and stages of life to live in the community and take advantage of the store, services, and facilities. It will expand access to transit, open spaces, and trails. It will provide a compact built form with open space for a park. It will contribute to environmental sustainability with green infrastructure and low impact development.

*2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

This proposal will permit the required density for a site that is served by bus rapid transit.

*2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; and*
- c) providing alternative development standards, such as reduced parking standards;*

This proposal will support the development of major transit station areas by providing residential units in a variety of different building types along with integrated open space for a park to provide recreational opportunities. In addition, reduced parking standards were considered for this site.

*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 by creating residential uses with a variety of housing types and with access to services and transit. The design of the community will support active transportation and encourages integration with 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;*

This proposal will exceed the required density for development within greenfield areas in the Region of Peel.

### **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 "North West Brampton Urban Development Area" and "Urban System" designations in the Region of Peel's Official Plan. This application conforms to several 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 with a variety of dwelling types that respects the adjacent natural heritage feature while making efficient use of land and existing services and infrastructure including transit services.

*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.*

This proposal will achieve a compact form through the development of townhouse, back to back townhouse, stacked back to back townhouse, stacked townhouse, and apartment dwellings. The location for this proposal is appropriate in that it will efficiently use land, services, and infrastructure. The development will require a Site Plan Approval which will ensure that the characteristics of the existing community is taken into account.

*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 at a high density and designed to be pedestrian and transit-supportive. As the site is located along a BRT corridor and within the vicinity of a GO Transit station it is positioned to support existing transit routes. Connections will be provided to support active transportation.

*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 variety of medium and high density housing options which are compact and add to the diversity of housing mix. It will be well designed and provide high quality open space in the form of a public park. And it will support access to retail and services.

*5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.*

This proposal is located within a designated greenfield area and will support the creation of transit-supportive communities by locating residential dwelling which includes a variety of dwelling types adjacent to planned and existing transit.



*5.3.4.2.2 e) Maximize the opportunity afforded by the Mount Pleasant GO station to provide significant transit service and the development of transit-supportive land uses and densities.*

This proposal will contribute to the fulfilment of the opportunity afforded by the GO Station by creating a transit-supportive residential development at an appropriate density and with a variety of building types. Active transportation connections will be provided to surrounding land uses and transit services.

*5.5.4.1.1 To plan and design 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.*

This proposal achieves these greenfield objectives. It contributes to the creation of vibrant neighbourhoods and complete communities by providing residential dwellings in a variety of built forms that are located near by transit services. The proposed form is compact and will support active transportation.

### **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" in the Brampton Official Plan. The proposed development generally conforms to the intent of this plan. This includes:

*3.2.5.1.1 Lands defined as within a Gateway Hub, which are those lands which are within walking distance to the station, should generally be planned to accommodate 100 to 150 people and jobs combined per hectare.*

This proposal concentrates medium and high-density residential development within walking distance of the station and meets the targeted range of combined people and jobs per hectare.

*3.2.5.1.2 Development within Gateway Hubs shall generally be designed to achieve a floor space index of 3.0 over the entire Gateway Mobility Hub Area within buildings 3-25 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in policy 3.2.5.1.5.*

This proposal shall be generally designed to achieve a floor space index of 3.0 and building heights between 3 and 25 storeys. More details of massing and floor space will be established during the Site Plan Approval.

*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.*

This proposal maintains the intent of this designation. It proposes the development of a residential use in a variety of dwelling types.

*4.5.4.6 The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*

This proposal is located near transit facilities and will provide residential dwellings in a variety of building types that will support the use of these facilities.

*4.5.4.22 The City shall promote the use of public transit by encouraging the development of higher density residential and employment uses in appropriate locations along intensification corridors and in Mobility Hubs and Major Transit Station Areas where access to the highest order transit is maximized.*

This proposal is located within an identified Mobility Hub and includes a variety of dwelling types at medium and high densities which will support the use of transit services.

*4.6.6.5 For development applications, including redevelopment and intensification, with the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.*

This proposal has been designed to respect and protect the adjacent natural heritage features which are located along the western edge of the subject site. Open space and amenity areas are planned adjacent to this space to allow residents to connect with natural areas.

*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 been designed with appropriate buffers to the adjacent natural areas. Connections to these natural areas will be incorporated wherever possible.

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

This proposal has been designed to provide compact housing in a variety of building types and to support both active transportation and transit. This variety of dwelling types will support those with a variety of incomes.

4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.

This proposal will support active transportation. It considers pedestrian access from the surrounding road network and transit stops.

### **Mount Pleasant Secondary Plan (Area 51):**

The site is designated “District Retail” in the Mount Pleasant Secondary Plan. This designation permits medium and high density residential uses. A Secondary Plan amendment is not required to permit the proposed residential development. The proposed development generally conforms to the intent of this plan. This includes:

*5.1.1.2 Where residential use is proposed adjacent to arterial roads, railway lines, 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.*

This proposal includes residential uses adjacent to Bovaird Road, which is classified as an arterial road, and in proximity to a CN rail line. The applicants have provided acoustical studies to evaluate these sources of noise and recommend mitigation measures. Further information about this study is provided later in this report.

*5.1.1.5 Residential designations adjacent to the Natural Heritage System shown on Schedule SP 51(a) shall be shaped, oriented, and developed in a manner that is compatible, complementary to the Natural Heritage System.*

This proposal includes residential development adjacent to a Natural Heritage System along its western edge. The dwellings will be developed in a manner that complements the Natural Heritage System.

*5.1.3.1 In areas designated Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter:*

*i) Permitted uses shall include single-detached, semi-detached, apartments, duplexes, maisonettes, triplexes, and townhouse structural types, as well as live/work units, seniors' residences, retail/office/restaurant commercial, stormwater management facilities and other infrastructure, places of worship, schools and parks.*

*ii) Permitted building heights shall range between 2 to 6 storeys. The ultimate height of all buildings and the provision of taller buildings greater than 6 storeys will be subject to suitable justification being provided at the Block Plan Stage through the required Community Design Guidelines, without the need for an amendment to the Secondary Plan.*

This proposal includes both medium and high density residential dwellings. The medium density portion of this development will be a variety of townhouse forms within the specified height limit.

*5.3.2.3 Notwithstanding Section 5.3.2.1, Medium Density Residential development in accordance with Section 5.1.3, as well as High Density Residential development in accordance with general provisions of Section 4.1.1 of the Official Plan shall be permitted in the District Retail designation without the need for an amendment to the Official Plan or this Chapter, provided that this is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Zoning By-law approval process.*

This proposal includes medium and high density residential with an area designated "District Retail". This proposal is consistent with the policies of the Secondary Plan as outlined above.

*5.3.2.4 All development in the District Retail designation shall be subject to development standards, including landscaping, buffering, building and parking setbacks to minimize potential impacts on the abutting Natural Heritage System Area designation.*

This proposal will include the appropriate development standards within the zoning by-law to minimize potential impact on the abutting Natural Heritage System.

*5.3.2.5 Road network and access required to accommodate travel demand in and associated with the "District Retail" designation and adjacent lands shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future east-west road network connectivity.*

This proposal includes a public roadway, which connects Lagerfeld Drive with Bovaird Drive, and a series of private roads to connect with each dwelling block. This network was explored and confirmed by staff through the review of this application.

### **Block Plan for Sub-Area 51-1**

The site is designated "Commercial" in the Mount Pleasant Block Plan 51-1. The Block Plan further refines and implements the Secondary Plan. The proposed development generally conforms to the intent of this plan.

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

The property is zoned "Residential Apartment A (R4A-3522)", "Residential Apartment A (R4A-3523)", and "Residential Apartment A (R4A(H)-3524)" 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 two Site Specific Residential zones, “Residential Apartment A (R4A-3661)” and “Residential Apartment A (R4A-3662)”. Provisions of these proposed zoning designations are listed in Appendix 7 – 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 park space at the centre of this development will be zoned “Open Space (OS)”.

### **Land Use:**

This application proposes a residential development consisting of 890 residential dwelling units within a variety of built forms including townhouse and apartment along with a central open space which will be a public park. This development adequately reflects the Council approved Official Plan. Access to each of the proposed residential blocks will be from a new public road which will run north-south and connected Bovaird Drive and Lagerfeld Drive.

The boundaries of the Natural Heritage System (NHS) and buffer blocks running along the western edge of this site were established during a previous subdivision. These NHS and buffer blocks will be integrated into the design of this proposal.

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

### **Urban Design:**

An Urban Design Brief prepared by Brook McIlroy Inc. dated May, 2021 was submitted with this application. Comments were provided to the applicant to address issues such as, but not limited to, massing, block lengths, and site layout. Principles and design elements from this document have been incorporated into the proposed Draft Plan of Subdivision and Draft Zoning By-law.

### **Transportation/Traffic:**

A Transportation Impact Study prepared by LEA Consulting Ltd. dated September 4, 2019 along with response letters dated October 6, 2020 and May 10, 2021. The study concludes “that the boundary road network can accommodate traffic generated by the proposed development, with acceptable impacts on the overall intersection operations of the study area.”<sup>1</sup>

**Noise:**

A Noise Impact Feasibility Study prepared by J.E. Coulter Associates Limited dated May 13, 2021 was submitted with this application. City staff have reviewed this report and concluded that it is capable of supporting this application and a detailed noise study will be required at Site Plan approval.

**Servicing:**

A Functional Servicing & Stormwater Management Report prepared by Fabian Papa & Partners dated September 4, 2019 and revised September 16, 2021 was submitted with this application. This report demonstrates how the proposed development can be serviced. The report found "that the proposed development is feasible from a municipal servicing and SWM perspective."<sup>2</sup>

**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 29 points which meets bronze thresholds of sustainability defined by the City.

## Notes

1. LEA Consulting Ltd., Transportation Impact Study: Proposed Residential Development Mount Pleasant Village Block 1W, City of Brampton (Cochrane, 2019), 33.

2. fabian papa & partners, Functional Servicing & Stormwater Management Report: Draft Plan of Subdivision & Zoning By-law Amendment, Block 1 West, Mount Pleasant Village, OZS-2019-0007 & 21T-19017B, Brampton, Ontario (Vaughan, 2021), 21.