

November 9, 2021

Mayor Patrick Brown and Members of Council
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Peter Fay, City Clerk

**Request for Support for Ministerial Zoning Order
Peel Regional Police Divisional Headquarters Location
Mount Pleasant Heights Secondary Plan Area 51-3
10124 and 10244 Mississauga Road, Brampton**

Your Worship and Members of Council;

We are writing to request that Planning Committee and the Council of the City of Brampton adopt a resolution to support a request to The Minister of Municipal Affairs for a Zoning Order permitting the development of a Peel Regional Police Divisional Headquarters and of other lands in the surrounding Mount Pleasant Secondary Plan Area 51-3.

Argo TFP Brampton Limited and Argo TFP Brampton II Limited ("Argo TFP") are the owners of the lands at 10124 and 10244 Mississauga Road, in the City of Brampton. It is those lands that are the subject of this request.

Peel Regional Police Need a Site for A New Divisional Headquarters - These Lands Meet Their Locational Requirements

For over a year, Argo TFP has been working together with Brampton Planning staff on the development of a subdivision plan and associated planning for the subject lands. In the course of this work, Argo TFP have become aware of the efforts of the Peel Regional Police to identify and secure a site for a new Divisional Headquarters in northwest Brampton.

Through discussions with the Peel Regional Police and the Region of Peel, Argo TFP has been able to ascertain that the subject lands represent an appropriate area in which a new Divisional Headquarters could be located, and that it is ideally situated to meet the needs of the police. This Divisional Headquarters is required to serve the current and rapidly growing future population of West and Northwest Brampton and parts of Caledon.

No individual parcel of land in the Plan Area has yet been settled conclusively as the most appropriate site for the Police. But so far, at least two locations have been determined to hold considerable potential to serve as the most appropriate site. As a consequence, the requested Zoning Order would allow the Police Divisional Headquarters as a permitted use across all the developable zoning categories to provide optimal choice and flexibility to the Peel Regional Police.

The Peel Regional Police have been engaged in an effort to locate a site for the new Divisional Headquarters for some time. Their requirements are for a 50,000 sq ft building to house 350-400 employees in the right geographic location. It is our understanding that this site search process has proven to be very challenging. These challenges are especially severe when consideration is given to the time frame in which the Police require the new facility, and the relative lack of available developable land in the broad general area that has any potential to serve the police needs. However, the Argo TFP lands do have the potential to meet those needs.

The fact that the subject lands are in the Mount Pleasant Secondary Plan Area (Block 51-3) creates an opportunity to move forward quickly to establish the planning permissions to allow the Divisional Headquarters to proceed.

Timing is Urgent - The Need for a Ministerial Zoning Order

We understand that the Peel Regional Police hope to establish and operate their new Divisional Headquarters within 48 months. With detailed site planning, design and servicing taking time, and the actual construction alone anticipated to take 24 months, the time pressures involved are significant. This means that the work on such a Divisional Headquarters must begin in the near future.

Under a conventional planning process, the time required to achieve site specific approvals and the associated statutory process, means that these lands would be unlikely to meet the timing requirements of the Police, if a "business-as-usual" approach was employed.

However, should a Ministerial Zoning Order be issued, there is real potential to meet the timelines the Police are hoping to achieve.

Community Safety is an Important Priority for Brampton and Peel Region

Brampton Council has made clear its commitment to combatting crime and improving the safety of families in the community. This is important for the quality of life of residents, and the ability to attract jobs, investment and a highly skilled workforce to Brampton.

Adequately resourcing the Peel Regional Police to do their job is an essential ingredient in the plan to tackle crime and make neighbourhoods safe. Delivering on the potential to construct a new Divisional Headquarters in northwest Brampton is important to help the police to do their job. A Ministerial Zoning Order will be a big step in that direction.

Servicing, Transportation and Planning Considerations Must be Addressed on an Inclusive Basis

In order for the Police Divisional Headquarters to proceed, the surrounding context must also be settled. In particular, the road and servicing design and plans must be determined, and to do so also requires a resolution of the land use plan for the planning area (Mount Pleasant Area 51-3). Simply put, the Divisional Headquarters cannot proceed in isolation, without the supportive infrastructure being planned and settled, including the land use plan. The police facility will depend upon, and its location will be based upon, that servicing, transportation and land use plan for the area. For this reason, the Ministerial Zoning Order request is with respect to all the lands at 10124 and 10244 Mississauga Road, in order to allow the detailed planning, and delivery of infrastructure to take place on the necessary comprehensive basis.

A Comprehensive Approach Is Good Planning and Also Delivers on Important Housing Priorities Shared By Brampton and the Province

Both the City of Brampton and the Province of Ontario have identified the delivery of a supply of housing as critical to meet the needs of a growing population, and to address the increasing challenges of affordability, particularly as faced by young families. The issuance of a Ministerial Zoning Order for the subject lands will also deliver approximately 1500 residential units in a diverse range and mix of housing forms. Together with proposed commercial uses along the arterial road edges of the planned area, a school site, parks, open spaces and protected Natural Heritage features and spaces, the plan area will function as a mature, fine-grained, high quality, complete community.

The proximity and availability of significant public transportation routes and options will help to reinforce the livability and walkability of this complete community. The proximity to and connectivity with the existing Mount Pleasant GO station and Mobility Hub (only 1.5km to the east) is a fundamental advantage of the site's location.

Much planning work has already been undertaken in consultation with Brampton staff and the full range of public agencies, including the Region of Peel. As a result, this delivery of a significant additional supply of housing and community area employment, in a complete community, can take place quickly without any sacrifice of the planning principles important to Brampton and the Province.

By virtue of the use of a Ministerial Zoning Order, the delivery of that priority housing to meet urgent near-term demand, can be significantly accelerated. It is exactly such an approach that has been contemplated by the Housing Supply Action Plan, "More Homes, More Choice," released by the Minister of Municipal Affairs on May 2, 2019.

The accelerated delivery of this housing to meet the urgent and growing housing needs of families in Brampton is an additional significant benefit that will result from the issuance of a Ministerial Zoning Order.

Proposed Zoning Order is an Opportunity to Make Immediate Progress on Two Priority Issues - Making Brampton Safe from Crime and Delivering Housing

Tackling crime and supporting the police is a shared objective of the public, and community and political leaders in Brampton, and across Ontario.

Similarly, there is a growing consensus that we need action now to deliver more housing, while addressing rising housing costs through the most effective market-based device available - that of increasing supply. Again, this is an objective clearly articulated and shared as a priority by Brampton's leadership, and the Provincial Government.

Please find enclosed the following submitted in support of this request:

- 1). A draft plan of subdivision land use plan, including Peel Police Divisional Headquarters site options.
- 2). A context map.
- 3). A context aerial photo.
- 4). A Planning Justification Report.
- 5). A draft zoning by-law.

It is important to note that Argo TFP has filed applications and necessary supporting studies on its lands after the extensive year-long consultation with the City, Region, and a wide range of public agencies regarding this plan.

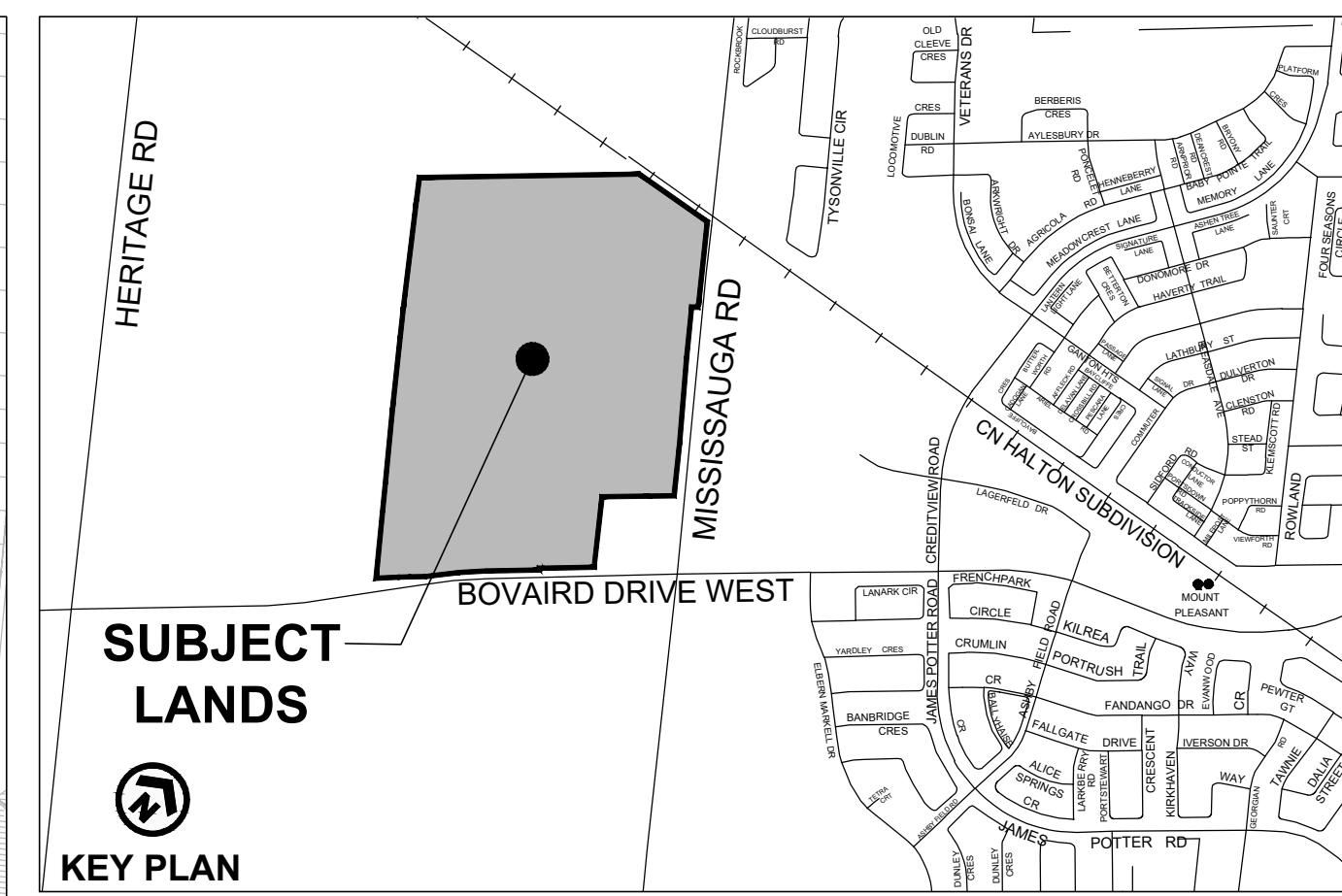
A resolution by Brampton Council to support the proposed Ministerial Zoning Order for the subject lands based upon the above submitted documentation will be an important step forward on these twin policy priorities.

We appreciate your consideration of this request.



Jessica Byers – Argo Development Corporation
Argo TFP Brampton Limited and Argo TFP Brampton II Limited

- c. Richard Forward, Commissioner of Planning & Development - City of Brampton
Allan Parsons, Director of Development Services - City of Brampton
Mark Jepp, Paradise Developments
Jack Eisenberger, Fieldgate Developments
Silvio DeGasperis, TACC Construction
Gord Buck, Argo Development Corporation



**DRAFT PLAN OF SUBDIVISION
MT PLEASANT HEIGHTS
ARGO TFP BRAMPTON LIMITED &
ARGO TFP BRAMPTON II LIMITED
FILE # 21T-**

PART OF LOT 11 AND 12, CONCESSION 5, W.H.S.,
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED: *[Signature]* DATE: OCT. 6, 2021
GOREBUCK, A.S.O.
ARGO TFP BRAMPTON LIMITED & ARGO TFP BRAMPTON II LIMITED

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: *[Signature]* DATE: OCT. 6, 2021
ROSS DENBROEDER, O.L.S.
R-PE SURVEYING LTD.
643 CHRISLEA ROAD, SUITE 7
WOODBRIDGE ON, L4L 8A3

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

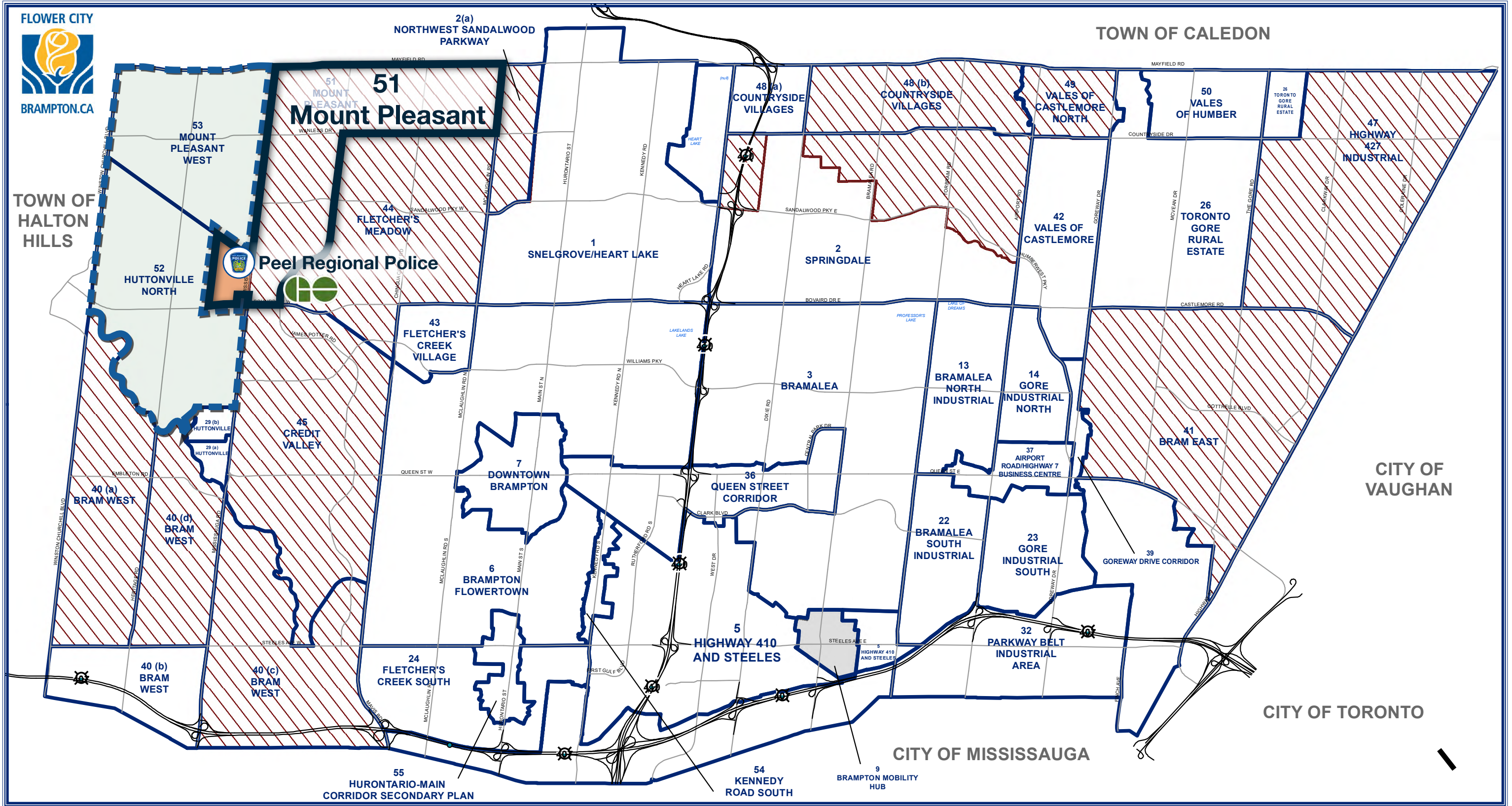
LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 12.48m (41')		2.19	5.41	55
DETACHED - 11.60m (38')	1 - 169	3.59	8.87	104
DETACHED - 10.4m (34')		0.32	0.79	10
STREET TOWNHOUSES - 6.1m (20')	170-207	3.74	9.24	185
DUAL FRONTAGE TOWNHOUSES - 6.0m (20') (23m Depth)	208-238	2.64	6.52	146
REAR LANE TOWNHOUSES - 6.1m (20')	239-263	1.75	4.32	116
DUAL FRONTAGE TOWNHOUSES - 6.0m (20') (21m Depth)	264-266	0.28	0.69	20
BACK-TO-BACK TOWNHOUSES - 6.4m (21')	267-289	2.23	5.51	226
HIGH DENSITY RESIDENTIAL	290,291	2.34	5.78	
MEDIUM DENSITY RESIDENTIAL	292-295	3.68	9.09	
RESIDENTIAL RESERVE	296-299	0.27	0.67	
ELEMENTARY SCHOOL	300	2.023	5.00	
NHS (CHANNEL / WOODLOT)	301-303	8.13	20.09	
NHS COMPENSATION	304-308	1.38	3.41	
OPEN SPACE (TRANSCANADA PIPELINE)	309,310	2.83	6.99	
OPEN SPACE	311	0.12	0.30	
SERVICING EASEMENT	312	0.34	0.84	
PARK	313	1.22	3.01	
WALKWAY BLOCK	314-328	0.32	0.79	
SWM POND / SERVICING	329,330	2.94	7.26	
ROAD WIDENING	331,332	0.58	1.43	
0.3m RESERVE	333-340	0.00	0.00	
36.0m R.O.W - (696m LENGTH)		2.53	6.25	
24.5m R.O.W - (50m LENGTH)		0.14	0.35	
24.0m R.O.W - (528m LENGTH)		1.31	3.24	
21.5m R.O.W - (467m LENGTH)		1.04	2.57	
18.0m R.O.W - (198m LENGTH)		0.37	0.91	
16.5m R.O.W - (4,400m LENGTH)		7.37	18.21	
8.0m LANEWAY - (521m LENGTH)		0.43	1.06	
TOTAL	340	56.10	138.63	862

NOTES
- DAYLIGHT ROUNDING LOCAL / LOCAL: 5m
- DAYLIGHT ROUNDING LANEWAY / LOCAL: 5m
- DAYLIGHT ROUNDING LOCAL ELBOWS: 7.5m
- DAYLIGHT ROUNDING LOCAL / COLLECTOR: 7.5m
- DAYLIGHT TRIANGLE COLLECTOR / COLLECTOR: 7.5m x 7.5m
- DAYLIGHT TRIANGLE COLLECTOR / ARTERIAL: 15m x 15m
- EXISTING STRUCTURES TO BE REMOVED

SCALE 1:2000
(24 x 36)
OCTOBER 29, 2021

GSAI
Glen Schnarr & Associates Inc.

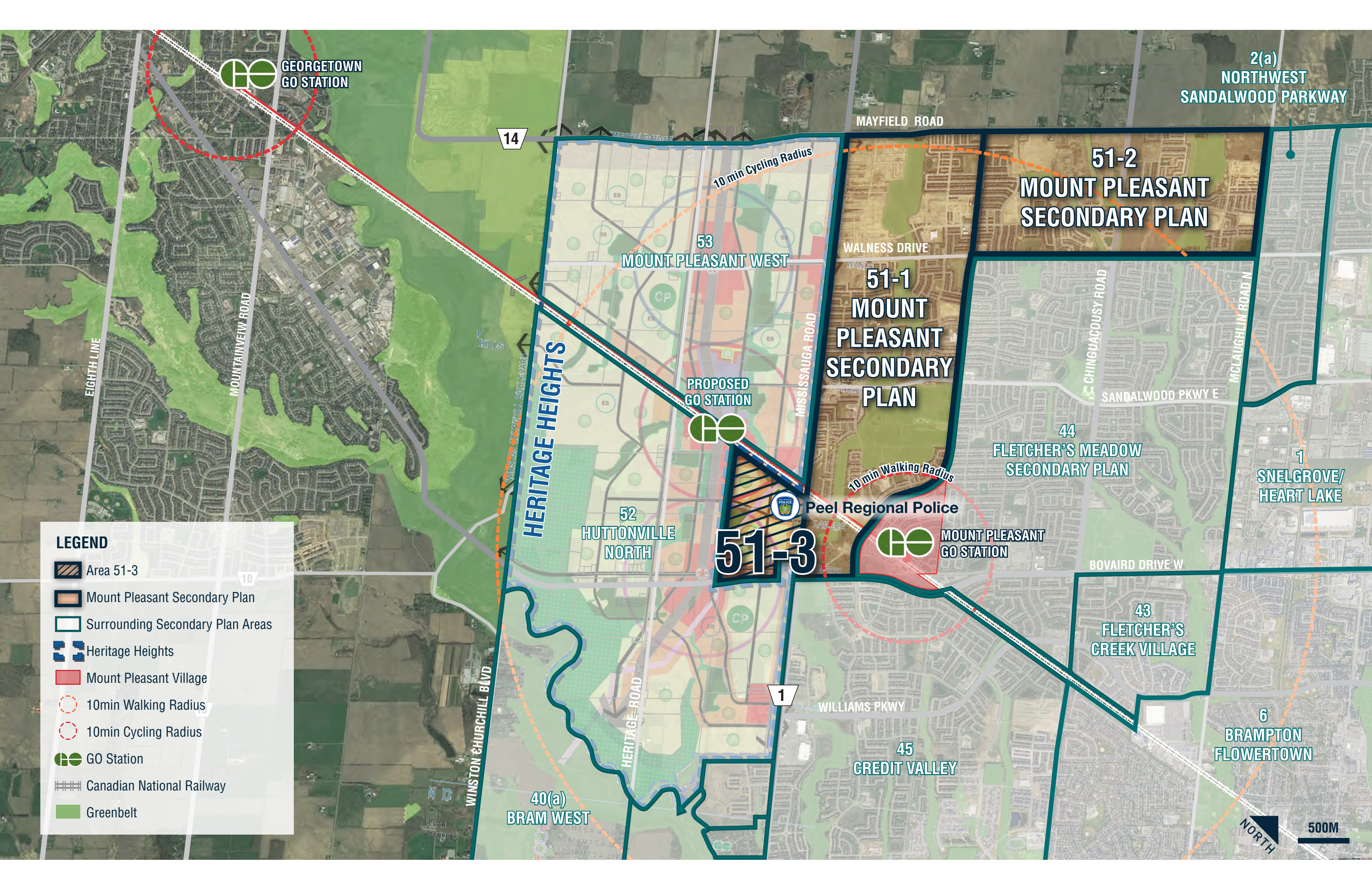


NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING AND DENSITY CATEGORIES OF THE OFFICIAL PLAN
 APPEALED TO OMB/LPAT

Brampton Mobility Hub Secondary Plan (Area 9) under appeal on a site specific basis for 69 and 75 Bramalea Road.

HERITAGE HEIGHTS

SUBJECT LANDS



LEGEND

-  Area 51-3
-  Mount Pleasant Secondary Plan
-  Surrounding Secondary Plan Areas
-  Heritage Heights
-  Mount Pleasant Village
-  10min Walking Radius
-  10min Cycling Radius
-  GO Station
-  Canadian National Railway
-  Greenbelt

500M



PLANNING JUSTIFICATION REPORT

PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION

Prepared for: Argo TFP Brampton Limited and Argo TFP Brampton II
Limited

Prepared by: Glen Schnarr & Associates Inc.
700-10 Kingsbridge Garden Circle
Mississauga, ON L5R 3K6

November 1, 2021
GSAIFile #792-018

T 905-568-8888
F 905-568-8894
www.gsai.ca

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**Planning Justification Report
Proposed Official Plan and Zoning By-Law Amendment and
Draft Plan of Subdivision
10124 and 10244 Mississauga Road, City of Brampton**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. (GSAI) has been retained by Argo TFP Brampton Limited and Argo TFP Brampton II Limited (“Argo TFP”) to assist in obtaining an Official Plan and Zoning By-Law Amendment and Draft Plan of Subdivision Approval and to support a requested for a Minister Zoning Order to allow for the development of a mixed-use plan of subdivision for the lands located on the west side of Mississauga Road and north side of Bovaird Drive West in the City of Brampton. A key feature of the development plan for this area is the construction of a new Peel Regional Police Divisional Headquarters to serve the broader population of north-west Brampton.

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan and Zoning By-law.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands comprise two abutting properties municipally known as 10124 and 10244 Mississauga Road. The lands are generally located at the northwest corner of Mississauga Road and Bovaird Drive West. See Figure 1 – *Aerial Context Map*.

10124 Mississauga Road is owned by Argo TFP Brampton Limited with frontages of approximately 400 metres on Mississauga Road, 450 metres on Bovaird Drive West, and an area of approximately 36 hectares (89 acres). The lands are currently used for agricultural purposes and are occupied by an existing woodlot within the northwest portion of the property.

10244 Mississauga Road is owned by Argo TFP Brampton II Limited and abuts the north side of 10124 Mississauga Road. The property has a frontage of approximately 200 metres on Mississauga Road, an area of approximately 20 hectares (50 acres) and are currently used for agricultural purposes. The property is traversed by a section of West Huttonville Creek within the easterly portion of the property and is occupied by an existing detached dwelling identified as a listed heritage resource. Collectively, the subject lands have an area of approximately 56 hectares (139 acres). A TransCanada Pipeline easement traverses the subject lands from northeast to southwest.

Surrounding land uses include:

- To the west: Existing agricultural uses; and the proposed GTA West Transportation Corridor or City of Brampton proposed Grand Boulevard;
- To the north: Existing agricultural uses; West Huttonville Creek; and the Canadian National Railway (CNR) line;
- To the east: Former detached residential and agricultural uses now planned for medium density residential uses; future extension of Lagerfeld Drive; West Huttonville Creek; and the existing Mount Pleasant GO Station;
- To the south: Existing food store (*The Apple Factory*) and self storage facility; beyond Bovaird Drive West: existing motor vehicle service station (*Petro-Canada*); Golf Driving Range (*The Old Pro*); and agricultural uses.

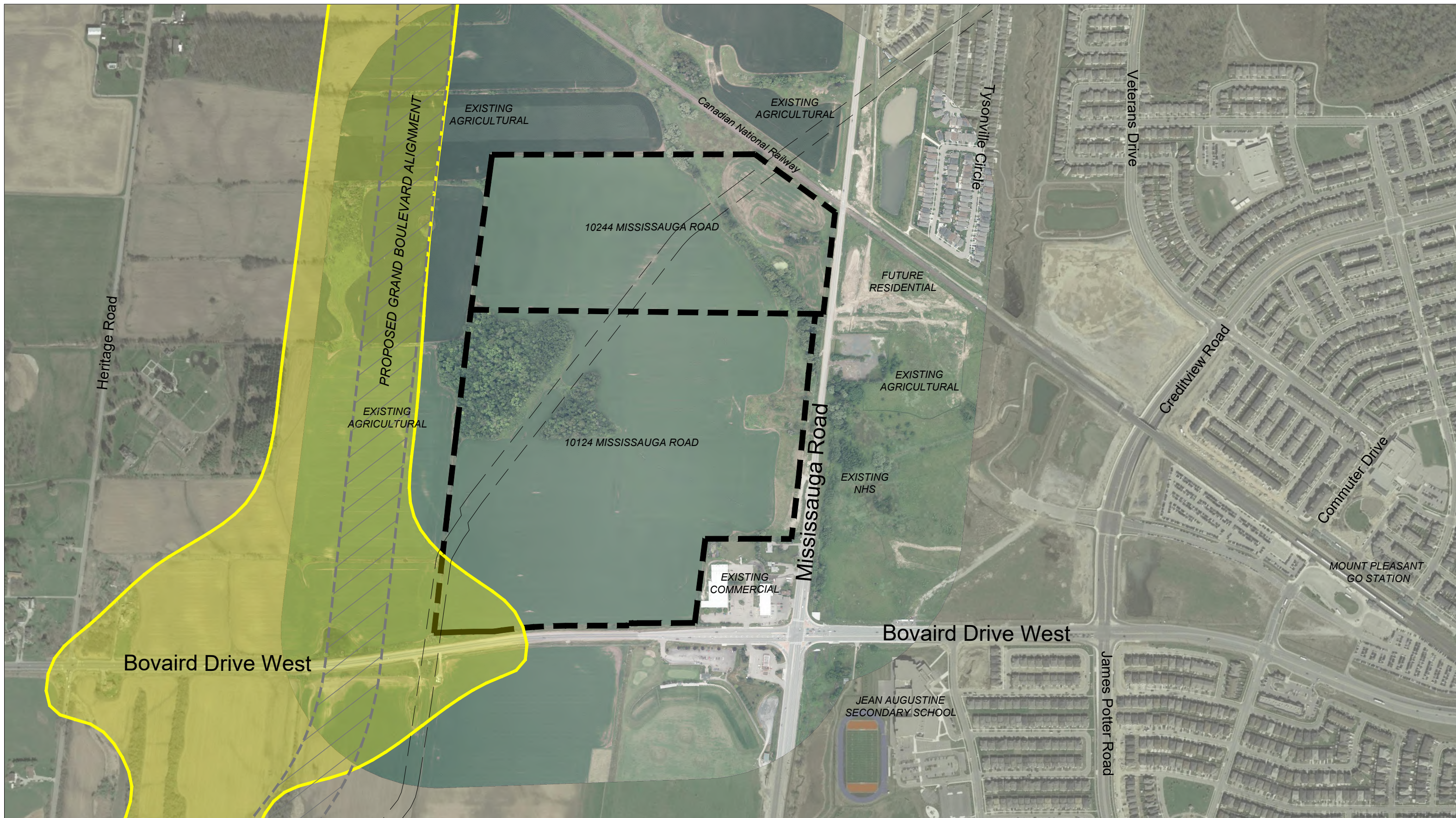





FIGURE 1
AERIAL CONTEXT MAP

10244 & 10124 Mississauga Road
 PART OF LOT 12, CONCESSION 5 W.H.S.
 CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  SUBJECT LANDS
-  GTA WEST CORRIDOR PREFERRED ROUTE
-  PROPOSED GRAND BOULEVARD ALIGNMENT

 TRANSCANADA PIPELINE EASEMENT

SCALE: N.T.S.
 (11 x 17)
 NOVEMBER 4, 2021



3.0 PROPOSED DEVELOPMENT

Argo TFP Brampton Limited and Argo TFP Brampton II Limited are proposing to amend the City of Brampton Official Plan and Zoning By-law together with a proposed Plan of Subdivision to develop the subject lands for a mixed-use subdivision with 860 dwelling units in a range of freehold detached and townhouse structural types, plus an estimated 650+ dwelling units within medium-, and high-density development blocks, a range of open space uses, protection of existing natural heritage systems and internal road network.

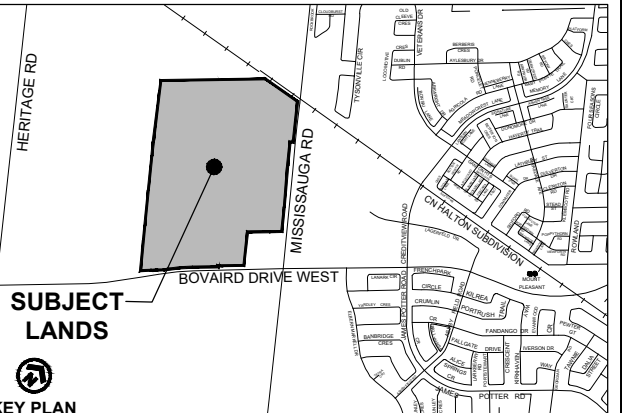
A significant element of the proposal is the construction of a Divisional Headquarters for the Peel Regional Police that meets their demanding and specific locational requirements. Ongoing discussions with the Police are taking place, with a focus on two possible sites within the plan that have the potential to meet their needs.

As shown on Figure 2 - *Proposed Draft Plan of Subdivision*, the proposed development is comprised of the following:

- Two potential sites for a Peel Regional Police Divisional Headquarters;
- 55 - 12.48 m (41') Detached Dwellings;
- 104 - 11.6 m (38') Detached Dwellings;
- 10 - 10.4 m (34') Detached Dwellings;
- 185 - 6.1 m (20') Street Townhouse Dwellings;
- 144 - 6.0 m (20') Dual Frontage Townhouse Dwellings (23-metre lot depth);
- 116 - 6.1 m (20') Rear Lane Townhouse Dwellings;
- 20 - 6.0 m (20') Dual Frontage Townhouse Dwellings (21-metre lot depth);
- 226 - 6.4 m (21') Back-to-Back Townhouse Dwellings;
- 2 High Density Residential Blocks having a total area of 2.34 ha (5.78 ac);
- 4 Medium Density Residential Blocks having a total area of 3.70 ha (9.14 ac);
- 5 Residential Reserve Blocks having a total area of 0.36 ha (0.89 ac);
- 1 Public Elementary School Block having an area of 2.02 ha (5.0 ac);
- 2 Natural Heritage System Channel Blocks having a total area of 4.27 ha (10.55 ac);
- 1 Natural Heritage System Woodlot Block having an area of 4.43 ha (10.95 ac);
- 5 NHS Compensation Blocks having a total area of 1.15 ha (2.84 ac);
- 2 Open Space TransCanada Pipeline Blocks having a total area of 2.83 ha (6.99 ac);
- 1 Open Space Block having a total area of 0.12 ha (0.30 ac);
- 1 Park Block having an area of 1.22 ha (3.01 ac);
- 13 Walkway Blocks having a total area of 0.15 ha (0.37 ac);
- 1 Stormwater Management Pond Block having an area of 2.94 ha (7.26 ac);
- 1 SWM Pond Servicing Block having an area of 0.18 ha (0.45 ac);
- 2 Road Widening Blocks having a total area of 0.58 ha (1.43 acres);
- 8 0.3-metre Reserve Blocks; and
- An Internal Public Road Network.

FIGURE 2 DRAFT PLAN OF SUBDIVISION

10244 & 10124 MISSISSAUGA ROAD
PART OF LOT 12, CONCESSION 5 W.H.S.,
CITY OF BRAMPTON, REGIONAL MUNICIPALITY OF PEEL



DRAFT PLAN OF SUBDIVISION MT PLEASANT HEIGHTS ARGO TFP BRAMPTON LIMITED & ARGO TFP BRAMPTON II LIMITED FILE # 21T-

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ADDITIONAL INFORMATION
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- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

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16.5m R.O.W. - (4,400m LENGTH)		7.37	18.21	
8.0m LANEWAY - (621m LENGTH)		0.43	1.06	
TOTAL	339	56.10	138.63	860

NOTES
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- DAYLIGHT ROUNDING LANEWAY / LOCAL: 5m
- DAYLIGHT ROUNDING LOCAL ELBOWS: 7.5m
- DAYLIGHT ROUNDING LOCAL / COLLECTOR: 7.5m
- DAYLIGHT TRIANGLE COLLECTOR / COLLECTOR: 7.5m x 7.5m
- DAYLIGHT TRIANGLE COLLECTOR / ARTERIAL: 15m x 15m
- EXISTING STRUCTURES TO BE REMOVED

SCALE 1:2000
(24 x 36)
OCTOBER 8, 2021

GSAI
Glen Schnarr & Associates Inc.

(CONSULT THE RECORDS OF THE CITY OF BRAMPTON FOR THE RECORDS OF THE REGIONAL MUNICIPALITY OF PEEL, REGION BY 6/12/1995/2000, REG. NO. P1914233)
(UNIT 2, 870 YORK ST. 2ND FL. BRAMPTON, ONT. L6Y 4R2)
(ROAD ALLOWANCE BETWEEN LOTS 10 AND 11 CONCESSION 4 WEST OF HURONTARIO STREET)
P.L.S. 14384 - 0007

The proposed development is envisioned as a compact, pedestrian-friendly, multi-modal, mixed-use community with an emphasis on street-oriented built form in key locations. A significant feature is to be a Divisional Headquarters building for the Peel Regional Police. Higher densities frame the edges of the community along the Mississauga Road and Bovaird Drive corridors, with lower densities located internal to the subdivision. Peripheral high densities are intended to make best use of the future ZUM and Brampton transit corridor routes and architecturally address the large arterial roads with prominent built form. The proposed development also represents an extension of the existing Mount Pleasant GO Transit Station service area to which the existing train station and transit hub can be accessed by future residents within a 15-minute walk.

The proposed road connections to Mississauga Road and Bovaird Drive West are the main entry points into the proposed development and the future surrounding community. These connections serve as key community gateways and are augmented with medium- and high-density mixed-use development blocks which will provide opportunities to establish a strong built form presence and create a sense of arrival for future residents and visitors.

Streets 'A' and 'B' provide the main access routes from the surrounding roads into the new community. These streets are lined with a mix of dual-frontage and/or lane-based townhouse built-form, open space and an elementary school. The dual-frontage / lane-based townhouses eliminate driveways and garage doors from the streetscape and promote a pedestrian-friendly front-façade interface along the main roads.

Open space in the form of active parkland and passive natural areas also frame the main internal roads, making public open space easily accessible to the broader community. The Park is located central to the plan of subdivision which places it generally within a 5-minute walk of the residents it is intended to serve. Open space areas will also accommodate trails within the community and provide connections to the community edges, through or adjacent to natural areas, and to the various community amenities, such as the school and park.

The elementary school is envisioned as a compact urban format school sited close to the street frontage where it can better contribute to the pedestrian-oriented streetscape through built form. The compact and dense nature of the community is intended to promote walkable access to the school, reducing the need for school bus transportation and minimizing the school's land consumption. The school block is also strategically located adjacent to the public park to promote opportunities for the sharing of facilities.

The proposed combination of compact urban form, mix of land uses, preservation of natural areas, connectivity, walkability, transit-supportive design, and proximity to a major transit station mobility hub creates a sustainable, complete community which future residents and future generations will enjoy as a successful place to live, work, and play.

Residential Land Uses

Residential land uses proposed within the plan of subdivision are in the form of detached, street townhouse, rear-lane townhouse, dual-frontage townhouse, and back-to-back townhouse dwellings. The medium density and high-density residential blocks will allow for a range of townhouse and apartment dwelling types with permission for commercial uses.

Proposed detached dwelling types are generally 2 storeys in height with single- or double-car driveways and garages at the front with private ground-level outdoor amenity space at the rear. The 10.4m (34') detached dwellings will provide for single-car driveways and garages and accommodate two off-street parking spaces (one on the driveway and one in the garage). The 11.6m and 12.24m (38' and 41') detached dwellings will provide for double-car driveways and garages and accommodate four off-street parking spaces (two on the driveway and two in the garage). A broader range of lot widths are considered in the Community Design Guidelines and accommodated within the Draft Zoning By-law to provide greater flexibility in the proposed housing product during the processing of the applications.

The proposed street townhouse dwelling types are also 2 storeys in height with single-car driveways and garages at the front with private ground-level outdoor amenity space at the rear. The street townhouses are 6.1m in width (20') and will provide for single-car driveways and garages and accommodate two off-street parking spaces (one on the driveway and one in the garage).

The proposed dual-frontage townhouse dwellings are 3 storeys in height with single-car driveways and garages at the rear – facing the local road – with private outdoor amenity space also at the rear on a 2nd or 3rd storey balcony or terrace. All dual-frontage townhouses units are 6.0m in width (20'), however, those which front onto the arterial or collector roads are generally 23 metres deep, while the dual-frontage townhouses which front onto the proposed Stormwater Management Pond are 21 metres deep. The dual-frontage townhouses accommodate two off-street parking spaces (one on the driveway and one in the garage).

The proposed rear-lane townhouse dwellings are also 3 storeys in height with single or double-car garages at the rear with access to/from a rear laneway. The rear-lane townhouses accommodate two to four off-street parking spaces of a rear driveway and/or garage and provide for private outdoor amenity space at the rear on a 2nd or 3rd storey balcony or terrace.

The proposed back-to-back townhouse dwellings are 3 storeys in height with single-car driveways and private outdoor amenity space on a 2nd or 3rd storey balcony or terrace at the front of the unit. The back-to-back townhouses are 6.4m in width (21') and will accommodate at least 1 off-street parking space on the driveway or front parking pad. At this time, the applicant is exploring options with and without a single-car garage.

A 0.93ha (2.3-acre) proposed medium density residential block (Block 292) is located on the at the southwest corner of Mississauga Road and Street 'A'. It is proposed that this block will accommodate a range of townhouse and apartment dwellings with access to Street 'L'. A 0.92ha (2.27-acre) proposed medium density residential block (Block 293) is located on the north side of Street "A", west of Mississauga Road. It is proposed that this block will also

accommodate a range of townhouse and apartment dwellings with full-moves access to Street “K”. Blocks 294 and 295 represent 2 medium density residential blocks located on the west side of Mississauga Road, immediately south of the CN railway. These lands will also accommodate a range of townhouse and apartment dwellings. Due to the proposed grade separation for the CN railway crossing at Mississauga Road and the NHS constraints along the west side of the blocks, access to these lands will be provided by way of a private or public road running parallel to the railway below the future Mississauga Road overpass with a connection to the east side of Mississauga Road. The access is shown conceptually on the Draft Plan for contextual purposes.

Two high-density residential blocks (Blocks 290 and 291) are proposed on the east and west sides of Street “B” at the intersection of Bovaird Drive West. The high-density residential blocks will allow for a range of apartment dwelling types and optional commercial uses. Access to the blocks will be available along Streets “T” and “N”.

It is proposed that the built heritage resource will be relocated from its current location (generally within Block 294) to an alternate location on the Plan of Subdivision where it will have greater visibility to the generally public and serve as an enhancement to the community aesthetics. Possible locations to be contemplated during the processing of the application include integration into High Density Blocks 290 or 291, Medium Density Blocks 292 or 293, placement onto a custom detached lot, or integration into Park Block 313 or Elementary School Block 301. Further details on the heritage resource is provided in the Heritage Impact Assessment prepared under separate cover.

Using the unit count for each residential land use and the persons-per-unit rates as per the 2019 City of Brampton DC Charges Background Study for the 2031 planning horizon year, the total population is calculated as follows:

Residential Land Use	No. of Units	Persons-per-unit ¹	Population
Detached	169	4.26	720
Townhouse	691	3.16	2,184
Medium Density Block	222 ²	3.16	702
High Density Block	468 ³	1.94	908
TOTAL	1,550	---	4,514

¹ Persons per unit rate as per 2019 City of Brampton DC Background Study (2031 Horizon Year)

² Unit count based on site area multiplied by 60 units per hectare (estimated)

³ Unit count based on site area multiplied by 200 units per hectare (estimated)

As shown, based on estimated unit counts for the medium- and high-density blocks, the proposed development is estimated to yield a population of approximately 4,514. Using a rate

of 4 per cent of the population, the proposed residential development is expected to create approximately 181 work-at-home jobs.

Public Elementary School

A 2.02 ha (5.0 ac) Public Elementary School Block is proposed on the west side of Street 'B' (a collector road), north of Bovaird Drive West and adjacent to the proposed Public Park. Joint use of the two facilities is encouraged. It is proposed that the school block develop as a compact, urban format school facility consistent with the compact form of the proposed development. The potential school catchment area bounded by the north-south transportation corridor to the west, the CNR line to the north, Mississauga Road to the east and Bovaird Drive West to the south places the school generally within short walking distance of all residential areas. This minimizes the need for school buses and thus, reduces or eliminates the amount of land otherwise required to accommodate school bus pick-up zones. An Elementary School Site Analysis Report has been prepared in support of the proposed school block and submitted under separate cover. It is estimated that the public elementary school will generate approximately 45 population-related employment jobs.

Natural Heritage System

Blocks 302, 303, and 304 are intended to accommodate the existing Natural Heritage features on the subject lands. Blocks 303 and 304 accommodate the retention and protection of the existing West Huttonville Creek watercourse and Block 302 accommodates the existing woodlot. Blocks 305-309 represent Natural Heritage System compensation areas which extend beyond the minimum buffer requirements for the woodlot and contribute to the NHS land base provide ecological benefit through enhancement planting and naturalization.

TransCanada Pipeline

Blocks 310 and 311 accommodate the existing TransCanada Pipeline (TCPL) easement. The blocks are approximately 28.28 metres wide and can also serve to provide terrestrial linkages between NHS features and accommodate a pedestrian trail, subject to TCPL requirements. It is proposed that Street "A" (Lagerfeld Drive extension) will cross the easement at grade. Land uses which abut the TCPL corridor will be required to have a 7-metre structural setback to the limits of the corridor for principle buildings and structures and a 3-metre setback for accessory structures.

Open Space

Open Space Block 312 is located at the westerly terminus of Street "T" and serves to provide pedestrian connection and access to the future trail on the TransCanada Pipeline Easement and lands to the west.

Park Block 313 is located at the southwest corner of Street "A" and Street "B" and is approximately 1.22 hectares (3.01 acres) in size, central to the plan of subdivision and highly visible from various parts of the community. The Park Block size of 1.22 hectares generally

meets the “Parkette” category of the Mount Pleasant Secondary Plan and is appropriately located next to the proposed Public Elementary School Block.

Blocks 314 to 327 represent Public Walkway connections ranging between 3 metres and 6 metres wide. The walkway blocks are intended to provide breaks along longer segments of townhouse blocks and to provide convenient pedestrian access connections throughout the community.

Stormwater Management Pond

A 2.76-hectare (6.82-acre) Stormwater Management Pond Block is proposed on the west side of Mississauga Road, south of Street “A”. The SWM Pond Block will have frontage on Mississauga Road and framed with dual-frontage townhouse units on the west side and medium density residential uses on the north side. The pond will be accessible from Street “N”. It is intended the pond will be designed as an urban pond with the use of retaining walls to create an urban edge around the pond.

Proposed Road Network

Proposed vehicular access to the plan of subdivision is provided by way of two public road connections: Street ‘A’ connection to Mississauga Road; and Street ‘B’ connection to Bovaird Drive West. Street ‘A’ is a proposed 36-metre, east-west major collector road which accommodates a 4-lane cross section with bike lanes and sidewalks. A full moves signalized intersection is proposed at Mississauga Road, aligned with the future extension of Lagerfeld Drive to the east. Street ‘B’ is a proposed 24-metre, north-south collector road with a 2-lane cross section, with bike lanes, vehicular parking on one side, and sidewalks. It is intended that Street B will also have a full-moves signalized intersection at Bovaird Drive West.

Street ‘A’ extends to the westerly extent of the plan of subdivision, providing a future connection and access to and from the lands to the west within the future Heritage Heights Secondary Plan community. Street ‘B’ will terminate at Street ‘A’ as a full moves signalized intersection. Connection and access to the lands to the north will be provided by Street ‘C’ which is a 21.5-metre cross sections that originates at Street ‘A’, extends to the northerly limit of the plan and provides for a potential future extension across the railway, also to the future Heritage Heights Secondary Plan community. Blocks 294 and 295 will obtain access by way of a private or public road running parallel to the railway below the future Mississauga Road overpass with a connection to the east side of Mississauga Road.

The proposed local road network is generally grid-like, with right-of ways ranging between 16.5-metre and 214-metre cross sections, as per Mount Pleasant Secondary Plan standards. Rear lanes are 8 metres wide.

Peel Regional Police Divisional Headquarters

During the assembly of the subject development application, Argo TFP has learned of the Region's urgent need for a 50,000 sq. ft. Peel Regional Police Divisional Headquarters within north and west Brampton and Peel Region, generally.

Based on the site's pivotal Gateway location between the existing Mount Pleasant and future Heritage Heights communities, its proximity and access to major transportation corridors, and readily available municipal services, the subject lands are well suited to accommodate a Peel Regional Police Headquarters to serve the area. It is understood that approximately 2.0 hectares (5.0 acres) are required to accommodate the facility. Potential locations for such a facility could include the northeast corner of Bovaird Drive West and Street "B" or the north side of Street "A" (Lagerfeld Drive), west of Mississauga Road, with minor modifications to the Draft Plan of Subdivision (as shown on Figure 2).

The Divisional Headquarters would deliver over 450 local police and civilian jobs which would contribute considerably to the achievement of employment growth, and would serve as a significant element of urban design and architecture to a complete, mixed-use, neighbourhood-focused community.

Discussions to date indicate that both identified sites have a strong potential to meet the needs and locational requirements of the Police, while fitting well into the proposed urban fabric of the plan area. Argo TFP is continuing discussions with respect to meeting the needs of the Peel Regional Police within the plan area, and in particular with respect to which parcel could most appropriately accommodate those needs."

People and Job Density

Based on a net area of approximately 43.4 hectares (as per Growth Plan), a population of 4,514, and total job count of 226 (181 work-at-home jobs and 45 population-related jobs), the proposed development has a density of approximately 109 people and jobs per hectare. The projected density would be slightly higher should the proposed development accommodate the Peel Regional Police Divisional Headquarters facility.

4.0 LAND USE POLICIES

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with building strong healthy communities. Section 1.1.1 promotes efficient development patterns; accommodation of appropriate affordable and market-based range and mix of housing and other land uses; and avoiding development and land use patterns that which may cause environmental or public health and safety concerns.

Section 1.1.3 of the PPS addresses settlement areas. This section states that settlement areas shall be the focus of growth and development and that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; efficiently use infrastructure and public service facilities, which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and support active transportation, among other objectives.

Section 1.5 of the PPS contains policies related to public spaces, recreation, parks, trails and open space. This section states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. This section also promotes 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.

Section 1.6.8 of the PPS contains policies related to transportation and infrastructure corridors. This section states that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The proposed development is consistent with Section 1 of the PPS as it provides for an efficient development pattern within an existing settlement area and accommodates a market-based range and mix of housing and affordability levels. The proposed development makes efficient use of existing and planned servicing and transportation infrastructure. The proposed development avoids environmental and public health and safety concerns as it retains and protects the existing natural heritage areas and buffered from floodplain areas. The proposed development pattern provides for safe streets, spaces and facilities and will be well-connected by way public sidewalks, trails

and bike lanes. The proposed development provides for publicly-accessible parkland, open space, and linkages.

The proposed development is also consistent with Section 1.6.8 of the PPS as the subject lands are generally located outside of the GTA West Corridor Preferred Route, as shown on Figure 1. The location of the existing woodlot and TransCanada Pipeline corridor along the westerly edge of the site will also deter any consideration for the Province to shift the alignment of the corridor eastward into the subject lands. A small portion of the proposed corridor protection area encroaches into the southwestern portion of the site for the accommodation of the planned interchange at Bovaird Drive West. Should this portion of the subject lands continue to be encumbered by the protection area during the processing of the subject development application, a portion of the proposed plan of subdivision south of Street “T” could be withheld from development until the lands are released or until the detailed design for the highway is advanced such that the Province’s land needs can be refined. Alternatively, if the City pursues a Grand Boulevard design for the north-south corridor instead of a 400-series highway (as envisioned through the Heritage Heights Secondary Plan process), the subject lands would not be impacted by the corridor and no portion of the subject lands would need to be protected for the north-south transportation route. The proposed plan of subdivision is also designed to accommodate the conveyance of the encroaching protection lands with minimal changes to the subdivision design, if needed.

Section 2 of the PPS outlines policies associated with the wise use and management of resources. Policies within Section 2 relevant to this proposal include those under Section 2.1 – Natural Heritage, Section 2.2 – Water, and Section 2.6 – Cultural Heritage and Archaeology.

Section 2.1 states that natural features and areas shall be protected for the long term and that development and site alteration on lands adjacent to the natural heritage features shall not be permitted unless the ecological function of the adjacent lands have been evaluated and it has been demonstrated that there will be no negative impacts on the features or their ecological functions.

Section 2.2 states that planning authorities shall protect, improve or restore the quality and quantity of water by maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas.

Section 2.6 states that significant built heritage resources shall be conserved and that planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

The proposed development is consistent with Section 2 of the PPS as the identified natural heritage system will be protected from development and its related impacts. As addressed in the related Environmental Impact Study (under separate cover), the quality and quantity of ground and surface water and hydrologic function will be

protected. The existing built heritage resource will be conserved and matters of archaeological concerns addressed through related Archaeological Assessments.

Section 3 of the PPS outlines policies associated with protecting public health and safety. The primary objective of this Section is to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

The proposed development is consistent with Section 3 of the PPS as the proposed development has regard for the natural hazards on site and provides for appropriate protection of and buffering from hazard lands.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow (*Growth Plan*) is the Province's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall conform" with the provincial plans that are in effect on the date the decision is made.

Section 2.2 of the Growth Plan provides "where and how to grow" policies. Section 2.2.1 states that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, existing or planned municipal water and wastewater systems and can support the achievement of complete communities.

The proposed development conforms to Section 2.2.1 of the Growth Plan as the subject lands are located within a settlement area with a delineated built boundary and which has an existing municipal water and wastewater system. The proposed mix and range of uses provides for a sustainable development pattern which supports the achievement of complete communities.

The subject lands are located within the Designated Greenfield Area of the Growth Plan. Section 2.2.7 of the Growth Plan states that new development taking place in Designated Greenfield Areas will be planned, designated, zoned and designed in a manner that supports the achievement of complete communities; supports active transportation; and encourages the integration and sustained viability of transit services. The minimum required Designated Greenfield Area density target in Peel Region is 50 residents and jobs combined per hectare.

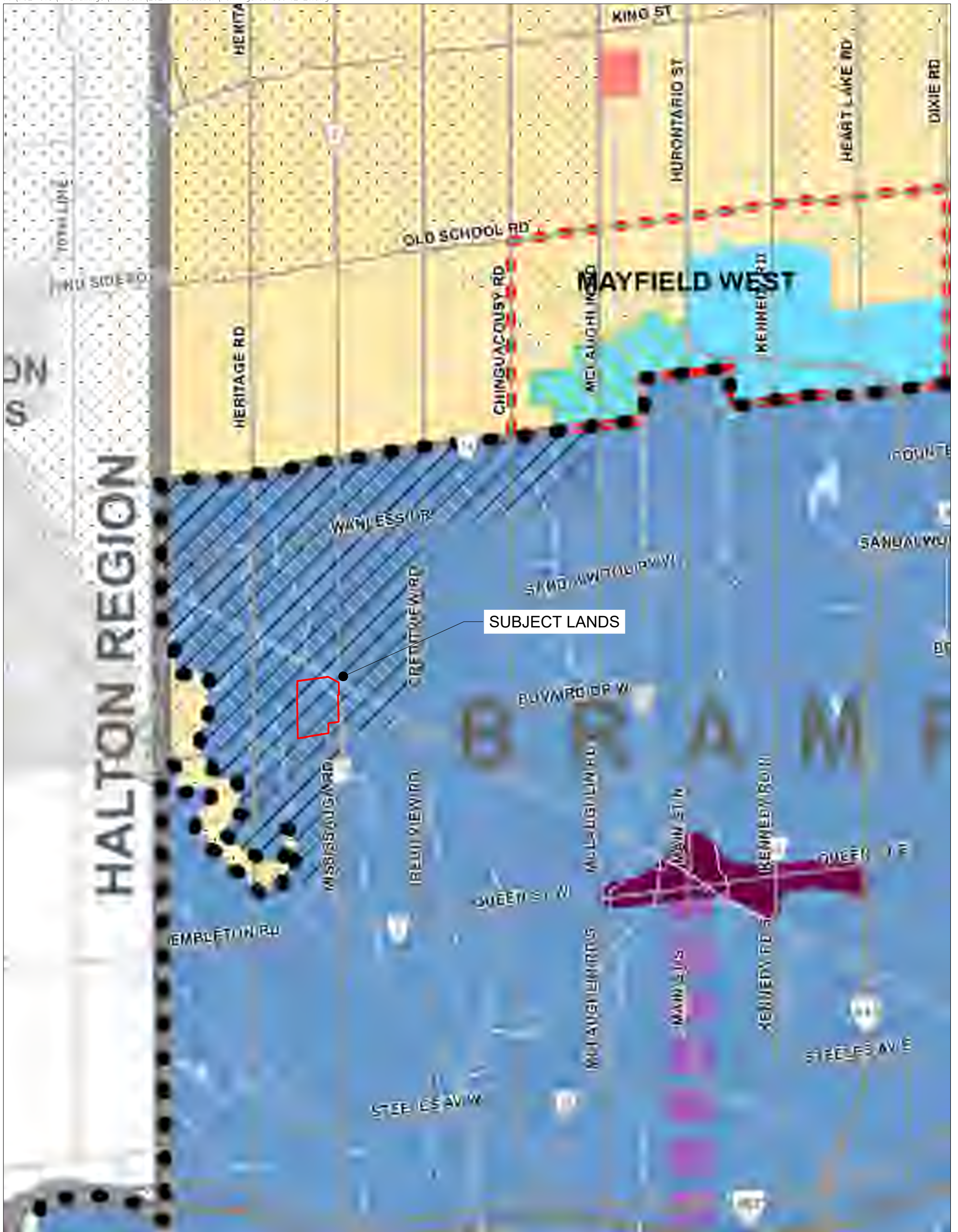
The proposed development conforms to Section 2.2.7 of the Growth Plan as it supports the achievement of complete communities by providing for a mix of housing and land uses; supports active transportation through the development of sidewalks, multi-use trails and bike lanes; promotes the sustained viability of transit by providing opportunity for bus transit integration and through relatively dense development within close proximity to an existing transit station. The proposed development contributes to the achievement of the minimum required density target in the Region's Designated Greenfield Area.

Section 3 of the Growth Plan provides policies for infrastructure to support growth. Section 3 states that the transportation system within the Greater Golden Horseshoe will be planned and managed to offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services. In planning for the development of planned corridors and supporting facilities, planning authorities are required to ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS. Water and Wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets. Proposals for large-scale developments will be supported by a stormwater management plan that is informed by a subwatershed plan.

The proposed development conforms to Section 3 of the Growth Plan as the proposed transportation system offers multimodal access (pedestrian, cyclist, vehicular) to a broad range of land uses. The preferred route for GTA West Corridor located is located immediately west of the subject lands and is generally not impacted by the proposed development. Any areas within the plan of subdivision which encroach within the corridor protection area can be withheld from development until the lands are released. The proposed development utilizes existing municipal services available within the area which will service the development of land which exceeds the minimum density target. The stormwater management plan is informed by extensive subwatershed and environmental assessment as detailed by the Environmental Implementation Report prepared under separate cover.

Section 4 of the Growth Plan provides policies for protecting what is valuable. This includes water resource systems, natural heritage systems, key hydrologic features and areas, key natural features, and cultural heritage resources. Lands within 120 metres of key hydrologic and key natural heritage features require a natural heritage and hydrologic evaluation in order to establish an appropriate vegetation protection zone. A 30-metre protection zone is required from the outside boundary of key natural heritage feature or key hydrologic feature.

The proposed development conforms to Section 4 of the Growth Plan as the existing water resource system, natural heritage system and key hydrologic features and area, key natural features and cultural heritage resources are planned to be protected. A natural heritage and hydrologic evaluation is included within the Environmental Implementation Report and establishes appropriate development setbacks and buffers to the key environmental features. A minimum 30-metre development setback is proposed and maintained to the existing wetlands (located within the West Huttonville Creek watercourse and within the existing woodlot) which represents a key hydrologic feature.



Urban System	Airport	Railway
Rural System	Urban Area outside Peel Region	Regional Urban Boundary
Conceptual Urban Growth Centre	Study Area Boundary *(Refer to Policy 5.4.3.2.7)	Ninth Line Lands **
Rural Service Centre	Area with Special Policies (Refer to Figure 2)	North West Brampton Urban Development Area
Estate Residential Community	Regional Intensification Corridor (Conceptual)	Mayfield West Phase 2 Settlement Area

FIGURE 3
REGION OF PEEL OFFICIAL PLAN
SCHEDULE "D" - REGIONAL STRUCTURE

LEGEND

SUBJECT LANDS



SCALE NTS
 (11 x 17)
 OCTOBER 27, 2021



4.3 Region of Peel Official Plan

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the “Urban System” and “North West Brampton Urban Development Area” on Schedule D of the Regional Official Plan (See Figure 3). The subject lands are also subject to the “Designated Greenfield Area” policies of the Regional Official Plan.

Urban System

Section 5.3 (The Urban System) of the Regional Official Plan provides a list of general objectives for the Urban System, as follows:

- *To conserve environmental and resource attributes of the region.*
- *To achieve sustainable development within the Urban System;*
- *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;*
- *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; and*
- *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*
- *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age;*
- *Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.*

The proposed development achieves the general objectives of the Urban System as the proposed plan of subdivision conserves environmental and resource attributes of the region through retention and protection the existing natural heritage features including the woodlot, wetlands, and West Huttonville Creek.

The proposal is comprised of a range of compact housing forms which efficiently use land and infrastructure and provides housing choices for residents as they age in their community. The proposed development is pedestrian-friendly through the development of highly-connected sidewalks and trails which provides walkable access to other land uses, amenities and transit facilities in the community. The proposed development is also transit-supportive by locating higher density and transit-supportive built form

along future transit routes and is generally located within walking distance of the existing Mount Pleasant GO station.

The proposal is cognizant of the existing GTA West corridor protection area to the west of the subject lands and generally does not have adverse impacts the preferred route. Where a small portion of the protection area intended for the Bovaird Drive interchange overlaps the subject lands, such lands can be withheld from development until such time that the lands are released. In the alternative, the design of the proposed plan of subdivision allow for the interchange to develop with only minor modifications to the plan.

In consideration of the efficient development pattern, pedestrian-friendly and transit-supportive design, and opportunities for housing with convenient access to a range of land uses within the community, in our opinion, the proposed development represents a healthy and complete community and achieves sustainable development within the Urban System.

North West Brampton Urban Development Area

Section 5.3.4 (North West Brampton Urban Development Area) of the Regional Official Plan provides objectives and policies for lands within the North West Brampton Urban Development Area:

Objectives

“5.3.4.1.1 To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region.

The proposed development will contribute to the growth of the designated greenfield area and the North West Brampton Urban Development Area.

5.3.4.1.2 To develop complete and transit supportive communities.

The proposed combination of compact urban form, mix of land uses, preservation of natural areas, connectivity, walkability, and transit-oriented development within the subject lands and the proximity to an existing major transit station and mobility hub creates a transit-supportive and complete community.

5.3.4.1.3 To recognize and protect environmental features of Provincial and Regional significance.

The existing woodlot, wetlands, and watercourse (West Huttonville Creek) on the subject lands represent significant environmental features which are planned to

be protected through retention, buffering, enhancement, and conveyance to public ownership.

5.3.4.1.4 *To ensure the provision of major infrastructure while minimizing the financial impact on Peel Region and member area municipalities.*

The proposed Plan of Subdivision provides for gratuitous land conveyances for right-of-ways and road widenings to accommodate major infrastructure without financial compensation from the Region, thereby generating no financial impact to the Region of Peel.

5.3.4.1.5 *To achieve orderly, cost effective and timely development.*

The proposed development represents an extension of the built-out communities to the east to which existing infrastructure and services can be easily and efficiently extended and is an appropriate first phase for development west of Mississauga Road. The proposed development therefore represents orderly, cost-effective and timely development.

5.3.4.1.6 *To provide for the availability and use of shale resources within the North West Brampton Urban Development Area and provide for the continued protection and use of Shale resources in the Greenbelt Plan Area adjacent to North West Brampton Development Area. (ROPA 32)*

The Region has previously required the protection of the shale resource within North West Brampton through restrictive development policies. This requirement was amended through approved ROPA 32. The Northwest Brampton Urban Development Area can continue to provide for the availability and use of shale resources but its protection is no longer required. As per the Shale Resource Extraction Assessments prepared by WSP and Genivar Consultants, and more recently confirmed by DS consultants, submitted in support of this application, shale mining on the subject lands are not financially feasible due to constrained access to the resource and the large quantity of overburden. As such, it is appropriate for the subject lands to be used for alternative purposes.

Policies

5.3.4.2.1 *The policies of the Growth Plan apply to the Northwest Brampton Urban development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of Northwest Brampton.*

The 2031 Population, Household and Employment Forecasts for the City of Brampton in Table 3 contemplate that the two remaining secondary plan areas in North West Brampton will be planned to be built out by 2031, subject to Policy 5.3.4.2.2, in a manner that is in conformity with Policy 5.5.4.2.2 and all other applicable policies of this Plan.

In consideration of the timing to build-out the two remaining Secondary Plan Areas in North West Brampton within the next 10 years and the fact that no development has occurred within these Secondary Plan Areas to date, it is appropriate to consider advancing the development of the subject lands (*located within the Mount Pleasant Secondary Plan*) as it will facilitate the extension of services and infrastructure to support the development of the remaining Secondary Plans.

5.3.4.2.2 *In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:*

- a) *That a natural heritage system be designated in conformity with sub-watershed studies approved by Credit Valley Conservation prepared under terms of reference approved by and to the satisfaction of Credit Valley Conservation;*

It is proposed that the Natural Heritage features on the subject lands together with the required buffers and compensation areas represent the Natural Heritage System within the proposed development and will be designated "Natural Heritage System" in the City of Brampton Official Plan and Mount Pleasant Secondary Plan.

- b) *That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary, and in accordance with the City's Growth Management Program;*

The proposed development is an extension of the built-out lands east of Mississauga Road to which existing infrastructure and services can be easily and efficiently extended and is an appropriate first phase for development west of Mississauga Road. The proposed development therefore represents and orderly progression of ongoing development within North West Brampton.

- c) *That a Phase I area and amount of development within North West Brampton be defined in the Brampton Official Plan based on the amount of development that can be supported by the existing and*

planned arterial road network and transit systems, exclusive of a North-South Transportation Corridor;

The Mount Pleasant Secondary Plan Area represents the Phase 1 area of development within North West Brampton. As the subject lands are located within the Mount Pleasant Secondary Plan, the lands continue to be part of the Phase 1 area. Further, as demonstrated by the Traffic Impact Study prepared by BA Group submitted in support of the application, the proposed development can be supported by the existing and planned arterial road network and transit system without the north-south transportation corridor.

- d) *That development of any subsequent phase of North West Brampton, beyond Phase 1, shall be permitted to proceed only if the development can be supported by the existing and planned arterial road network and transit systems, inclusive of a North-South Transportation Corridor, and only after the alignment, jurisdiction and financing mechanism of a viable North-South Transportation Corridor has been determined to the Region's satisfaction such that the construction of a highway within the North-South Transportation Corridor will occur in time to meet traffic demands including traffic demands generated from the subsequent phases of development;*

The subject lands are within Development Phase 1 of North West Brampton and the proposed development can be supported by the existing and planned arterial road network and transit system without the north-south transportation corridor. Notwithstanding, the alignment has been determined through the GTA West Corridor EA and transposed into the City of Brampton's draft Heritage Heights Secondary Plan land use plan. If proceeding as a 400-series highway, the jurisdiction is Provincial, and financing is the responsibility of the Province. If proceeding as an urban boulevard, the City of Brampton will have jurisdiction and would be funded through development charges.

- 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;*

The proposed development is comprised of transit-supportive built form along the surrounding arterial and internal collector roads and has a density of approximately 109 people and jobs per hectare. The proposed built form and density within a 15-minute walk of the existing Mount Pleasant GO station maximizes the transit-use opportunities appropriate for its distance to the GO Station.

f) *That shale extraction be permitted and that the protection of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) on Schedule C of this Plan be continued in accordance with the following: (ROPA 32)*

i. *The population, household and employment forecasts that are the basis of the Regional Official Plan require the utilization of all of the North West Brampton Urban Development area to accommodate growth;*

The proposed development is intended to utilize the North West Brampton Urban Development Area for the accommodation of growth.

ii. *Shale resources shall be protected, in accordance with the policies of Section 3.3 within the area identified as HPMARA on Schedule C located in the Provincial Greenbelt Plan Area;*

The subject lands are not located within the Provincial Greenbelt Plan Area. As such, this policy is not applicable to the proposal.

iii. *The extraction of shale shall be permitted to occur on all lands in the North West Brampton Urban Development Area without an amendment to the Brampton Official Plan, subject to policies to be included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the issuance of a license under the Aggregate Resources Act;*

The permission to use the lands for mineral extraction is acknowledged, however, the proposed development is intended to contribute to the accommodation of the Region's growth forecast as per subsection i.

iv. *Notwithstanding the permission for shale extraction, the City of Brampton is permitted to undertake secondary planning for land-uses in the North West Brampton Urban Development Area, subject to studies to determine appropriate separation, buffering and mitigation of land uses adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a license, or are licensed, for extraction under the Aggregate Resources Act.*

The proposed Official Plan Amendment generally serves as a Secondary Plan process for the Mount Pleasant 51-3 Sub-Area accompanied by a Zoning By-law Amendment and Draft Plan of Subdivision. The subject lands are a considerable distance from the remaining lands identified as HPMARA located west of Heritage Road. Buffering and mitigation to HPMARA lands are not required for the proposed development.

- v. *The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor or alternatives for other infrastructure and transportation uses within the Northwest GTA Corridor Identification Study Area as identified by the Ministry of Transportation;*

This policy is not applicable to the proposed development.

- vi. *The establishment of land uses within the North West Brampton Urban Development Area adjacent to HPMARA which could preclude or hinder future shale extraction shall only be permitted in accordance with the policies of Section 3.3 of this Official Plan and the applicable provincial policies.*

The subject lands are not located adjacent to and HPMARAs.

- vii. *With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of section 3.3 of the Region of Peel Official Plan continue to apply for the purpose of permitting shale extraction without an amendment to the City of Brampton Official Plan;*

This policy is not applicable to the proposed development.

- viii. *The City shall reflect and designate the HPMARA as shown on Schedule C, as amended.*

This policy is not applicable to the proposed development.

- h) *Provide measures to minimize the financial impact of major infrastructure development on the Region and member area municipalities.*

The proposed development will provide the gratuitous dedication of land to facilitate the Region's right-of-way widening requirements.

Based on the above analysis, in our opinion, the proposed development conforms to the Region's North West Brampton Urban Development Area objectives and policies.

Designated Greenfield Area

The Region of Peel Official Plan contains growth management policies for areas identified as Designated Greenfield Areas. Section 5.5.2 (General Policies) of the Regional Official Plan states that it is the policy of Regional Council to development compact, transit-supportive communities in designated greenfield areas. Further, Section 5.5.4.1 contains a list of objectives for the designated greenfield area, as follows:

- *To plan and designate greenfields to contribute to complete communities;*
- *To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- *To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- *To optimize the use of designated greenfield area; and*
- *To enhance the natural environment and resources.*

The proposed development achieves the designated greenfield area objectives as the plan of subdivision provides for a diverse mix of land uses in a compact form which supports walking, cycling and the sustained viability of transit service. The existing natural heritage features are protected and enhanced through appropriate vegetation buffers and spatial separation. The development of the subject lands optimizes the use of the land in the designated greenfield area and contributes to the achievement of a complete community.

Section 5.5.4.2 of the Regional Official Plan also contains policies for designated greenfield areas. Section 5.5.4.2.2 states that it is the policy of Regional Council that development within the designated greenfield area shall be designed to meet or exceed 51 residents and jobs combined per hectare within the City of Brampton.

The proposed development conforms to Section 5.5.4.2.2 as the proposed development exceeds the minimum density requirement for the designated greenfield and contributes to the achievement of City-wide density target.

In our opinion, the proposed development conforms to the Region of Peel Official Plan and an amendment to the Regional Official Plan is not required.

4.4 City of Brampton Official Plan

The City of Brampton Official Plan sets out the goals, objectives and policies to guide development in the City of Brampton. As shown on Figure 4 – *Schedule 1 – City Concept* of the City of Brampton Official Plan, the subject lands are designated “Northwest Brampton Urban Development Area”, “Designated Greenfield Area” and “Open Space”.

North West Brampton Urban Development Area

Section 4.15 – *North West Brampton Urban Development Area* of the City of Brampton Official Plan states that the North West Brampton Urban Development Area is planned to be a compact, complete and connected community that will provide opportunities for mixed-use development including a range of housing types and densities as well as employment lands. It further states that the housing types and densities are to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans.

The subject application represents an Official Plan Amendment intended to determine an appropriate range of housing and density for lands within the North West Brampton Urban Development Area.

Section 4.15 of the Official Plan contains the following policies for the North West Brampton Urban Development Area:

“4.15.1 In order for the full development of North West Brampton to occur, the future North-South Transportation Corridor must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road(s) is extended to properly service North Brampton.

Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

The amount of North West Brampton development to be released without the future North-South Transportation Corridor in place will be determined prior to the establishment of general land use designations in the Official Plan. Transportation Demand Management strategies will be developed and implemented in areas of North West Brampton to encourage a balanced transportation system.

In order for the full development of North West Brampton to occur, transit systems must be planned to provide appropriate levels of service

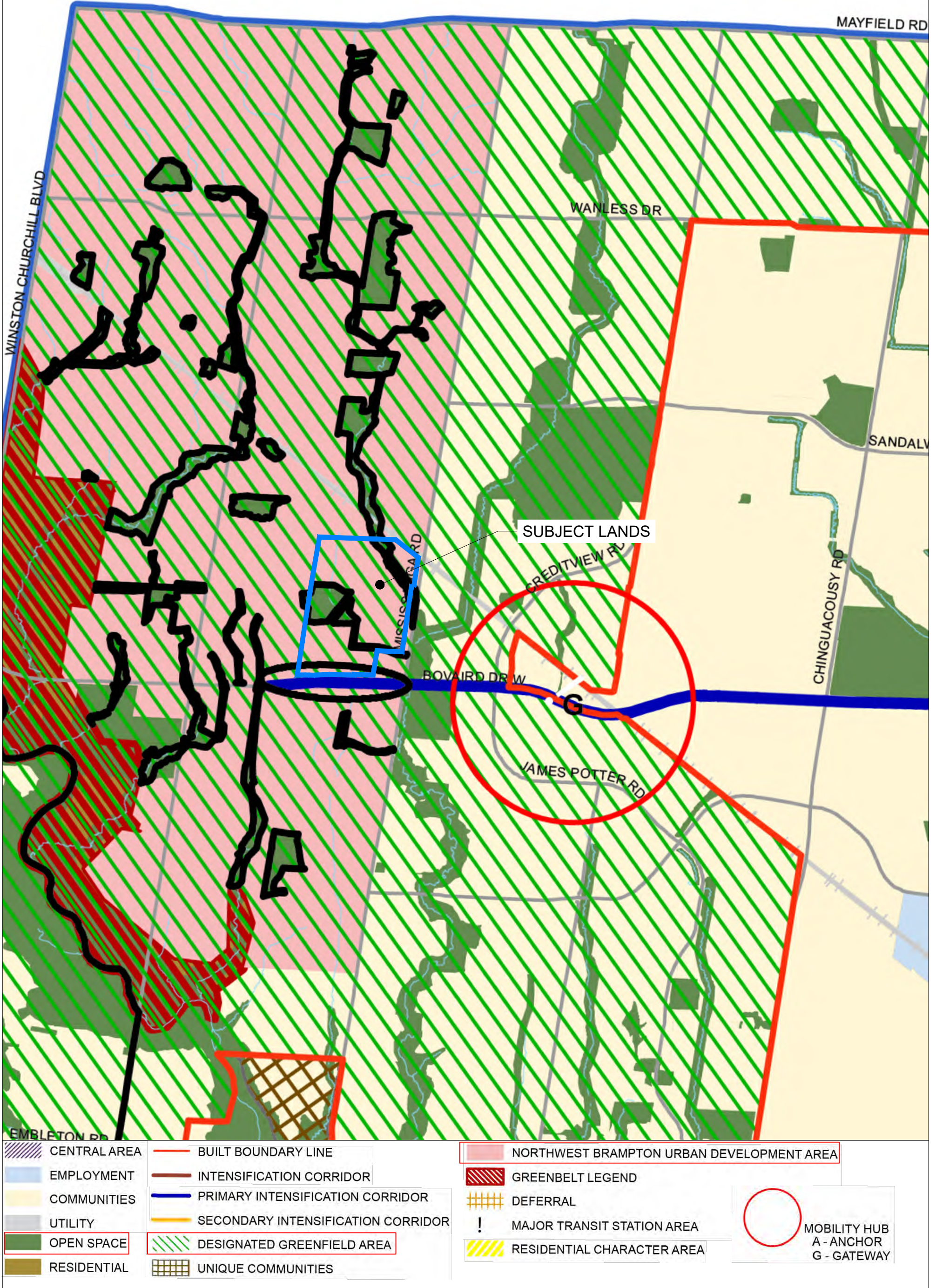


FIGURE 4
CITY OF BRAMPTON OFFICIAL PLAN
SCHEDULE "1" - CITY CONCEPT

10244 & 10124 Mississauga Road
 PART OF LOT 12, CONCESSION 5 W.H.S.
 CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

LEGEND

SUBJECT LANDS



SCALE NTS
 (11 x 17)
 OCTOBER 27, 2021



for those residing or working in the City, including North West Brampton.

Section 4.15.1 provides consideration for a portion of North West Brampton to develop prior to the implementation of a north-south transportation corridor. As demonstrated in the Traffic Impact Study prepared in support of the application, the proposed development is adequately supported by existing and planned transportation infrastructure without the north-south transportation corridor. As such, consideration for the proposed development is appropriate as part of the Phase 1 North West Brampton Development Area (Mount Pleasant Secondary Plan).

4.15.2 *Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:*

- (i) *Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Mount Pleasant Secondary Plan Area (Area 51). The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Mount Pleasant Secondary Plan Area (Area 51) and cover the balance of North West Brampton.*

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletchers and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference and resulting workplan to the satisfaction of the City of Brampton and CVC. Subwatershed studies may be commenced but not completed until five years of effectiveness monitoring are incorporated.

The subject lands are located within the Huttonville Creek subwatershed to which the subwatershed study has been

completed as part of the Mount Pleasant Secondary Plan process. A sites-specific Environmental Implementation Report will be submitted in support of the applications to further refine the Huttonville-Fletchers Subwatershed Study for Mount Pleasant.

- (ii) *Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through approved subwatershed studies;*

The proposed Official Plan Amendment implements Natural Heritage System designations for Schedule D – *Natural Heritage Features and Areas* and on Schedule SP51(a) (*Land Use Schedule*) of the Mount Pleasant Secondary Plan. The proposed designations are supported by the Environmental Implementation Report submitted in support of the application.

- (iii) *Stage 3 - the adoption of a secondary plan containing environmental protection strategies based on approved subwatershed studies;*

The proposed development is part of the Mount Pleasant Secondary Plan which contains environmental protection strategies in Sections 5.4 and 5.5 as well as Appendix F of the Mount Pleasant Secondary Plan.

- (iv) *Stage 4 - an Environmental Implementation Report completed for each block plan area to the satisfaction of the CVC and the City of Brampton;*

The Environmental Implementation Report submitted in support of the subject application represents the required Environmental Implementation Report.

- (v) *Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,*

The subject lands are located within Block Plan Area 51-3. Given the small size of the Block Plan area, the matters typically addressed through the Block Plan stage (environmental, servicing, transportation, urban design and growth management considerations) are intended to be

addressed through the draft plan of subdivision process which encompasses the majority of the Block Plan area.

- (vi) *Stage 6 - all other related growth management considerations that have been satisfied.*

The proposed development will accommodate a small component of the population and employment allocation forecast within the Heritage Heights planning area. The proposed development yields a population and employment projection of approximately 4,514 residents and 226 jobs out of the current 43,000 residents and 20,000 jobs presently allocated. It is incumbent on the City to account for this population and job accommodation as part of the planning process for the remainder of the North West Brampton Development Area planning process.

In our opinion, the above stages have been or will be satisfied through the processing of the subject application as required to allow development to occur on the subject lands.

- 4.15.3 *The environmental planning process for North West Brampton shall be undertaken in accordance with Section 4.15.2 of this Plan and the flowchart entitled “Timeline-Environmental and Planning Studies for North West Brampton” attached to the end of this section. The flowchart can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.*

The final step of the environmental planning process as indicated on the Flow Chart has been completed with expiry of the 10-year shale protection policies. The subject lands are located within the Huttonville Creek subwatershed to which the subwatershed study has been completed as part of the Mount Pleasant Secondary Plan process.

- 4.15.4 *The North West Brampton Policy Area (NWBPA) designation on Schedule “F” of this Plan implements the High Potential Mineral Aggregate Resource Area (HPMARA) identified on Schedule “C” of the Regional Official Plan. The purpose of the North West Brampton Policy Area (NWBPA) is to provide for the protection and potential use of shale under the following policy structure, while recognizing that the long term use of these lands will be for urban purposes. It is the intent of this Plan that no amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of the 10*

year time period, the Region of Peel in consultation with the Province and the City of Brampton shall undertake a review of the NWBPA as set out in Section 5.3.4 of the Regional Official Plan, or earlier if it is initiated by the Province. Notwithstanding the above referenced 10 year time frame, if the Region receives a written request for an earlier review from the Province through MMAH in consultation with other ministries, Regional Council may determine that this review and any associated amendments may occur sooner.

The Region of Peel has amended the HPMARA protection policies through approved ROPA 32 shortly after the 10-year protection policy time frame. As such, the extent of the NWBPA can now be amended. The NWBPA designation as shown on Schedule F of the Official Plan is proposed to be removed from the subject lands and generally redesignated for residential and open space uses.

4.15.4.1 *Notwithstanding Section 4.15.2 of this Plan, within the NWBPA, extraction of shale shall be permitted to occur without an amendment to this Plan, subject to the property being zoned for mineral extraction in the City's zoning by-law and the issuance of a Licence under the Aggregate Resources Act.*

An amendment is proposed in order to allow for the development of a residential community.

4.15.4.2 *In conjunction with the Provincial and Regional regulations, the City shall regulate a shale extraction operation and accessory uses to ensure that environmental and community impacts are minimized, consistent with the standards laid down in pertinent legislation and municipal regulations.*

Not applicable to the proposed development.

4.15.4.3 *The City shall support the undertaking of environmental impact and hydro-geological studies in accordance with provincial legislation and policies of the Region of Peel and Credit Valley Conservation to ensure that significant features or ecological functions, surface and ground water resources are protected from the adverse effects of mineral extraction.*

Not applicable to the proposed development.

4.15.4.4 *It is the policy of the City that the design of the extraction, operation and rehabilitation of any shale extraction operation shall not preclude the long term use of these lands for urban purposes and shall not preclude the subsequent urbanization of the site and surrounding area.*

No resource extraction has occurred on the subject lands. As such, urbanization of the subject lands is not impacted.

4.15.4.5 *The City shall require that any shale extraction operation be subject to the requirements of Section 4.1.2.1.1 of this Plan.*

Not applicable to the proposed development.

4.15.4.6 *A warning clause shall be required, as a condition of development approval, for all residential plans of subdivision located within 500 meters of the NWBPA, as identified on Schedule "F" of the Brampton Official Plan. The warning clause shall address the potential for impacts on the use and enjoyment of the subject property due to the possible interim use of lands in the NWBPA for shale extraction. Any development proposed in such areas shall be appropriately planned and designed to recognize the potential of a shale extraction operation within the NWBPA.*

Should the NWBPA designation continue to apply to lands within 500 metres of the subject lands at the time of Draft Plan Approval, a warning clause will be included in all purchase and sale agreements for the proposed residential units.

4.15.4.7 *Urban development within the NWBPA may only occur after the City of Brampton adopts an amendment(s) to establish general urban land use designations in the City of Brampton Official Plan.*

No such amendment(s) may be passed until all the requirements of Section 5.3.4 of the Regional Official Plan have been satisfied. However, the City may finalize and endorse background studies as the basis for such amendments.

It is intended that the approval of the subject application will provide for the necessary amendments to the Official Plan to establish general urban land use designations for the subject lands.

Section 5.3.4 of the Regional Official Plan is addressed in Section 4.3 of this Report. It is intended that the justification in this Report together with the reports and studies submitted in support of the application will satisfy the requirements of Section 5.3.4.

4.15.4.8 Any amendment proposing to establish general urban land use designations will be supported by one or more of the following studies:

- 1. Planning Justification;*
- 2. Staging and Sequencing;*
- 3. Functional Servicing;*
- 4. Transportation; and,*
- 5. Community Design.*

A Planning Justification Report, Functional Servicing Report, Transportation Impact Study and Community Design Guidelines have been submitted in support of the Application. Given the small scale of the amendment and the limited options to stage the development of the subject lands, a Staging and Sequencing Plan has not provided nor indicated as a submission requirement through the pre-application process.

4.15.4.9 Staging and sequencing strategies required in association with Section 4.15.4.6 of this Plan for lands outside of the High Potential Mineral Aggregate Resource Area as shown on Schedule “C” of the Regional Official Plan shall address issues related to shale extraction, such as the provision for appropriate setbacks, access, air quality, noise mitigation and truck haulage routes where resource extraction operations are established.

At this time, there are no active shale extraction activities within the HPMARA. Given the advancement of the Heritage Heights Secondary Plan planning process, it is highly unlikely that any extraction operations will be established in advance

of the proposed development, if at all. As such, staging and sequencing strategies in relation to shale extraction are not expected to be required.

4.15.4.10 *Notwithstanding the protection of the shale resource that is provided by the provisions of this Plan and the Regional Official Plan, all long-range planning, including approvals, financing and construction of infrastructure, shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps, including the background studies identified in Section 4.15.4.8 of this Plan and block planning, in relation to lands within the NWBPA may be undertaken on the same basis.*

The proposed development is planned in the context of future urban uses within the NWBPA.

4.15.5 *When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:*

(i) *maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;*

The proposed development is planned at a density of approximately 109 people and jobs per hectare and is comprised of transit-supportive built-form along the surrounding arterial roads and internal collector roads. The proposed development maximizes its relationship with future transit routes and its proximity to the existing Mount Pleasant GO Station.

(ii) *integrating new development with the surrounding areas, including natural heritage systems, the Greenbelt Area, transportation systems and transit corridors and existing built up areas;*

The proposed development is appropriately integrated with the surrounding natural heritage and transportation systems and future transit corridors through the provision of appropriate open space buffers and focusing greater densities along the major transportation corridors and transit routes.

- (iii) *incorporating opportunities for mixed-use and higher density development at appropriate locations in accordance with the principles of the Provincial Policy Statement;*

The proposed draft Zoning By-law Amendment allows for mixed uses within the proposed medium- and high-density residential blocks appropriately located along the major roads and future transit routes.

- (iv) *incorporating intensification opportunities identified by the City in consultation with the Region of Peel;*

While the proposed development is within the Designated Greenfield Area, high-density residential blocks are proposed along the Bovaird Drive West frontage which are intended to accommodate intensified, high-density development.

- (v) *creating viable employment areas that provide a range of employment opportunities with access to rail and future and existing highways and arterial roads and/or public transit and where compatible, integrated within residential communities;*

The subject lands are not planned as an Employment Use Area, however, the draft Heritage Heights Secondary Plan is planned to accommodate significant employment uses near the proposed GO station and wellness district. There is also extensive employment opportunities along the City's proposed Grand Boulevard. This application provides some employment use, but the main purpose is to accommodate residential growth which will support the planned employment uses along the Grand Boulevard, and at the proposed proposed Heritage Heights GO Station and wellness district.

- (vi) *employment areas will be targeted for higher order, higher density employment uses and lower density uses (i.e. warehousing and distribution) will be discouraged;*

The subject lands are not planned as an Employment Use Area, however, employment areas are planned within the broader Heritage Heights Secondary Plan and expected to provide for a range of employment densities.

- (vii) *integrating the logical and cost effective extension of Regional and City services;*

The subject lands are located adjacent to the built-out areas to the east where the extension of existing Regional and City services are most logical and cost-effective.

- (viii) *phasing development in an efficient manner recognizing land use, servicing, transportation, population projections and other growth management considerations;*

The subject lands represent an appropriate next phase for development within North West Brampton as it is the remaining phase of development within the Mount Pleasant Secondary Plan and are best suited as the first phase of development for lands west of Mississauga Road. The development of the subject lands will provide for road connections to Bovaird Drive and Mississauga Road which will be required by the future Heritage Heights Secondary Plan. The expeditious implementation of the plan will begin to accommodate a portion of population and employment forecasts intended to be achieved by 2031.

- (ix) *incorporating measures intended to conserve energy in developments and infrastructure and to increase the usage of public transit;*

The proposed development is designed as an efficient and compact development which minimizes reliance on the automobile and promotes the use of public transit by emphasizing transit-supportive densities and built-form.

- (x) *promoting nodal development at a community and neighbourhood scale at appropriate locations;*

Nodal development has been established within the Mount Pleasant Secondary Plan through the implementation of various Mixed Use Areas. The subject lands are generally not planned as a ‘node’ due to its location between the existing Mount Pleasant GO Station and the proposed Major Transit Station Area planned within the proposed Heritage Heights Secondary Plan at Bovaird Drive and the “Grand Boulevard”. These transit hubs represent major nodes within the context of North West Brampton. The greatest mix of uses and highest densities are proposed at these locations.

- (xi) *promoting live/work/play/shop opportunities that are accessible to pedestrians and transit users;*

The proposed development accommodates residential, employment, recreational and commercial land uses to provide for live/work/play/shop opportunities with strong pedestrian connections and access to transit.

- (xii) *designating and protecting a natural heritage system that connects and supports existing natural features and areas within developed areas of Brampton and connects to regional natural heritage systems of the Credit River valley corridor and the Greenbelt;*

The existing natural heritage features within the subject lands are proposed to be placed within a Natural Heritage System designation, with protective zoning and conveyed to the City of Brampton.

- (xiii) *promote sustainable development that protects surface and groundwater resources through the implementation of sustainable stormwater management practices that incorporates source, conveyance and end of pipe measures in public and private ownership;*

The proposed development will implement Low Impact Development features and other innovative stormwater management measures determined through consultation with the City and Conservation Authority.

- (xiv) *supporting the implementation of the City's Transportation and Transit Master Plan;*

The City's Transportation and Transit Master Plan identifies the need for the westerly extension of Lagerfeld Drive with a four-lane cross-section; establishes the Mount Pleasant GO Station as an Intermodal Terminal and Bovaird Drive and Mississauga Road as support corridors. The proposed development supports the implementation of the Transit Master Plan by providing the westerly extension of Lagerfeld, and promoting the use of the Mount Pleasant GO station and future transit routes along Bovaird Drive and Mississauga Road.

- (xv) *protecting transit rights-of-way early on in the planning process to encourage the provision of a convenient and accessible transit system;*

There are no transit right-of-ways planned within the subject lands however, transit right-of-ways may be accommodated within the north-south transportation corridor and is not impacted by the proposed development.

- (xvi) *encouraging safe, convenient, continuous and accessible pedestrian sidewalks and bicycle paths to reduce dependence on the automobile and to encourage healthy living;*

The right-of-ways within the proposed plan of subdivision accommodate pedestrian sidewalks in accordance with the City's engineering design standards as well as bike lanes on the collector roads.

- (xvii) *encouraging the construction of trail systems and promoting a connected open space and pathway system with linkages to existing open space networks;*

Trails are proposed within the open space areas and along the TransCanada Pipeline easement with connections to areas beyond the subject lands.

- (xviii) *linking new and existing trails, open spaces and pathways where possible;*

The trail network planned within the proposed development are extensions of existing and planned trails east of Mississauga Road and allows for future connections to the north west and south.

- (xix) *encouraging street configurations that support walking and cycling and the early integration of viable transit services;*

The proposed internal road network is designed as a well-connected modified grid with public sidewalks and bicycle lanes on the collector roads. The collector roads will allow for the integration of transit routes, as deemed appropriate by the transit authority.

- (xx) *developing complete communities that are compact, transit-oriented and pedestrian friendly with a mix of uses and a*

variety of housing choices, jobs and supporting services and facilities;

The proposed development is designed as a compact, walkable and transit-supportive community with a mix of land uses that provide for a range of housing options, population-related employment, and recreational uses and facilities. The proposal contributes to the mix of uses within the broader North West Brampton Development Area which supports complete community development objectives.

(xxi) providing for a range of housing opportunities in terms of dwelling types and densities; and,

The proposed development provides for a variety of detached, townhouse, and apartment dwellings with a range of lot and dwelling unit sizes which deliver a range of densities.

(xxii) identifying intensification areas in secondary plans, where appropriate, at major transit nodes and corridors and establishing mixed use and density target ranges for these intensification areas.

The proposed development includes medium- and high-density development blocks along the Mississauga Road and Bovaird Drive corridors with permission for residential and commercial uses.

The proposed Official Plan Amendment is intended to amend both the parent Official Plan and the Mount Pleasant Secondary Plan with designations and policies to implement the proposed plan of subdivision which addresses the objectives of Section 4.15.5.

4.15.6 *Subwatershed studies undertaken as part of secondary planning for North West Brampton will address the cumulative impacts of future development on existing drinking water wells and examine the potential for groundwater recharge within the study area. This assessment will be undertaken to the satisfaction of the Region of Peel in accordance with the environmental planning program for North West Brampton set out in Section 4.15.3 of this Plan.*

Groundwater recharge and well monitoring is addressed in the Environmental Impact Study prepared in support of the application.

4.15.7 *The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types and densities ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.*

The Mount Pleasant GO Transit Station and surroundings will be an important node for the City and the focus of integrated economic, residential, civic, cultural, recreational and transportation uses. Higher density residential development in association with retail and office uses will be encouraged in proximity to the GO Transit Station, and all public and private spaces will be designed in a pedestrian friendly manner. Mixed-use and density target ranges will be established for this area in the secondary plan.

Major transit corridors in the Mount Pleasant Transit Oriented Community will be considered as intensification corridors and as the focus of higher density and transit supportive development in the Secondary Plan. Major intersections on or near the vicinity of these corridors will be considered for mixed-use, nodal development where appropriate, and density target ranges will be established to encourage the successful development of complete communities.

The City's Community Park will be designed to maximize its use and accessibility to the community while retaining a predominantly open space character.

The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include significant retail and commercial opportunities situated in the general vicinity of Mississauga Road and Bovaird Drive West to be defined through the Secondary Plan. Any regional retail component will complement the transit-oriented mixed-use community in proximity to the Mount Pleasant GO Transit Station.

The Mount Pleasant Secondary Plan Area will be planned in the context of adjacent areas to encourage a transit oriented, mixed-use community.

The proposed development is within the Mount Pleasant Secondary Plan and contributes to the range of uses, housing types and densities within the Plan. The design of the proposed road network and configuration of land uses is intended to facilitate and promote transit use. Higher densities are located at the major intersections along the Mississauga Road and Bovaird Drive corridors. The proposed development allows for retail and commercial uses within the proposed medium- and high-density development blocks and contributes to the objective for retail and commercial opportunities in the general vicinity of Mississauga Road and Bovaird Drive West.

- 4.15.8 *The remaining Secondary Plans to be planned North West Brampton, referred to as Secondary Plan Areas 52 and 53, will be planned as mixed use communities with strategically located high quality and high density complement uses. These Secondary Plan Areas will be planned to achieve a minimum Greenfield density target of 50 residents and jobs combined per hectare at full build-out. Recognizing the physical development capacity of Areas 52 and 53, the City will plan on the basis of a potential design of 43,000 residents and 20,000 jobs.*

As shown on Figure 7 – Schedule G Secondary Plan Areas of the City of Brampton Official Plan, the subject lands are located within Secondary Plan Area 51 and the above policy generally does not apply to the subject lands.

- 4.15.9 *Secondary Plans 52 and 53 shall be planned to protect sufficient land for the North-South Transportation Corridor required by Policy 5.3.4.2.2(d) of the Region of Peel Official Plan. These secondary plans shall include policies to ensure that such lands are protected from any development that would be incompatible with the protection of this Corridor. The area of these corridor protection lands shall be considered to be deferred beyond 2031 and shall not be considered as developed land for determining conformity with the growth management policies of the Region of Peel Official Plan to 2031.*

The north-south transportation corridor identified as the GTA West Corridor Preferred Route is located west of the subject lands (See Figure 1). A small portion of the corridor protection area encroaches into the southwestern portion of the subject lands for the accommodation of the planned interchange at Bovaird Drive West. Should this portion of the subject lands continue to be encumbered by the protection area during the processing of this application, a portion of the proposed plan of subdivision south of Street “T” could be withheld from development until the lands are released or until the detailed design for the highway is advanced

such that the Province's land needs are refined. Alternatively, if the City pursues the Grand Boulevard design for the north-south corridor instead of a 400-series highway (as envisioned through the Heritage Heights Secondary Plan process), the subject lands would not be impacted by the corridor and no portion of the subject lands would need to be protected for the north-south transportation route. The proposed plan of subdivision is also designed to accommodate the conveyance of the encroaching protection lands with minimal changes to the subdivision design, if needed.

- 4.15.10 *While the Secondary Plan exercise will proceed and approvals will be granted in accordance with the minimum Greenfield density target, and the potential design of 43,000 residents and 20,000 jobs referred to in Policy 4.15.8, it is recognized that the Secondary Plans for Secondary Plan Areas 52 and 53 shall conform with the Regional Official Plan. Where required to ensure conformity with the population and employment forecasts of the Regional Official Plan, the Secondary Plans shall require the phased approval of all or portions of the Block Plans within each of the Secondary Plans.*

This policy is not applicable to the proposed development located within the Mount Pleasant Secondary Plan.

- 4.15.11 *The potential design of 43,000 residents and 20,000 jobs referred to in Section 4.15.10 for Secondary Plan Areas 52 and 53 will be confirmed through the implementing Official Plan Amendments for these Secondary Plans, subject to policy 4.4.2.3.*

This policy is not applicable to the proposed development located within the Mount Pleasant Secondary Plan.

- 4.15.12 *The City may consider the approval of the "Osmington Regional Commercial Centre" application located at the northwest quadrant of Mississauga Road and Bovaird Drive West (comprising approximately 90 acres) prior to the approval of Secondary Plan Areas 52 and 53, provided that the lands are incorporated within the Mount Pleasant Secondary Plan (Area 52) through the approval of an amendment to the City of Brampton's Official Plan. In any instance, the total number of jobs generated by the Osmington application shall continue to be allocated to Secondary Plan Areas 52 and 53.*

A portion of the subject lands has previously been planned for the "Osmington Regional Commercial Centre". The lands have since been incorporated into the Mount Pleasant Secondary Plan through the approval of OP2006-101. While the subject lands are no longer contemplated for the Commercial Centre, the number of

jobs generated from the proposed development will contribute to the achievement of the employment target for Secondary Plan Areas 52 and 53.

- 4.15.13 *Prior to the release of development in North West Brampton, a growth management strategy, taking into account intensification opportunities identified by the City in consultation with the Region of Peel, shall be adopted to establish a development phasing strategy.*

In our opinion, the proposed development serves as a stand-alone phase (51-3), following the development of Mount Pleasant Block Plan 51-1 and 51-2 and preceding the development of the proposed Heritage Heights Secondary Plan. The proposed development provides for intensified development opportunities along the Mississauga Road and Bovaird Drive corridors.

- 4.15.14 *Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban development.*

In our opinion, the proposed development makes effective use of existing nearby infrastructure and services and has nominal financial impact to the City.

Based on the above Section 4.15 policy analysis, in our opinion, the proposed development conforms to the requirements of the North West Brampton Development Area designation and it would be appropriate to release the subject lands for development.

Designated Greenfield Area

Section 3.2.2 – *Built Boundary and Designated Greenfield Area* of the City of Brampton Official Plan states that Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary and that new communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The proposed development conforms to the Designated Greenfield Area objectives of the City of Brampton Official Plan by providing a diverse mix of land uses including a variety of detached townhouse dwellings, opportunities for apartment dwellings, retail and commercial uses, institutional uses and a range of open space uses. The proposed development is designed as a compact, pedestrian- and transit-oriented community which supports multi-modal transport including walking, cycling and the use of public transit.

Section 3.2.2.2 of the City of Brampton Official Plan states:

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

The proposed development achieves a density of approximately 109 people and jobs per hectare and contributes to the achievement of the City and Region’s Designated Greenfield density target. Given the proximity of the subject lands to the Mount Pleasant GO Station and the Primary Corridors of Mississauga Road and Bovaird Drive, greater density, as proposed on the subject lands is appropriate as a transition from the Mount Pleasant Mobility Hub to lower density areas further away from the transit station.

Open Space

The City’s Open Space System consists of both natural and cultural heritage as well as recreational open space features. The Open Space designations identified on the subject lands as shown on Figures 4 and 5 recognize existing natural heritage open space features. The policies related to natural heritage open space are included in Section 4.7 – *Natural Heritage and Environmental Management* of the City of Brampton Official Plan.

Section 4.7 contain several objectives, as follows:

- *Ensure that land use planning contributes to the protection, improvement and restoration of land and water resources and that all new development, including intensification, shall have a minimum impact on the natural environment;*
- *Pursue and implement sound stormwater management practices and sustainable management practices which will ensure protection from flooding and erosion, maintain and where feasible improve and restore groundwater quantity, improve water quality and provide recreational opportunities in the city’s rivers, creeks, headwater areas and lakes;*
- *Ensure that land use decisions promote land, water and energy conservation and support the efficient use of these resources;*

The proposed development achieves the Open Space objectives of the City of Brampton Official Plan as the existing woodlot, wetlands, and watercourse on the subject lands are to be retained, protected from development, enhanced through buffering and conveyed to public ownership. The proposed stormwater management facility will maintain water

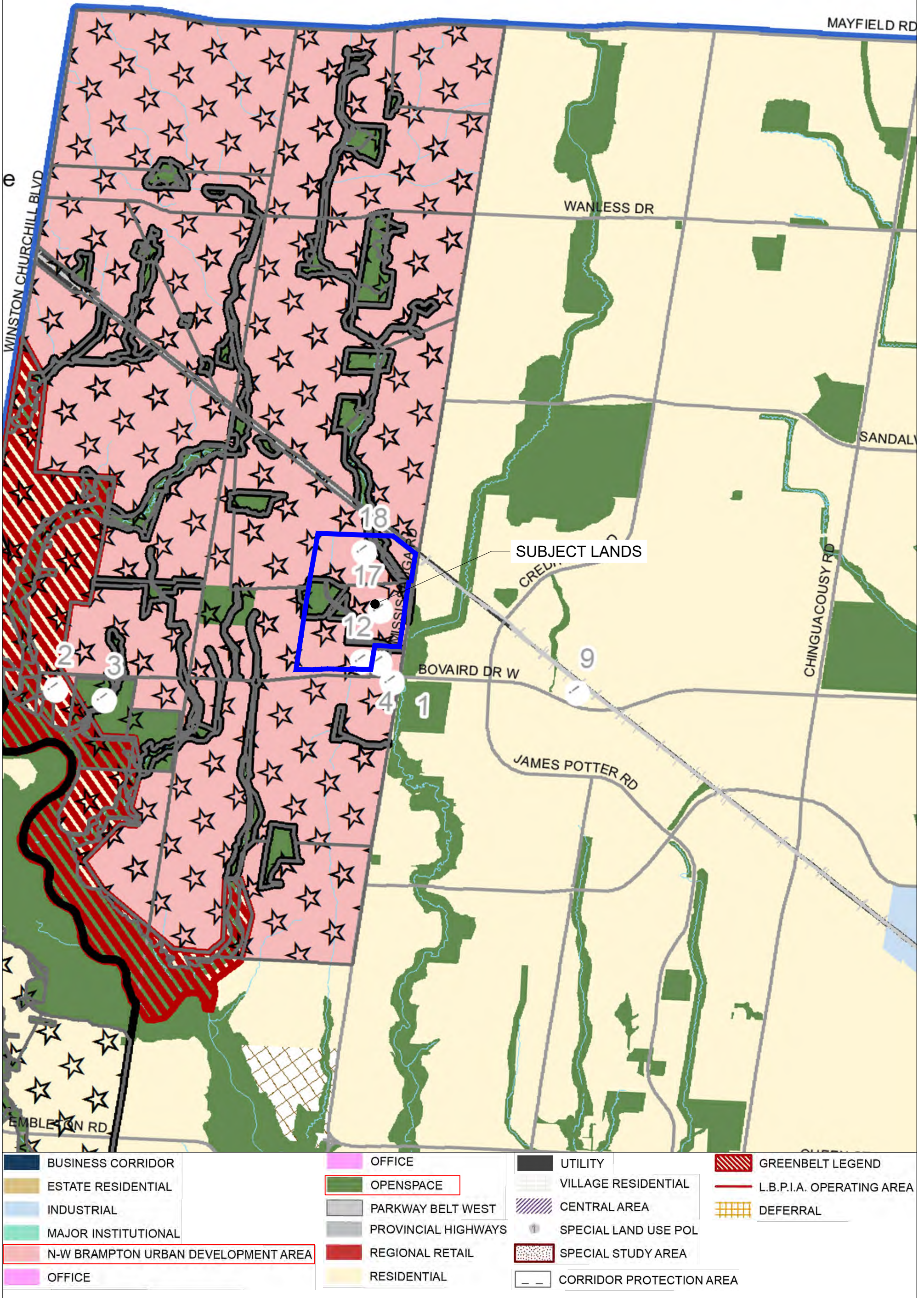


FIGURE 5
CITY OF BRAMPTON OFFICIAL PLAN
SCHEDULE "A" - LAND USE DESIGNATIONS

10244 & 10124 Mississauga Road
 PART OF LOT 12, CONCESSION 5 W.H.S.
 CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

LEGEND
 SUBJECT LANDS



SCALE NTS
 (11 x 17)
 OCTOBER 27, 2021



quality and regulate outflow quantity which will protect for downstream flooding and minimize erosion. Trails proposed along the stormwater management ponds and West Huttonville Creek will provide passive recreational opportunities within these areas. The compact design of the proposed development promotes land, water, and energy conservation and the efficient use of these resources.

Special Land Use Policy Area

As shown on Figure 5 – *Schedule A – Land Use Designations* of the City of Brampton Official Plan, the subject lands are designated Special Land Use Policy Areas 17 and 18 and subject to the Special Land Use Policy Area policies in Sections 4.14.3.17.1 and 4.14.3.18.1.

Special Land Use Policy Area 17: Northwest Quadrant of Mississauga Road and Bovaird Drive

The portion of the subject lands municipally known as 10124 Mississauga Road is subject to Special Land Use Policy Area 17 which contains the following policies:

- 4.14.3.17.1 *An application has been submitted to the City of Brampton to permit a Regional Retail mixed use development. The application included Master Plans, which showed the conceptual progression of development on the subject lands as follows:*
- *Phase 1 (initial development) containing: an enclosed Regional Retail centre encompassing over one million square feet of retail and service commercial space; and Promenade street retail space to complement the enclosed Regional Retail centre in excess of 140,000 square feet of retail and service commercial space;*
 - *Phase 1B (office development) containing: individual pads as an interim use of approximately 90,000 square feet of retail and service commercial space; and office development of approximately 300,000 square feet of space; and*
 - *Phase 2 (full build-out) containing: a hotel with approximately 350 rooms; and medium and high density residential development of approximately 2,000 units. ("the Proposal")*

The subject lands are strategically located adjacent to the Mount Pleasant Mobility Hub. The proposed development of the subject lands shall incorporate the principles of transit oriented development and includes a significant employment component.

To allow the consideration of an Official Plan Amendment for the Proposal within the context of the Mount Pleasant Secondary Plan area, the subject lands have been added to the Mount Pleasant Secondary Plan area (Area 51), and shall be subject to the following policy framework to ensure that all appropriate matters are considered in the context of the processing of a further Official Plan Amendment.

Designation of the subject lands as a Special Land Use Policy Area does not approve the proposed land uses described earlier in this policy.

This policy describes the previous proposal for a portion of the subject lands (10124 Mississauga Road) for a regional retail centre with supportive commercial and office uses. This section does not preclude consideration for an Official Plan Amendment for the implementation of alternative uses. Given the direction of the adjacent Heritage Heights Secondary Plan which contextually considers mixed uses on the subject lands, the proposed development for a mixed use plan of subdivision better aligns with the vision for the adjacent Draft Heritage Heights land use plan.

The subject lands continue to represent a strategic location in proximity to the Mount Pleasant Mobility Hub and the proposed plan of subdivision incorporates the principles of transit-oriented development through transit-support density and built form and good access to corridors and transit facilities.

4.14.3.17.2 *A further Official Plan Amendment is required to permit the Proposal on the subject lands.*

The subject application is for an Official Plan Amendment to permit a modified proposal for the subject lands in line with the City's current vision for the development of the subject lands.

4.14.3.17.3 *Prior to adopting a further amendment to this Plan to permit the Proposal on the subject lands, the following criteria/requirements shall be demonstrated to the satisfaction of the City of Brampton:*

- (i) *That the Proposal will be integrated into the City and Region's transit oriented strategic objectives, and that there is sufficient transportation capacity in the existing and approved transit and road network as set out in this Plan including the Mount Pleasant Secondary Plan to facilitate any phase of the Proposal prior to the completion of the North- South Transportation Corridor (now referred to as the GTA West Corridor);*

A Traffic Impact Study has been submitted in support of the proposal and demonstrates sufficient capacity within the existing and approved road network to accommodate the proposed development. Further, this policy provides consideration for the development of the subject lands prior to completing the North-South Transportation Corridor.

- (ii) *That the Proposal is planned and designed in accordance with the principles of a transit oriented development, including connections to the Mount Pleasant Mobility Hub. Such connections should include the potential extension of Lagerfeld Drive (formerly Station Road) if an approved Environmental Assessment recommends an alignment crossing Huttonville Creek to connect to Mississauga Road. The Proposal will also be planned and designed to include superior urban design and built form that integrates with the overall planning for the balance of the lands west of Mississauga Road, including the lands at the northwest intersection of Mississauga Road and Bovaird Drive West that are not part of the subject lands or within the Special Land Use Policy Area 17;*

The proposed development is designed as a transit-oriented development through transit-supportive built form and density with good access to corridors and the Mount Pleasant Mobility Hub. The proposed development incorporates the westerly extension of Lagerfeld Drive in accordance with the recommendations of the Lagerfeld Environmental Assessment. As shown in the Community Design Guidelines prepared in support of the proposed development, the proposal is planned to include superior urban design and built form that integrates with the proposed Heritage Heights Secondary Plan to the west and the lands at the northwest corner of Mississauga Road and Bovaird Drive.

- (iii) *That the Proposal described in subsection 4.13.3.17.1 will have no undue impact on:*
- (I) *the planned retail function of the Central Area, as prescribed in this Plan and in particular the Bramalea City Centre;*
 - (II) *the City's retail structure/hierarchy, as prescribed in this Plan; and*

- (III) *the achievement of future planned retail development within the Mount Pleasant Secondary Plan area, surrounding secondary plan areas and the Central Area;*

The proposed development will have no undue impact on the function, structure and hierarchy of retail uses within Mount Pleasant or the City as a Regional Retail centre Is no longer proposed.

- (iv) *That the required infrastructure will be available to support each phase of the Proposal;*

As demonstrated by the Functional Servicing Report and Traffic Impact Study, sufficient infrastructure is available to accommodate the proposed development.

- (v) *That the Proposal can provide for the protection of property to facilitate the planning and development of the North-South Transportation Corridor;*

The north-south transportation corridor identified as the GTA West Corridor Preferred Route is located west of the subject lands (See Figure 1). A small portion of the corridor protection area encroaches into the southwestern portion of the subject lands for the accommodation of the planned interchange at Bovaird Drive West. Should this portion of the subject lands continue to be encumbered by the protection area during the processing of this application, a portion of the proposed plan of subdivision south of Street “T” could be withheld from development until the lands are released or until the detailed design for the highway is advanced such that the Province’s land needs are refined. Alternatively, if the City pursues the Grand Boulevard design for the north-south corridor instead of a 400-series highway (as envisioned through the Heritage Heights Secondary Plan process), the subject lands would not be impacted by the corridor and no portion of the subject lands would need to be protected for the north-south transportation route. The proposed plan of subdivision is also designed to accommodate the conveyance of the encroaching protection lands with minimal changes to the subdivision design, if needed.

- (vi) *That sufficient rationale is provided to satisfactorily demonstrate appropriateness for the removal of the shale*

protection policy as it applies to the subject lands in advance of the 2016 horizon year set out by Section 4.15.4 of this Plan;

Shale protection is no longer required as the 10-year protection horizon has passed and the protection policies have since been amended by way of ROPA 32. Notwithstanding, Shale Resource Extraction Assessment studies have been submitted in support of the application and demonstrate that shale mining on the subject lands are not financially feasible due to the limited size of the resource and the large quantity of overburden.

(vii) That detailed environmental studies include environmental information, analysis and implementation measures as appropriate, to protect natural heritage features and associated ecological functions and linkages of West Huttonville Creek;

A detailed Environmental Impact Study providing site characterization, analysis and implementation measures for the proposed development has been submitted in support of the application.

(viii) That detailed servicing studies address storm water management and servicing capacity in advance or phased in conjunction with the completion of a subwatershed study for the lands west of Mississauga Road;

A Functional Servicing and Stormwater Management Report has been prepared and submitted in support of the application.

(ix) That the requirements of access, servicing and land use organization for build-out of the Proposal and adjacent lands shall be identified prior to the approval of the first phase of development; and

The plans and studies submitted in support of the proposed development identify requirements for access, servicing, and land uses for the subject lands. A Tertiary Plan submitted in support of the application also demonstrates the integration of the proposed development with the adjacent lands and the draft Heritage Heights Secondary Plan Land Use Plan. Access and servicing requirements for the adjacent lands are identified through the Heritage Heights Secondary Plan background studies completed to date.

- (x) *That cost sharing obligations be satisfied by the applicant (or its successors) in relation to Secondary Plan Areas 51, 52 and 53.*

The applicant will make satisfactory cost-sharing arrangements with the Mount Pleasant Landowner Group. Since these lands are not within the Heritage Heights Secondary Plan, there is no requirement to execute the HHSP Cost Sharing Agreement. Generally, the proposed development contains community infrastructure needed to be self sufficient without the use of infrastructure from outside the subject lands (school, park, pond, NHS, oversized roads).

- 4.14.3.17.4 *The applicable studies set out in Sections 4.15 and 5.31 shall be completed to the satisfaction of the City.*

The studies set out in Section 4.15 include Planning Justification, Staging and Sequencing, Functional Servicing, Transportation; and, Community Design. A Planning Justification Report, Functional Servicing Report, Transportation Impact Study and Community Design Guidelines have been submitted in support of the Application. Given the small scale of the modified proposal and the limited options to stage the development of the subject lands, a Staging and Sequencing Plan has not provided nor indicated as a submission requirement through the pre-application process.

The studies set out in Section 5.32 of the Official Plan (erroneously referred to as Section 5.31) include a general list of studies which may be required to support a planning application and to deem the application complete. This application was subject to the Pre-Application Consultation process which confirmed the list of required studies. All such studies have/will be submitted in support of the application.

- 4.14.3.17.5 *The Market Impact/Planned Function Study will be subject to a peer review by a qualified retail market analyst, with the cost borne by the applicant.*

As the development proposal is no longer for a regional retail centre, a market impact study is no longer required and has not been identified as a submission requirement.

- 4.14.3.17.6 *A further amendment to this Plan to permit the Proposal will include policies implementing any recommendations arising from the*

evaluation of the application described in subsection 4.14.3.17.1 including:

- (i) the extent to which any elements of the Master Plans as referred to in Section 4.14.3.17.1 need to be implemented in the OPA;*
- (ii) any required phasing indicating how the development proceeds from onset to ultimate build-out, with consideration for land use, gross floor area, market impact, servicing, and transportation; and*
- (iii) policies requiring the development be planned and designed in accordance with the principles of transit oriented development with a significant pedestrian oriented element and not in a power centre format. A power centre format contains all of the following elements:*
 - a) an open air format;*
 - b) provides larger format stores with a limited number of smaller stores;*
 - c) on-site parking lots provided in front of all stores; and*
 - d) development on a single level.*

This policy is intended to guide the policies of an Official Plan Amendment in the context of a Regional Retail Centre and is generally not applicable to the proposed development for primarily residential uses.

4.14.3.17.7 All population and employment numbers arising from development on the subject lands shall continue to be allocated to the Huttonville North Secondary Plan (Area 52) and Mount Pleasant West (Area 53).

The population (approx. 1,433) and employment numbers (approx. 231) generated from the proposed development will contribute to the achievement of the population and employment allocation for Secondary Plan Areas 52 and 53.

Despite an alternative development proposal for Special Land Use Policy Area 17, the proposed development addresses the matters required to be considered to support an Official Plan Amendment for the subject lands. It is proposed that Special Land Use Policy Area 17 be deleted as part of the proposed Official Plan Amendment, as the above guiding policies would no longer be relevant or required to implement the associated Draft Plan of Subdivision.

*Special Land Use Policy Area 18:
Northwest Quadrant of Mississauga Road and Bovaird Drive*

The portion of the subject lands municipally known as 10244 Mississauga Road is subject to Special Land Use Policy Area 18 which contains the following policies:

- 4.14.3.18.1 *The Subject Property is designated North West Brampton Urban Development Area and Corridor Protection Area and shall be subject to the planning process set out in Section 4.15 of this Plan.*

Policy 4.15 of this Plan does not permit development within the North West Brampton Urban Development Area until a series of planning stages have occurred, including amongst others, the adoption of a Secondary Plan. To allow the consideration of the Planning Act approvals for the Subject Property within the context of the Mount Pleasant Secondary Plan, without any determination as to whether such proposal represents good planning, the Subject Property has been added to the Mount Pleasant Secondary Plan (Area 51), and made subject to the policy framework set out below to ensure that all appropriate matters are considered in the processing of any application that might permit the development of the Subject Property.

Notwithstanding the location of the subject lands now in the Mount Pleasant Secondary Plan, in our opinion, the required stages outlined in Section 4.15 to allow development of the subject lands to occur have been addressed. We respond to the policy framework below, as follows:

- 4.14.3.18.2 *A further Official Plan Amendment is required to designate the land uses which will be permitted within Special Land Use Policy Area 18, within the context of the proposal for Special Land Use Policy Area 17.*

The lands within Special Land Use Policy Area 17 are no longer proposed for a Regional Retail Centre with supportive commercial and office uses. However, consideration to allow the development of Special Land Use Policy Area 18 concurrent with the modified proposal for Special Land Use Policy Area 17 is appropriate as it facilitates the implementation of the City's Transportation Master Plan and provides for the necessary extension of services and infrastructure to support the build-out of the future Heritage Heights Secondary Plan.

The subject application is for an Official Plan Amendment to designate uses within Special Land Use Policy Area 18.

4.14.3.18.3 *Prior to adopting an amendment to this Plan required to designate land use and/or permit development within Special Land Use Policy Area 18, the following criteria/requirements shall be completed and/or demonstrated to the satisfaction of the City of Brampton:*

- i) *That the planning for Special Land Use Policy Area 18 provide for the protection of property to facilitate the planning and development (including interchanges) of the North-South Transportation Corridor;*

The north-south transportation corridor identified as the GTA West Corridor Preferred Route is located west of the subject lands (See Figure 1) and no portion of the protection area encroaches into the portion of the subject lands designated Special Land Use Policy Area 18. As such, the lands within the Policy Area do not require protection for the north-south transportation route.

- ii) *That the planning for Special Land Use Policy Area 18 shall ensure integration with the City and Region's strategic transit and active transportation objectives, and that there is sufficient transportation capacity in the existing and planned transit and transportation network as set out on Schedules "B" and "C" of this Plan and the Mount Pleasant Secondary Plan (Area 51) to facilitate the build-out of Special Land Use Policy Area 18 prior to the completion of the North-South Transportation Corridor (now referred to as the GTA West Corridor);*

A Traffic Impact Study has been submitted in support of the proposal and demonstrates sufficient capacity within the existing and approved road network to accommodate the proposed development. The proposed development also integrates transit and active transportation objectives through the development of trails and bike lanes and through transit-oriented built form and density.

- iii) *That Special Land Use Policy Area 18 is planned and designed in accordance with the principles of a transit oriented development, including potential connections to the Mount Pleasant Mobility Hub and to the lands located west of Mississauga Road. The proposed development shall be planned and designed to include superior urban design and built form that integrates with the overall planning for the balance of the lands west of Mississauga Road and including Special Land Use Policy Area 17.*

The proposed development is designed as a transit-oriented development through transit-supportive built form and density with good access to corridors and the Mount Pleasant Mobility Hub. The proposed development incorporates the westerly extension of Lagerfeld Drive in accordance with the recommendations of the Lagerfeld Environmental Assessment. As shown in the Community Design Guidelines prepared in support of the proposed development, the proposal is planned to include superior urban design and built form that integrates with the proposed Heritage Heights Secondary Plan to the west.

- iv) *That the required infrastructure will be available to support the development of Special Land Use Policy Area 18;*

As demonstrated by the Functional Servicing Report and Traffic Impact Study, sufficient infrastructure is available to accommodate the proposed development.

- v) *That the requirements of access, servicing, land use organization and phasing for the development of Special Land Use Policy Area 18 will be identified as part of a required Tertiary Plan and a Growth Management Staging & Sequencing Report to the satisfaction of the City of Brampton;*

The plans and studies submitted in support of the proposed development identify requirements for access, servicing, and land uses for the subject lands. A Tertiary Plan submitted in support of the application also demonstrates the integration of the proposed development with the adjacent lands and the draft Heritage Heights Secondary Plan Land Use Plan. It is proposed that the subject lands be developed as a single independent phase.

- vi) *That sufficient rationale is provided to satisfactorily demonstrate appropriateness for the removal of the shale protection policy as it applies to the Subject Property, in advance of the 2016 horizon year set out by Policy 4.15.4 of this Plan;*

Shale protection is no longer required as the 10-year protection horizon has passed and the protection policies have since been amended by way of ROPA 32. Notwithstanding, Shale Resource Extraction Assessment studies have been submitted in support of the application and demonstrate that shale mining on the subject lands are

not financially feasible due to the limited size of the resource and the large quantity of overburden.

- vii) *That cost sharing obligations be satisfied by the applicant(s) (or its successors) in relation to Secondary Plan Areas 51, 52 and 53;*

The applicant will make satisfactory cost-sharing arrangements with the Mount Pleasant Landowner Group. Since these lands are not within the Heritage Heights Secondary Plan, there is no requirement to execute the HHSP Cost Sharing Agreement. Generally, the proposed development contains community infrastructure needed to be self sufficient without the use of infrastructure from outside the subject lands (school, park, pond, NHS).

- viii) *A Tertiary Plan, Site Plan and/or Draft Plans of Subdivision, as may be required, to the satisfaction of the City of Brampton, indicating, as appropriate, general land use designations, the relationship of major structures, street orientation, architectural themes, landscaping, and access;*

A Tertiary Plan and Draft Plan of Subdivision indicating proposed access, land uses and configuration with new streets and surrounding land uses has been submitted in support of the application.

- ix) *A Growth Management Staging & Sequencing Report for the Subject Property:*
- (A) *indicating how the lands will be built-out, with consideration for land use, servicing, transportation, population and employment projections, density, and other growth management considerations;*
 - (B) *demonstrating transit supportive development, active transportation, and design features, including pedestrian linkages in the interim and ultimate development scenarios; and,*
 - (C) *demonstrating how the development conforms with the approved population, employment, and density targets, as well as the intent of the growth management policies of this Plan, with respect to the Huttonville North Secondary Plan (Area 52) and Mount Pleasant West*

Secondary Plan (Area 53), to the satisfaction of the City of Brampton;

A Growth Management Staging and Sequencing Plan has not been provided nor indicated as a submission requirement through the pre-application process. However, given the change to the overall development vision for the subject lands, in our opinion, the scale of the revised proposal does not warrant a Staging and Sequencing Report. Considerations for land use, servicing, transportation, transit, population and employment projections, and density are addressed through the supporting Planning Justification Report, Community Design Guidelines, Functional Servicing and Stormwater Management Report, and Traffic Impact Study.

x) A Planning Justification Report:

(A) demonstrating conformity with the criteria required under Policy 4.14.3.18.3 of this Plan;

(B) demonstrating that development within Special Land Use Policy Area 18 will not result in adverse impact on planned development in the Mount Pleasant Secondary Plan (Area 51), and surrounding Secondary Plan Areas; and,

(C) identifying the Official Plan Amendments that would be required to permit the development of Special Land Use Policy Area 18 in accordance with Policy 4.14.3.18.2, and applicable criteria.

This report represents the required Planning Justification Report required by the above policy. The Planning Justification Report demonstrates conformity to the criteria under Policy 4.14.3.18.3 of the Official Plan. The Tertiary Plan prepared in support of the application demonstrates the integration of the proposed development to the existing and proposed development within the Mount Pleasant Secondary Plan and the draft Heritage Heights Secondary Plan. A Draft Official Plan Amendment has been submitted in support of the application and appended to this Report as Appendix I.

xi) A Transportation Study:

- (A) *demonstrating that adequate road infrastructure is available to service Special Land Use Policy Area 18, and if there is not adequate service, identifying improvements to existing infrastructure, in order to facilitate development, and;*
- (B) *demonstrating inter-relationships with the existing Mount Pleasant GO Station, including Lagerfeld Drive, and how the improvements will be consistent with the City's Transportation and Transit Master Plan.*

A Traffic Impact Study has been prepared and submitted in support of the application and demonstrates that adequate road infrastructure is available to support the proposed development. The Traffic Impact Study also addresses the inter-relationships with the existing Mount Pleasant GO Station and the extension of and connection to Lagerfeld Drive and consideration of the City's Transportation and Transit Master Plan.

- xii) *An Environmental Implementation Report.*

An Environmental Implementation Report has been submitted in support of the application.

- xiii) *A Market Impact and/or Planned Function Study in support of the proposed land uses within Special Land Policy Area 18, if required;*

As the development vision for the area is no longer for a regional retail centre, a market impact study is no longer required and has not been identified as a submission requirement.

- xiv) *A Functional Servicing Report, demonstrating that storm water management and adequate municipal servicing is available to service Special Land Use Policy Area 18;*

A Functional Servicing and Stormwater Management Report has been prepared and submitted in support of the application and demonstrates that the site will be adequately serviced and will include appropriate stormwater management.

- xv) *A Subwatershed Study, identifying the impact or potential impact on water quality and quantity for the affected*

subwatershed(s), subject to the approval of the appropriate agencies; and

The required Subwatershed Study for the Huttonville Creek watershed has been completed.

xvi) Additional plans, reports, and studies as required in accordance with Policy 5.31.3 of this Plan, and in particular:

- (A) Grading and Drainage Plan;*
- (B) Sediment / Erosion Control Plan;*
- (C) Tree Inventory and Preservation Study; and*
- (D) Hydrogeological Report;*

A complete list of supporting plans and studies has been provided as part of the Pre-Application Consultation process and has been submitted in support of the application.

4.14.3.18.4 The implementing Zoning By-Law for Special Land Use Policy Area 18 will:

(i) Require that the issuance of a Building Permit for the development of Special Land Use Policy Area 18 shall not occur prior to the earlier of either:

- (A) A building permit for a commercial use being issued within Phase 1 of Special Land Use Policy Area 17; or,*
- (B) That the Huttonville North Secondary Plan (Area 52) and/or Mount Pleasant West Secondary Plan (Area 53), on lands adjacent to Special Policy Area 18, be approved and in force in whole or in part.*

Given the modified proposal for Special Land Use Policy Area 17 which no longer seeks the development of a regional retail centre, the policy in subsection (A), above, cannot be implemented. Further, the proposed development which includes lands within both Special Policy Areas is generally intended to be developed as one phase. The Secondary Plan for Areas 52 and 53 (now Heritage Heights Secondary Plan) is expected to be approved and in force in whole or in part prior to the issuance of a building permit on the subject lands, however, given the work completed to date, it is proposed the above provisions not be included in the by-law.

4.14.3.18.5 *All population and jobs associated with the development of Special Land Use Policy Area 18 shall continue to be allocated to the Huttonville North Secondary Plan (Area 52) and Mount Pleasant West Secondary Plan (Area 53).*

The population (approx. 4,514) and employment numbers (approx. 226) generated from the proposed development will contribute to the achievement of the population and employment allocation for Secondary Plan Areas 52 and 53.

The Special Land Use Policy Area 18 policies were generally crafted on the basis of a regional commercial centre for the lands in Special Land Use Policy Area 17. Recognizing that a regional retail centre is no longer being sought, some of the Special Land Use Policy Area 18 policies no longer apply or cannot be implemented. For those policies which are still applicable, the proposed development continues to address those matters which are required to be considered to support an Official Plan Amendment for the subject lands.

It is proposed that Special Land Use Policy Area 18 be removed from the subject lands as part of the proposed Official Plan Amendment as the above guiding policies would no longer be relevant or required to implement the associated Draft Plan of Subdivision.

Transit Network

As shown on Figure 6 – *Schedule C – Transit Network* of the City of Brampton Official Plan, the subject lands are adjacent to Mississauga Road and Bovaird Drive West which are “Secondary Transit Corridors”. As per Section 4.5.4.2, Secondary Transit Corridors are the medium frequency corridors or the medium frequency ends of the primary corridors, which require less service to satisfy lower transit demands, typically operating with peak headways of 10-15 minutes;

Section 4.5.4.19 of the Official Plan provides guidance on appropriate types of built form along transit routes:

“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.”

The proposed plan of subdivision provides medium- and high-density development blocks with permission for commercial uses along the Secondary Transit Corridors. Through future site plan approval applications, it is expected that these blocks will provide for transit-supportive development form located close to and oriented towards

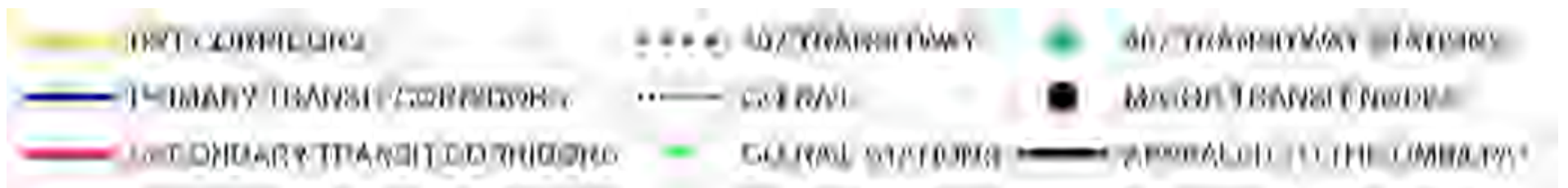
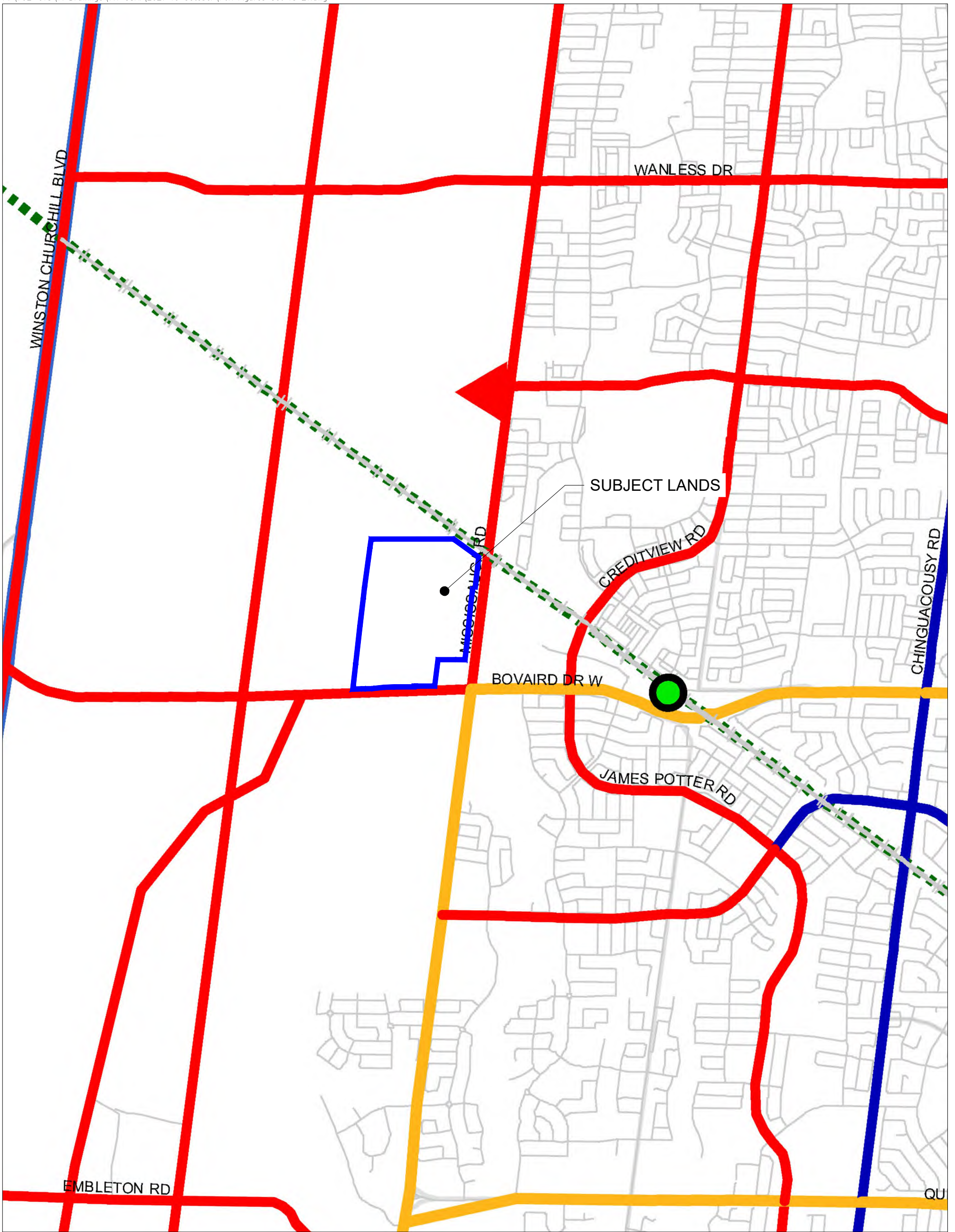


FIGURE 6
CITY OF BRAMPTON OFFICIAL PLAN
SCHEDULE "C" - TRANSIT NETWORK

10244 & 10124 Mississauga Road
 PART OF LOT 12, CONCESSION 5 W.H.S. CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

LEGEND

SUBJECT LANDS



SCALE NTS
 (11 x 17)
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the streets and provide for easy, convenient, safe, comfortable and direct access to and from the buildings to the transit stops. Over time, it is anticipated that the Secondary Transit Corridors will be upgraded to Primary Transit Corridors as development continues west of Mississauga Road.

In our opinion, the proposed development is justified in the context of the City of Brampton Official Plan. An amendment to the Official Plan is required in order to remove the North West Brampton Development Area designation and to re-designate the lands Residential, allowing for community development. It is also proposed the Special Land Use Policy Areas 17 and 18 be deleted from the subject lands as these guiding policies would no longer be required once the land use designations in the Mount Pleasant Secondary Plan is established.

4.5 Mount Pleasant Secondary Plan

As shown on Figure 7 – *Schedule G – Secondary Plan Areas* of the City of Brampton Official Plan, the subject lands are located within the Mount Pleasant Secondary Plan. The Mount Pleasant Secondary Plan contains a Land Use Schedule (Schedule SP51) which assigns land use designations to lands within the Secondary Plan. The portion of the subject lands municipally known as 10124 Mississauga Road are currently designated “Osmington Special Policy Area” and the portion of the subject lands municipally known as 10244 Mississauga Road are currently designated “Special Policy Area 2” (See Figure 8).

Osmington Special Policy Area

Section 5.2.2 of the Mount Pleasant Secondary Plan contains the following policy:

“5.2.2 *Osmington Special Policy Area (Mixed Use Centre)*

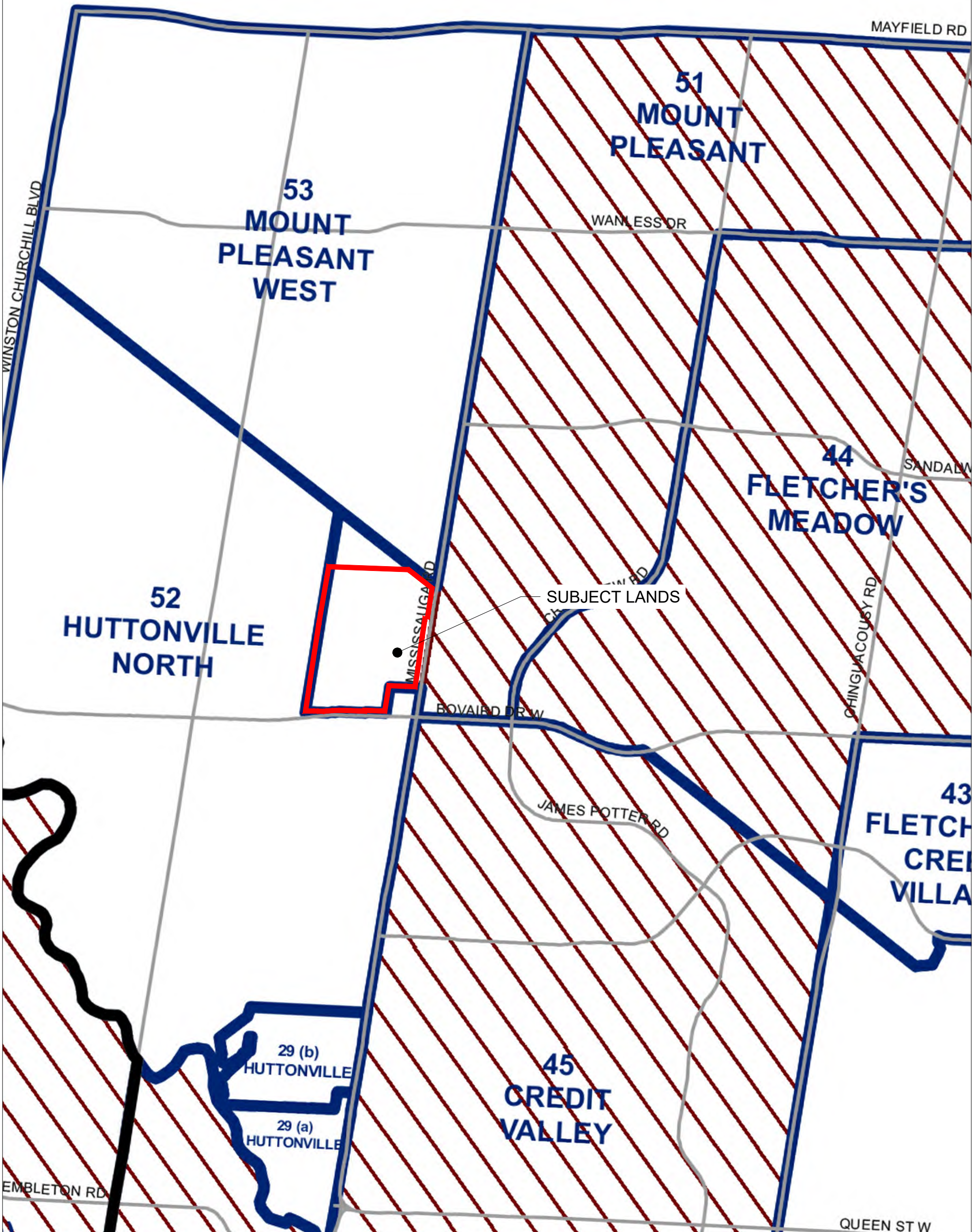
The processing of a development application for the lands subject to the Special Policy Area (Mixed Use Centre), to permit the Proposal described in Section 4.14.3.17.1 of the Official Plan, shall require a further amendment to this secondary plan and will be guided in accordance with the policy framework established in Section 4.14.3.17 of the Official Plan, other policies of the Official Plan, and the policies of the Mount Pleasant Secondary Plan.”

The above policy recognizes the need for an amendment to the Mount Pleasant Secondary Plan in order to allow for the development of the subject lands. While a regional retail centre is no longer proposed, the proposed development continues to be guided by Section 4.14.3.17 of the Official Plan, as well as other applicable policies of the Official Plan, as evaluated in Section 4.4 of the Report. Further evaluation of the proposal in the context of the Mount Pleasant Secondary Plan is provided in Section 4.6 of this Report. It is proposed that Section 5.2.2 of the Secondary Plan be deleted as part of the proposed Official Plan Amendment as the above policies would no longer be relevant or required to implement the proposed Draft Plan of Subdivision.

Special Policy Area 2

Section 5.1.3.5 of the Mount Pleasant Secondary Plan contains the following policy:

5.1.3.5 *The designation of Special Policy Area 2 in the Mount Pleasant Secondary Plan does not approve the land uses described in Policy 4.14.3.18 of the Official Plan. The processing of development applications shall be guided in accordance with the policy framework established in Policy 4.14.3.18 of the Official Plan, as well as the policies of this Chapter, and shall require a further amendment to this Secondary Plan, prior to the designation of any land use.”*



- All areas shown on this map are subject to the City of Brampton's Official Plan and the City of Brampton's Zoning By-Law.
- APPEALED TO OMB/LPAT

FIGURE 7
CITY OF BRAMPTON OFFICIAL PLAN
SCHEDULE "G" - SECONDARY PLAN AREAS

LEGEND
 SUBJECT LANDS



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ROAD NETWORK	INFRASTRUCTURE	RECREATIONAL OPEN SPACE	OTHER
<ul style="list-style-type: none"> Transit Spine Collector Road Arterial Road Collector Road Potential Connection 	<ul style="list-style-type: none"> TransCanada Gas Pipeline CNR Rail Line Grade Separation Stormwater Management Facility 	<ul style="list-style-type: none"> City Park Local Park Parkette Town Square Vest Pocket 	<ul style="list-style-type: none"> Heritage Resource Designation under the Ontario Heritage Act Heritage Resource Listed on the City of Brampton Register of Heritage Properties Mixed Use Area Special Policy Area 1-2 Peel Regional Police Association Special Policy Area Area Subject to this Amendment Osmington Special Policy Area (Mixed Use Centre)
NATURAL HERITAGE SYSTEM	INSTITUTIONAL	RETAIL	
<ul style="list-style-type: none"> NATURAL HERITAGE SYSTEM AREA 	<ul style="list-style-type: none"> Public Junior Elementary School Site Public Senior Elementary School Site Separate Elementary School Site Public Secondary School Site Separate Secondary School Site Place of Worship 	<ul style="list-style-type: none"> District Retail Convenience Retail Neighbourhood Retail Motor Vehicle Commercial 	
RESIDENTIAL			
<ul style="list-style-type: none"> LOW / MEDIUM DENSITY MEDIUM DENSITY 			

FIGURE 8
MOUNT PLEASANT SECONDARY PLAN -
LAND USE SCHEDULE

10244 & 10124 MISSISSAUGA ROAD
 PART OF LOT 12, CONCESSION 5 W.H.S.
 CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEEL

LEGEND

SUBJECT LANDS



SCALE NTS
 (11 x 17)
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Similar to the Osmington Special Policy Area policy, Section 5.1.3.5 recognizes the need for an amendment to the Mount Pleasant Secondary Plan in order to allow for the development of the subject lands. The proposed development continues to be guided by Section 4.14.3.18 of the Official Plan, as well as other applicable policies of the Official Plan, as evaluated in Section 4.4 of the Report. Further evaluation of the proposal in the context of the Mount Pleasant Secondary Plan is provided in Section 4.6 of this Report. It is proposed that Section 5.1.3.5 of the Secondary Plan be deleted as part of the proposed Official Plan Amendment as the above policies would no longer be relevant or required to implement the proposed Draft Plan of Subdivision.

In the context of the Osmington Special Policy Area and Special Policy Area 2 policies, an amendment to the Mount Pleasant Secondary Plan is proposed in order to apply land use designations and site-specific policies to support the development of the subject lands.

4.6 Proposed Official Plan / Secondary Plan Amendment

In accordance with the requirements of Special Land Use Policy Areas 17 and 18 of the Official Plan and the requirements of the Osmington Special Policy Area and Special Policy Area 2, an amendment to the Official Plan and Mount Pleasant Secondary Plan is proposed in order to allow for the proposed development.

Proposed Official Plan Amendment

In order to implement the proposal, the following amendments to the Official Plan are proposed:

- **To amend Schedule 1 ‘City Concept’ to redesignate the lands from “Northwest Brampton Urban Development Area” and “Open Space” to “Communities” and “Open Space”;**

The re-designation of the subject lands to “Communities” is appropriate for the proposed development as Section 3.2.8 (*Communities*) of the Official Plan states that:

3.2.8 *“New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.*

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities.”

The proposed development represents Complete Community planning as it provides a full range of housing forms with convenient access to jobs, local services, schools and recreational and open space uses for residents. The location of the subject lands within close proximity to the existing Mount Pleasant GO station, and along future transit corridors provides convenient access to public transportation. The subject lands also integrate trails and bike lanes which provide options for safe, non-motorized travel. The proposed development is comprised of compact built forms with a pedestrian-oriented focus and within easy reach of existing and future transit facilities.

The proposed re-designation to “Open Space” is intended to reflect the existing and expanded Natural Heritage System within the proposed development and to establish policies to support the long-term protection of the NHS.

- **To amend Schedule A ‘General Land Use Designations’ to delete “Special Land Use Policy Area 17”, to remove “Special Land Use Policy Area 18” from the subject lands, and to redesignate the lands from “N-W Brampton Urban Development Area” and “Corridor Protection Area” to “Residential” and “Open Space**

The re-designation of the subject lands to “Residential” is appropriate for the proposed development as the Residential designation permits predominantly residential land uses including a full range of dwelling types and complementary uses such as commercial, institutional, and public uses including schools and parks.

The proposed re-designation to “Open Space” is intended to reflect the existing and expanded Natural Heritage System within the proposed development and to establish policies to support the long-term protection of the NHS.

- **To amend Schedule B ‘City Road Hierarchy’ to delete the “North-South Corridor Protection Area” designation from the subject lands;**

The deletion of the “North-South Corridor Protection Area” from the subject lands is appropriate for the proposed development as it has been demonstrated the both the preferred route for the GTA West Corridor and the Grand Boulevard (as proposed by the Draft Heritage Heights Secondary Plan) are located west of the subject lands. Any portion of the subject lands that continue to be encumbered by the protection area for interchange purposes could be withheld from development through alternative mechanisms (ie. holding provision) until the lands are released or until the detailed design for the highway is advanced such that the Province’s land needs are refined.

- **To amend Schedule B1 ‘City Road Right-of-Way Widths’ to delete the “North-South Corridor Protection Area” designation from the subject lands;**

Same as above.

- **To amend Schedule D ‘Natural Heritage Features and Areas’ to refine the limits of the “Woodlot” and “Valley / Watercourse Corridor” designations on the subject lands;**

The proposed refinement to the limits of the “Woodlot” and “Valley / Watercourse Corridor” designations for the subject lands is intended to reflect the configuration of the proposed Natural Heritage System Blocks as shown on the Draft Plan of Subdivision, and continue to apply the protection policies of the Official Plan to the Natural Heritage System features.

- **To amend Schedule F ‘Infrastructure, Utilities and Resources’ to delete the “Northwest Policy Area” designation from the subject lands;**

The deletion of the “Northwest Policy Area” designation is intended to maintain consistency with the re-designation of the lands from “North West Brampton Urban Development Area” to community- and residential-oriented land use permissions.

- **To amend Schedule G ‘Secondary Plan Areas’ to apply the ‘New Housing and Density Category’ designation to the subject lands;**

All new Secondary Plans in the City of Brampton are subject to the “New Housing and Density Category” designation including the portion of the Mount Pleasant Secondary Plan east of Mississauga Road. In order to maintain consistency with the remainder of the Secondary Plan, it is appropriate to apply the “New Housing and Density Category” designation to the subject lands;

- **To amend Schedule H ‘Community Block Plan Areas’ to add Block Plan Area 51-3.**

The Mount Pleasant Secondary Plan is currently comprised of Block Plans 51-1 and 51-2 located east of Mississauga Road which represent the first two phases of development within Mount Pleasant. The subject lands represent a 3rd phase of development within the Mount Pleasant Secondary Plan and would chronologically be referred to as Block Plan Area 51-3. The identification of Block Plan 51-3 on Schedule H is appropriate in order to recognize the subject lands as part of another Block Plan Area within the Secondary Plan and broader City; and

- **To delete Section 4.14.3.17 (Special Land Use Policy Area 17: Northwest Quadrant of Mississauga Road and Bovaird Drive West).**

It is proposed that Section 4.14.3.17 be deleted as the policies in this section relate to the development of a regional retail centre and provides guiding policies for processing the subject Official Plan Amendment. Upon establishing the land use designation for the subject lands through the Secondary Plan amendment, the policies of Section 4.14.3.17 would no longer be relevant or required to implement the associated Draft Plan of Subdivision.

Proposed Mount Pleasant Secondary Plan Amendment

An amendment to the Mount Pleasant Secondary Plan is required in order to establish various land use designations and policies corresponding to the proposed Draft Plan of Subdivision. The following amendments to the Secondary Plan are proposed:

- **To amend Schedule SP 51 (a) to redesignate the lands from “Osmington Special Policy Area (Mixed Use Centre)” and “Special Policy Area 2” to “Medium Density Residential”, “Natural Heritage System”, “TransCanada Gas Pipeline”, “Stormwater Management Facility”, “Public Elementary School”, “Parkette”, and “Mixed Use Area 7”, as shown on Schedule I to this amendment.**

The majority of the subject lands are proposed to be re-designated “Medium Density Residential” which permit a full range of housing types including detached dwellings, townhouses, apartments up to a maximum density of 60 units per net hectare. Permitted non-residential uses include retail, commercial, office uses, public infrastructure such as stormwater management ponds, schools and parks. Permitted building heights range between 2 to 6 storeys. Building heights greater than 6 storeys may be permitted without an amendment to the Secondary Plan, subject to suitable justification. The “Medium Density Residential” designation is suitable for the proposed development as it comprises a broad range of detached and townhouse dwellings with building heights of 2 to 3 storeys and medium- and high-density residential blocks for the development of townhouses and apartment dwellings which may be developed up to 6 storeys in height or greater. The proposed development has a density of approximately 51.2 units per net residential hectare not including the medium and high-density blocks and conforms to the “Medium Density Residential” designation policies of the Secondary Plan.

The proposed “Natural Heritage System” designation corresponds to the configuration of the existing and expanded Natural Heritage System features as shown on the Draft Plan. The “Natural Heritage System” designation allows for fish, wildlife and conservation management, limited infrastructure, and passive recreational facilities such as trails. The uses located within the proposed Natural Heritage System designation conform to the Natural Heritage System policies of the Secondary Plan.

The existing TransCanada Gas Pipeline on the property will be identified by the “TransCanada Gas Pipeline” infrastructure designation. Section 7.6 of the Secondary Plan requires permanent structures to be located at least 7 metres from the limits of the TransCanada Pipeline right-of-way and accessory structures are to be located at least 3 metres from the right-of-way. The proposed development conforms to the minimum setback requirements of the Secondary Plan.

The proposed stormwater management pond will be identified by the “Stormwater Management Facility” designation. The Mount Pleasant Secondary Plan requires stormwater management facilities to be designed wherever possible, to provide community amenities such as visual attraction and passive recreation. The proposed stormwater management pond is intended to be designed as an urban pond with the use of retaining walls to create an urban edge around the pond. The pond will provide visual appeal to the community from the Mississauga Road frontage and will provide for passive recreation through the integration of trail connections. The proposed stormwater management pond conforms to the stormwater management facility policies of the Secondary Plan.

The proposed Public Elementary School block is proposed to be identified with a new “Public Elementary School” designation. The Mount Pleasant Secondary Plan historically identified “Public Junior” and “Public Senior” elementary schools however, the Peel District Public School Board has since re-structured the provision of

elementary education facilities to consolidate Junior and Senior levels into the same facility. The Mount Pleasant Secondary Plan requires that the size, shape and frontage be to the satisfaction of the school board. In support of the 5-acre elementary school block as shown on the Draft Plan, an Elementary School Site Analysis prepared by Quadrant Advisory Group Limited has been submitted and demonstrates that a proposed JK-8 school size in the order of 620 pupil places (similar to that of the Mount Pleasant Village PS) will be required, and that a 5-acre school site, adjacent to the proposed 3-acre public park would be more than sufficient to accommodate the program needs of the student population, including licensed child care spaces for the lands bounded by the north-south transportation corridor, the CNR railway, Mississauga Road and Bovaird Drive West.

The proposed 1.22 hectare (3.01-acre) public park is proposed to be identified with a “Parkette” designation. The Mount Pleasant Secondary Plan states that parkettes provide active and passive recreation and shall be planned as a central part to each neighbourhood. Parkettes are required to have frontages on a minimum of two streets and are generally 0.6 to 1.0 hectare in size (1.5 to 2.5 acres). The proposed park generally conforms to the Parkette provisions of the Secondary Plan as it is intended to provide for active and passive recreation, has frontage on two streets and is central to the plan of subdivision and generally within the area range.

The proposed “Mixed Use Area 7” designation is generally located at the intersection of Street “B” and Bovaird Drive West. The Mixed Use Areas within Mount Pleasant are intended to accommodate mixed-use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses, including consideration for higher density residential uses in excess of 100 units per hectare and building heights greater than 6 storeys. The proposed “Mixed Use Area 7” designation is generally intended to support proposed High-Density Residential Blocks 290 and 291 which will include permission for a range of commercial uses in addition to mid- and high-rise apartments.

In summary, the proposed land use designation amendments on Schedule SP(51) is intended to support and implement the proposed plan of subdivision.

- **To add on Schedule SP 51 (a) “Public Elementary School” to the list of Institutional land use designations.**

Recognizing that the public elementary school block proposed on the subject lands is intended to accommodate junior and senior level students (JK- Grade 8), a new “PES” designation is proposed to be added to the list of institutional land use designations.

- **To delete from Schedule SP 51 (a) “Osmington Special Policy Area (Mixed Use Centre)” from the list of ‘Other’ land use designations.**

The Osmington Special Policy Area policies are proposed to be deleted and as such, the designation is no longer required on the Secondary Plan Land Use Schedule.

- **To add to Section 5.1.3 (Medium Density Residential) a new subsection, as follows:**

“5.1.3.2 For lands designated Medium Density Residential west of Mississauga Road on Schedule SP51 (a), the matters which shall be addressed at the Block Plan Stage as described in Section 5.1.3.1 and all other relevant sections of the Mount Pleasant Secondary Plan, may be addressed at the Plan of Subdivision stage.

The Mount Pleasant Secondary Plan currently requires that matters such as building heights, minimum lot widths, and densities be determined at the block plan stage. Given that no block plan planning process is proposed for the subject lands, the above policies is intended to allow for such matters to be considered as part of the Draft Plan of Subdivision approval process.

- **To add to Section 5.2 (Mixed-Use), a new subsection, as follows:**

“5.2.1.13 Lands designated Mixed-Use Area 7 on Schedule SP51 (a) shall be permitted to develop for any combination of those uses listed in Section 5.2.1.2. Maximum density, building height, urban design and integration with other adjacent land uses for high density residential or high-density mixed-use development shall be confirmed through the Plan of Subdivision and zoning approval process. The boundary of Mixed-Use Area 7 on Schedule SP51 (a) shall be interpreted as being approximate and may be refined at the Plan of Subdivision Stage.

Some of the Mixed-Use Area policies are specific to certain Mixed Use Area designations throughout the Secondary Plan. In order to provide clarity to the land use permissions and restrictions for the Mixed-Use Area in the proposed development, a site-specific “Mixed Use Area 7” policy has been proposed and allows for matters such as building heights, densities, and urban design to be determined through the processing of the current application and not through a block plan process.

- **To delete Section 5.2.2 [Osmington Special Policy Area (Mixed Use Centre)].**

The Osmington Special Policy Area will no longer apply should the proposed development be support. As such, it would be appropriate to delete this policy for housekeeping purposes.

- **To add to Section 5.7.2 (Elementary Schools), a new subsection, as follows:**

“5.7.2.7 The designated Public Elementary School site on Schedule SP51 (a) shall be subject to the policies in Sections 5.7.2.1 to 5.7.2.6, inclusive.”

Due to the new “Public Elementary School” designation on the subject lands, the above policy is intended to rely on the existing general elementary school policies in the Secondary Plan to guide the implementation of the school.

Based on the above justification, the proposed plan of subdivision is aligned and conforms to the proposed Secondary Plan amendment. Further, Section 4.0 of the Mount Pleasant Secondary Plan contains various goals and objectives which are required to be implemented through the development application. Some of the key goals and objectives include:

4.2.1 *To protect, restore and enhance the diversity and connectivity of natural features and their long-term ecological functions and biodiversity of the Natural Heritage System, while balancing it with other requirements of complete and compact community in accordance with the policies of the Provincial Growth Plan.*

The proposed complete and compact community is appropriately planned to co-exist with the existing natural heritage features which are protected by way of preservation, and restored and enhanced through appropriate buffers and planting.

4.2.4 *To provide a variety of housing types and densities, including Mixed-Use buildings and Live-Work units in strategic locations that are compatible with, and will benefit from, visual and physical connection to the ecologically sustainable features and functions of the natural environment and cultural landscape of the area.*

The proposed development comprises a range of detached and townhouse dwellings as well as medium- and high-density development blocks which allow for apartment and mixed-use development. The proposed housing has strong visual and physical connections to the natural heritage areas through the proposed sidewalk and trail system network.

4.2.5 *To support transit oriented development through:*

ii) *Transit supportive uses and densities, including, but not limited to, townhousing and apartment buildings and Mixed-Use nodes that could comprise of compact, urban housing types as well as retail/commercial/office uses, Mixed-Use buildings and Live-Work units.*

The proposed development is primarily comprised of townhouse dwellings and medium- and high-density residential development blocks which allow for intensified townhouse forms such as stacked townhouses and apartments and permission for retail/commercial/office uses.

4.3 *Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Mount Pleasant Secondary Plan:*

- i) *Plan for a Complete Community with a clear distinct structure, identifiable edges and gateways, local nodes, neighbourhoods and open space system.*

The proposed complete community development provides for a clear distinct neighbourhood structure with higher density development along the arterial road corridors and lower densities internal to the plan of subdivision within the local road network. The plan comprises a substantial open space network which links natural heritage systems with parkland and connections to existing and future open space areas beyond the subject lands.

- ii) *Plan for a well designed, Mixed-Use pedestrian friendly community that is of a superior built form for both public and private uses that provides a variety of housing forms and densities, employment opportunities and promotes public safety.*

The proposed development emphasizes pedestrian-oriented development form through the implementation of dual-frontage and rear-lane townhouses along key routes which locate driveways and garages to the rear and promotes uninterrupted public sidewalks lined with front-facing buildings and entrances.

- iii) *Establish a comprehensive transit and transportation strategy that is designed to reduce the overall number of private automobile trips and establish a connection between the higher order and local transit.*

The proposed development provides for transit-oriented development along the arterial road corridors which represent secondary transit routes and strong connections to the existing Mount Pleasant Transit Hub. The transit-supportive development reduced the dependence on private automobiles and promotes the use of higher order and local transit.

- xiii) *To ensure that municipal services required for development of the Secondary Plan Area, including the transportation network, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;*

The proposed development represents an extension of the built-out communities to the east to which existing infrastructure and services can be easily and efficiently extended and is an

appropriate first phase for development west of Mississauga Road. The proposed development therefore represents orderly, cost-effective and timely development.

- xviii) *To provide opportunities for recreational and functional natural links to and along Huttonville Creek and Fletcher's Creek, both within and beyond the Mount Pleasant Community;*

The proposed development provides sidewalk and trail connections to the West Huttonville Creek channel corridor which accommodates passive recreational use along the Creek feature.

- xix) *To promote connective pathways, bike lanes and trails system to facilitate pedestrian and bicycle accessibility;*

The proposed development facilitates pedestrian and bicycle accessibility through the integration of a proposed well-connected network of sidewalks, trails, and bike lanes.

- xxiii) *To enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing road network in conjunction with construction of new links and improvements and to encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto;*

The proposed development is comprised of an efficient modified grid road network with full-moves connections to Mississauga Road and Bovaird Drive. The proposed development provides for the westerly extension of Lagerfeld Drive which accommodates a direct connection from the proposed development to the existing Mount Pleasant GO Station. The proposed road network provides for sidewalk connections, bike lanes and transit routes which promotes active transportation and access to transit.

In our opinion, the proposed development achieves the goals and objectives of the Secondary Plan and the required Secondary Plan Amendment is appropriate in the context of the existing Mount Pleasant land use policies. A Draft Official Plan Amendment document is appended to this Report as Appendix I.

4.7 City of Brampton Zoning By-Law

The subject lands are currently zoned “A” (Agricultural) and “I1-1892” (Institutional One – Special Section 1892) which permit agricultural uses and a place of worship, respectively. An amendment to the Zoning By-law is required in order to allow the proposed development.

The following zones are proposed in order to implement the proposed plan of subdivision:

- **Residential Single Detached F – 9.0 – Special Section (R1F-9.0-AAAA)**
Intended for the proposed single detached lots and allows for a minimum lot width of 9.0 metres and minimum lot depth of 24.0 metres. The proposed 10.4-metre, 11.6-metre, and 12.48-metre lots are proposed within this zone.
- **Residential Townhouse E – 5.5 – Special Section (R3E-5.5-BBBB)**
Intended for the proposed street townhouse dwellings and allows for a minimum lot width of 5.5 metres and a minimum lot depth of 22.0 metres.
- **Residential Townhouse E – 5.5 – Special Section (R3E-5.5-CCCC)**
Intended for the proposed back-to-back townhouse dwellings and allows for a minimum lot width of 5.5 metres and a minimum lot depth of 12.0 metres.
- **Residential Townhouse E – 5.5 – Special Section (R3E-5.5-DDDD)**
Intended for the proposed dual-frontage townhouse dwellings and allows for a minimum lot width of 5.5 metres. Where a dual-frontage unit faces a street a minimum lot depth of 22 metres is proposed. Where a dual-frontage units faces the stormwater management pond, and a minimum lot depth of 20.0.
- **Residential Townhouse E – 5.5 – Special Section (R3E-5.5-EEEE)**
Intended for the proposed rear-lane townhouse dwellings and allows for a minimum lot width of 5.5 metres and a minimum lot depth of 18.5 metres.
- **Residential Apartment A(1) – Special Section (R4A(1)-FFFF)**
Intended for the Medium-Density Residential Blocks and allows for all of the above townhouse zones as well as stacked townhouses, back-to-back stacked townhouses and apartment dwellings. A wide range of commercial uses are also permitted as a use on the ground level of a residential building.
- **Residential Apartment A(1) – Special Section (R4A(1)-GGGG)**
Intended for the High-Density Residential Blocks and allows for apartment dwellings. A wide range of commercial and institutional uses are also permitted as a use in an apartment building or part of a multi-story commercial use building.
- **Institutional One – Special Section (I1-HHHH)**
Intended for the Public Elementary School and dual-zoned (in accordance with the policies of the Mount Pleasant Secondary Plan) for a range of detached and townhouse

dwellings. Flexible setback and coverage standards are proposed in order to allow for an urban format public school facility.

- **Open Space – Special Section (OS-III)**

The proposed public park, walkway blocks, and open space blocks are proposed within the OS Zone. The OS Zone allows for indoor and outdoor recreation facilities and conservation. A special section has been created to accommodate permission for an administrative office or facility for a public authority use within the zone. and

- **Floodplain (F)**

The existing woodlot, wetlands, buffers, West Huttonville Creek, compensation areas, stormwater management ponds and TransCanada Pipeline Easement are proposed within the F Zone. The F Zone generally allows for flood and erosion control.

Further to the summary of proposed zones, above, each of the site-specific residential zones include site-specific minimum lot area and setback standards, encroachment permissions, maximum height permissions, garage and driveway controls, and setback requirements to the TransCanada Pipeline Easement. The site-specific provisions are intended to implement modern urban design objectives and compact built form standards in accordance with Provincial, Regional, and local land use policies which promote the optimization of land, efficient development patterns, and pedestrian-oriented/pedestrian-friendly and transit-supportive design. Permission for an administrative office or facility for a public authority use is also included in each zone to accommodate the potential Peel Regional Police Divisional Headquarters. A Draft Zoning By-law Amendment is appended to this Report as Appendix II.

4.8 Interim Control By-law 306-2003

The subject lands are subject to Interim Control By-law 306-2003, as amended, which is intended to protect lands within the western part of Brampton for the planned north-south transportation corridor and Bram-West Parkway. The interim control by-law generally prohibits site alteration and the construction of new buildings and structures until such time that the by-law is lifted, or an exemption is granted by City Council. Should Council approve the proposed Official Plan and Zoning By-law Amendment, an exemption to the Interim Control By-law will be required to allow for site servicing and the issuance of buildings permits. It is proposed that an exemption by-law be brought forward for Council's consideration concurrent with the Official Plan and Zoning By-law Amendment.

5.0 SUPPORTING STUDIES

The required supporting studies as determined through the Pre-Application Consultation process have been prepared and submitted in conjunction with the development application under separate cover. The findings of each report are summarized as follows:

5.1 Stage 1-2 Archaeological Assessment

Stage 1-2 Archaeological Assessments were undertaken for the subject lands by This Land Archaeology Inc. and The Archaeologists Inc. As a result of their field investigations, no archaeological resources were encountered. Consequently, it was determined that no further archaeological assessment of the site is warranted, the Provincial interest in archaeological resources has been addressed, and the lands are deemed clear of any archaeological concern and have been entered into the Ontario Public Register of Archaeological Report.

5.2 Geotechnical Report

Geotechnical Investigation Reports were prepared by DS Consultants Ltd. for 10124 and 10224 Mississauga Road. The purpose of the geotechnical investigations is to obtain information about the subsurface conditions from borehole samples and to make preliminary recommendations pertaining to the geotechnical design of underground utilities, roads, and to comment on the foundation conditions for the building construction. The recommendations provide guidance for the detailed design of the subdivision and various requirements at the construction stage.

5.3 Phase I and II Environmental Site Assessment

Phase I and II ESAs were prepared by DS Consultants Ltd. for 10124 and 10224 Mississauga Road. The purpose of the ESAs is to investigate soil conditions for the subject lands. The Phase I ESAs identified Areas of potential environmental concerns (APECs) within both properties which required Phase II ESAs to investigate the aforementioned APECs and to assess the environmental soil and groundwater conditions.

For 10244 Mississauga Road, the results of the chemical analyses conducted on soil and groundwater samples indicate that the applicable site conditions standards have been met and no further environmental Site Assessment is recommended.

For 10124 Mississauga Road, the results of the groundwater sampling indicated that the groundwater quality met the MECP Table 1 Standards in the samples analyzed and that no further groundwater sampling is recommended. However, concentrations of various Polycyclic Aromatic Hydrocarbons (PAHs) and Petroleum Hydrocarbons (PHCs) exceeded the Table 1 Standards and as such, additional site characterization will be required to delineate the soil impacts.

5.4 Shale Resource Extraction Assessment

Shale Resource Extraction Assessments for the subject lands have been undertaken by Genivar Consultants and WSP Canada Inc. The purpose of the assessments were to assess if the extraction of potential mineral aggregate resource on the subject lands “*would not be feasible*”, as required under the PPS. The assessments determined that the quantity of overburden on the subject lands is greater than industry norms for removal and exceeds the reasonable and practical limits for resource extraction and that the existing TransCanada Pipeline restricts the amount of potentially available quarry land. The assessments conclude that the subject lands be considered for other land uses. DS Consultants reviewed the work completed by Genivar and WSP and against ROPA 32 and confirmed that shale extraction would not be feasible.

5.5 Heritage Impact Assessment

The Heritage Impact Assessment prepared by Parslow Heritage Consultancy Inc. evaluates the cultural heritage value associated with the subject lands. The portion of the subject lands known as 10244 Mississauga Road contains a single mid- to late-19th century vernacular five-bay, storey-and-a-half Gothic Revival residence with a rear addition and was determined to have historical/associative and contextual value.

The preferred mitigation option is to retain the extant residence and relocate it to a position that is either central to the proposed development or in a position that will maintain its visual connection to Mississauga Road. The exterior is recommended to be restored based on available evidence with adaptive reuse of the interior. Another option is to relocate the residence and integrate it into a new multi-storey building near one of the main entrances to the proposed subdivision. Additional options include integration into the school or park development. Should integration not be feasible, it is recommended that the structure be rehabilitated as a single-family residence located central to the development for the entire community to enjoy.

5.6 Functional Servicing and Stormwater Management Report

Urbantech Consulting has been retained to undertake a Functional Servicing and Stormwater Management Report in support of the proposed plan of subdivision. The Report will determine the availability of water and sanitary services for the subject lands as well as an appropriate stormwater management plan to support the proposed development. At the time of finalizing this Planning Justification Report, the Functional Servicing and Stormwater Management Report was not yet finalized, however, based on the engineering analysis completed to date, the proposed development is expected to be adequately serviced with the extension of existing water and sanitary infrastructure and that an appropriate stormwater management plan would be implemented by way of a stormwater management pond with outflows to West Huttonville Creek.

5.7 Traffic Impact Study

The supporting Traffic Impact Study prepared by BA Group provides an assessment of the transportation related aspects of the proposed development, including:

- a summary of the existing land uses and proposed development;
- a review of the area transportation context;
- an overview of key transportation-related design elements of the proposed development;
- an overview of the key transportation demand management measures for the proposed development; and
- a review of traffic operations on the area road system following development of the proposed plan of subdivision and other upcoming developments and the ability of the future area road network to acceptably accommodate forecast traffic levels across all modes.

The Study demonstrates that the proposed freehold dwellings (single detached and townhomes) can reasonably be accommodated on the existing road network with moderate area growth by 2026. The traffic generated by the proposed development can appropriately be accommodated on the area road network without further road network improvements beyond what is already planned in and around the subject lands by 2031.

5.8 Environmental Noise Assessment

The supporting Environmental Noise Assessment prepared by YCA Engineering Limited identified road traffic, rail traffic, and stationary noise sources from surrounding land uses as potential noise sources impacting the subject lands. Based on the assessment of these environmental noise sources on the proposed development, mandatory air conditioning, provision for future air conditioning, acoustic barriers, and building component requirements are needed for various lots throughout the plan of subdivision to mitigate noise level impacts for indoor and outdoor living spaces. Various warning clauses for purchase and sale agreements are also recommended to advise purchasers of potential audible noise. Further detailed environmental noise assessments will be required at the detailed design stage for the subdivision and at Site Plan Approval for those blocks abutting the CN rail line.

5.9 Environmental Implementation Report

Stoneybrook Consulting, Beacon Environmental, Urbantech Consulting, RJ Burnside & Associates, and GeoProcess Research Associates have been retained to undertake an Environmental Implementation Report in support of the proposed development. The Study is intended to characterize existing biophysical conditions and ecological functions, identify constraints and opportunities to future development, describe the proposed land use plan and associated environmental management plan, assess potential impacts, identify mitigation and

monitoring requirements, and evaluate conformity with applicable environmental protection policies and regulations.

At the time of finalizing this Planning Justification Report, the EIR was not yet finalized, however, based on the work completed to date, the proposed development is expected satisfy applicable environmental protection legislation, regulations, and policies, including the City and CVC's environmental performance measures and will not adversely impact existing natural heritage features and functions provided that the recommended environmental management plan is implemented.

5.10 Tree Evaluation Report and Woodlot Management Plan

Beacon Environmental has been retained to prepare a Tree Evaluation Report and Woodlot Management Plan for the subject lands. The report is intended to summarize the trees inventoried within and immediately adjacent to the site and provide recommendations for retention or removal in context of the proposed Plan of Subdivision. The Woodlot Management Plan will demonstrate how the existing woodlot west of the TransCanada Pipeline will be enhanced. At the time of finalizing this Planning Justification Report, the Tree Evaluation Report and Woodlot Management Plan were not yet finalized, however, it is expected that the report and plan will identify tree compensation requirements, in accordance with the City's tree compensation policy and proposed enhancement measures, respectively.

5.11 Elementary School Site Analysis

An Elementary School Site Analysis was undertaken by Quadrant Advisory Group Limited to determine the number of elementary school pupils likely to be generated by the proposed development and to analyze and provide recommendations respecting an appropriate block size for a new elementary school, if required as a result of the proposed development.

The analysis concluded that a JK-8 school size in the order of 620 pupil places, similar to that of the Mount Pleasant Village PS will be required, and that a 5.0-acre school site, adjacent to a 3-acre public park would be sufficient to accommodate the program needs of the resident student population, including licensed child care spaces, if required.

5.12 Community Design Guidelines

NAK Design Strategies and John G. Williams Limited was retained to prepare Community Design Guidelines (CDG) to provide design direction for the implementation of the vision and intent of the proposed development. The CDG focuses on the physical design of the development and describes context, linkage opportunities, landscape, open space, and built form attributes and principles to support the design and intent. It contains an itemized and detailed analysis of how the proposed development meets the urban design objectives and policies of the City of Brampton, as well as other relevant approved site area planning and design guidelines and policies.

5.13 Medium Density Block 294 and 295 Concept Plan

A Development Concept Plan for Medium Density Blocks 294 and 295 was prepared by Gerrard Design to demonstrate the viability of residential development within the proposed blocks in the context of the parcel configuration and its proximity to the CN railway. As shown on the Concept Plan, the Blocks can accommodate a combination of apartment and back-to-back dwellings with internal private road network, at-grade parking and appropriate setbacks to the property boundaries and railway right-of-way. A generous common amenity space can also be accommodated on Block 295.

5.14 Community Energy Statement of Principles

A Community Energy Statement of Principles was prepared by Argo TFP in support of the proposed development. The Statement is intended to showcase the sustainability features within the proposed development and the proposed housing construction. Some of the sustainability elements include implementing ‘above-code’ building standards such as EnerGuide or Energy Star, options for energy-efficient appliances and mechanical equipment, installation of water-efficient plumbing fixtures, promoting active transportation through the prioritizing bike lanes and trails, financial contributions toward energy-efficient public transit, implementing low-impact development techniques, using native, drought resistant, and low - maintenance landscaping elements, and exploring the implementation of community energy.

5.15 Sustainability Assessment

The City of Brampton requires the completion of its Sustainability Assessment Tool to measure the environmental sustainability performance of new development applications. At a minimum, all applications must achieve a Bronze score. Based on the Sustainability Assessment completed for the proposed development, the proposal achieves an overall sustainability score of 57 to place the development within the City of Brampton’s “Gold” threshold performance category.

6.0 CONCLUSION

Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan and Zoning By-law Amendment and proposed Plan of Subdivision is justified and represents good planning for the following reasons:

1. The proposal is consistent with and promotes the policies of the Provincial Policy Statement by directing growth to the settlement area with an efficient development pattern and contributes to a range and mix of housing and affordability levels in the area. The proposed development makes efficient use of existing services and transportation infrastructure and avoids uneconomical expansion of infrastructure;
2. The proposal conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation by providing multi-modal connectivity through sidewalks and trails and connections to existing and future surrounding communities. The proposed development is transit-supportive and exceeds the minimum required density target in the Region;
3. The proposal conforms to and promotes the policies of the Region of Peel Official Plan as the proposed development represents a healthy and complete community and achieves sustainable development within the Urban System. The proposed development conforms to the Region's North West Brampton Urban Development Area and Designated Greenfield Area objectives and policies;
4. The proposal conforms to the requirements of the North West Brampton Development Area designation of the City of Brampton Official Plan to allow for the release of the subject lands for development. The proposal also addresses the policies under Special Land Use Policy Areas 17 and 18 to support an Official Plan Amendment to implement land use designations and policies within the Mount Pleasant Secondary Plan;
5. The proposal conforms to the broader Residential/Community Area policies of City of Brampton Official Plan as it promotes a vibrant, sustainable and accessible residential development providing for attractive streetscapes, walkable/pedestrian environment, and creates an overall high quality public realm;
6. The proposal implements the goals and objectives of the Mount Pleasant Secondary Plan by integrating the preservation, restoration and enhancement of natural heritage features together with an accessible open space network and linking natural heritage systems with parkland and providing connections to existing and future open space areas surrounding the subject lands;
7. The proposed development facilitates pedestrian and bicycle accessibility through the integration of a well-connected network of sidewalks, trails, and bike lanes and promotes active transportation and access to transit;

8. The proposed development provides for the westerly extension of Lagerfeld Drive which accommodates a direct and strong connection from the proposed development to the Mount Pleasant GO Station;
9. The proposed development is an extension of the generally built-out communities to the east to which existing infrastructure and services can be easily and efficiently extended, representing an orderly, cost-effective and timely development plan and therefore, an appropriate first phase for development west of Mississauga Road;
10. The proposed development for a mixed-use plan of subdivision instead of a regional retail centre (as contemplated by the existing Special Land Use Policy Area) is consistent with and complementary to the vision for the proposed Heritage Heights Secondary Plan Land Use Plan and is appropriately integrated with the planned land uses and road network for Heritage Heights;
11. The proposed development does not preclude the implementation of the future north-south transportation corridor. The subject lands are generally located outside of the GTA West Corridor Preferred Route and the location of the existing woodlot and TransCanada Pipeline corridor along the westerly edge of the site will deter any consideration to shift the alignment of the corridor into the subject lands.

A small portion of the GTA West Corridor Preferred Route encroaches into the southwestern portion of the site for the accommodation of the planned interchange at Bovaird Drive West. Should this portion of the subject lands continue to be encumbered by the Preferred Route during the processing of the subject development application, a portion of the proposed plan of subdivision could be withheld from development until the lands are released or until the detailed design for the highway is advanced such that the Province's land needs can be refined.

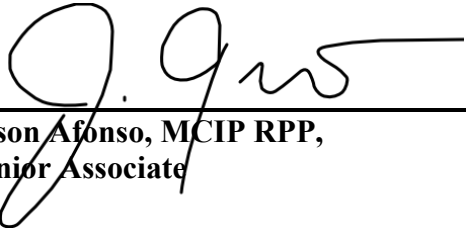
Alternatively, if the City pursues the Grand Boulevard design for the north-south corridor instead of a 400-series highway (as envisioned through the Heritage Heights Secondary Plan process), the subject lands would not be impacted by the corridor and no portion of the subject lands would need to be protected for the north-south transportation route. The proposed plan of subdivision is also designed to accommodate the conveyance of the GTA West corridor Preferred Route with minimal changes to the subdivision design, if needed;

12. The proposed plan of subdivision provides for the opportunity to accommodate a Peel Regional Police Headquarters to address the Region's urgent need for exposure and integration into northwest Brampton. Based on the site's pivotal Gateway location between the existing Mount Pleasant and future Heritage Heights communities, its proximity and access to major transportation corridors, and readily available municipal services, the subject lands are well suited to accommodate a Peel Regional Police Headquarters to serve the area. The Divisional Headquarters would deliver over 450 local police and civilian jobs which would contribute considerably to the achievement

of employment growth, and would serve as a significant element of urban design and architecture to a complete, mixed-use, neighbourhood-focused community.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



**Jason Afonso, MCIP RPP,
Senior Associate**

APPENDIX I

DRAFT OFFICIAL PLAN AMENDMENT



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

To adopt Amendment Number OP2006-_____

To the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the provisions of the Planning Act R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this Official Plan

ENACTED and PASSED this ____ day of _____, 2021.

Patrick Brown - Mayor

Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006- ____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to delete Special Land Use Policy Areas 17 and 18 from the lands shown on Schedule 'A'; remove the lands from the Northwest Brampton Urban Development Area to allow for community development; and to amend the Mount Pleasant Secondary Plan to redesignate the existing land uses and apply new policies to the lands to implement a mixed-use plan of subdivision.

2.0 Location:

The lands subject to this amendment are generally located on the west side of Mississauga Road and north side of Bovaird Drive West. The lands have frontages of approximately 400 metres on Mississauga Road and 450 on Bovaird Drive West. The lands have an area of approximately 56 hectares. The lands are municipally known as 10124 and 10244 Mississauga Road and are legally described as Part of Lots 11 and 12, Concession 5, West of Hurontario Street, (Chinguacousy).

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- a. by adding to the list of amendments pertaining to Secondary Plan Area Number 51: The Mount Pleasant Secondary Plan as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-_____.
- b. by amending Schedule 1 'City Concept' to the Brampton Official Plan to redesignate the lands from "Northwest Brampton Urban Development Area" and "Open Space" to "Communities" and "Open Space", as shown on Schedule A to this amendment.
- c. by amending Schedule A 'General Land Use Designations' to the Brampton Official Plan to delete "Special Land Use Policy Area 17", to remove "Special Land Use Policy Area 18" from the subject lands, and to redesignate the lands from "N-W Brampton Urban Development

Area” and “Corridor Protection Area” to “Residential” and “Open Space”, as shown on Schedule B to this amendment.

- d. by amending Schedule B ‘City Road Hierarchy’ to the Brampton Official Plan to delete the “North-South Corridor Protection Area” designation from the subject lands, as shown on Schedule C to this amendment.
- e. by amending Schedule B1 ‘City Road Right-of-Way Widths’ to the Brampton Official Plan to delete the “North-South Corridor Protection Area” designation from the subject lands, as shown on Schedule D to this amendment.
- f. by amending Schedule D ‘Natural Heritage Features and Areas’ to the Brampton Official Plan to refine the limits of the “Woodlot” and “Valley / Watercourse Corridor” designations on the subject lands, as shown on Schedule E to this amendment.
- g. by amending Schedule F ‘Infrastructure, Utilities and Resources’ to the Brampton Official Plan to delete the “Northwest Policy Area” designation from the subject lands, as shown on Schedule F to this amendment.
- h. by amending Schedule G ‘Secondary Plan Area’ to the Brampton Official Plan to apply the ‘New Housing and Density Category’ designation to the subject lands, as shown on Schedule G to this amendment.
- i. by amending Schedule H ‘Community Block Plan Areas’ to the Brampton Official Plan to add Block Plan Area 51-3, as shown on Schedule H to this amendment.
- j. by deleting Section 4.14.3.17 (Special Land Use Policy Area 17: Northwest Quadrant of Mississauga Road and Bovaird Drive West).

3.2 The portions of the document known as Mount Pleasant Secondary Plan, being Chapter 51, of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- a. by amending Schedule SP 51 (a) of Chapter 51 of Part II: Secondary Plans, to redesignate the lands from “Osmington Special Policy Area (Mixed Use Centre)” and “Special Policy Area 2” to “Residential –

Medium Density”, “Natural Heritage System”, “TransCanada Gas Pipeline”, “Stormwater Management Facility”, “Public Elementary School”, “Parkette”, and “Mixed Use Area 7”, as shown on Schedule I to this amendment.

- b. by adding on Schedule SP 51 (a) of Chapter 51 of Part II: Secondary Plans, “Public Elementary School” to the list of Institutional land use designations.
- c. by deleting from Schedule SP 51 (a) of Chapter 51 of Part II: Secondary Plans, “Osmington Special Policy Area (Mixed Use Centre)” from the list of ‘Other’ land use designations.
- d. by adding to Section 5.1.3 (Medium Density Residential) a new subsection, as follows:

“5.1.3.2 For lands designated Medium Density Residential west of Mississauga Road on Schedule SP51 (a), the matters which shall be addressed at the Block Plan Stage as described in Section 5.1.3.1 and all other relevant sections of the Mount Pleasant Secondary Plan, may be addressed at the Plan of Subdivision stage.

- e. by adding to Section 5.2 (Mixed-Use), a new subsection, as follows:

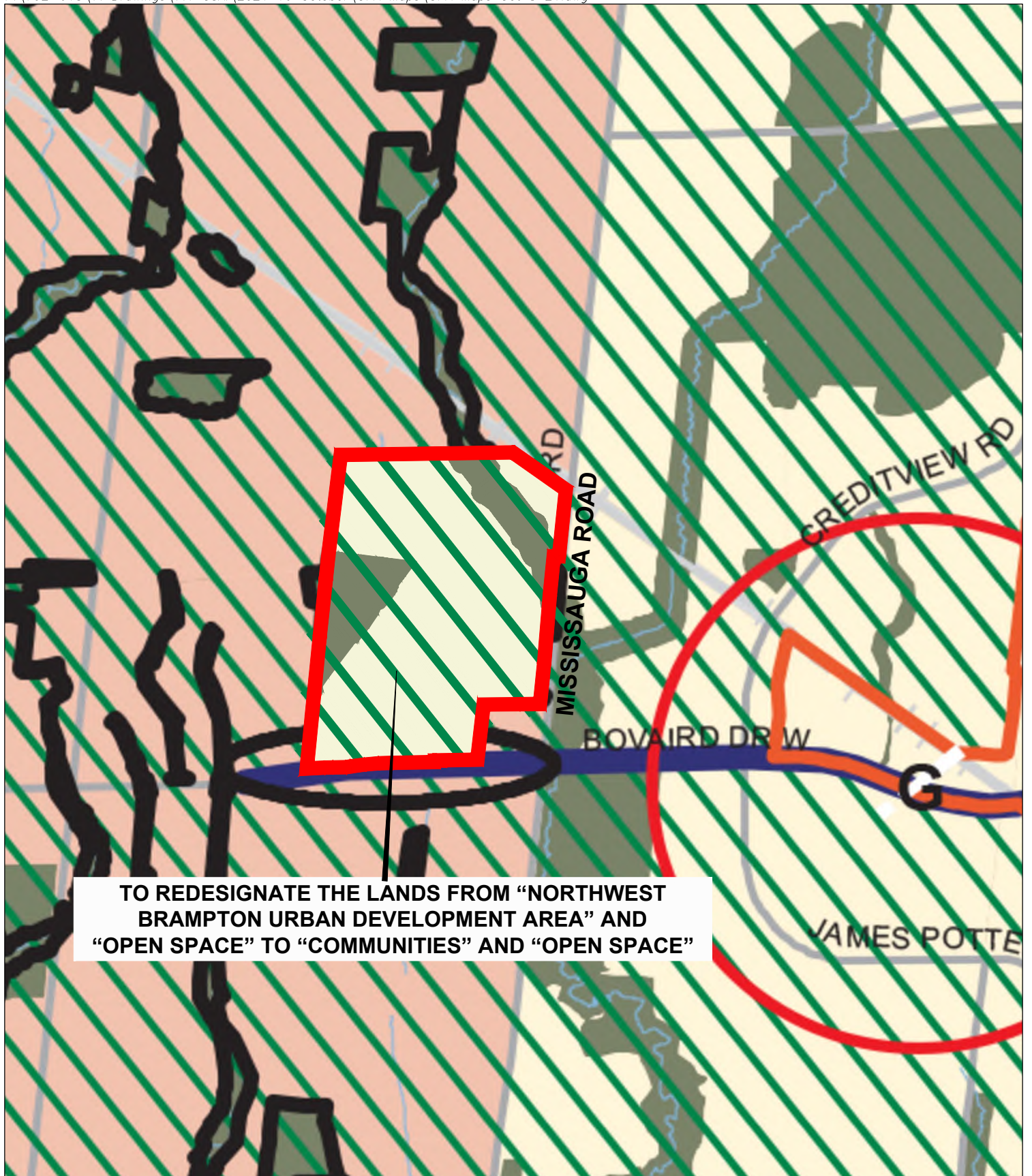
“5.2.1.13 Lands designated Mixed-Use Area 7 on Schedule SP51 (a) shall be permitted to develop for any combination of those uses listed in Section 5.2.1.2. Maximum density, building height, urban design and integration with other adjacent land uses for high density residential or high-density mixed-use development shall be confirmed through the Plan of Subdivision and zoning approval process. The boundary of Mixed-Use Area 7 on Schedule SP51 (a) shall be interpreted as being approximate and may be refined at the Plan of Subdivision Stage.

- f. by deleting Section 5.2.2 [Osmington Special Policy Area (Mixed Use Centre)].
- g. by adding to Section 5.7.2 (Elementary Schools), a new subsection, as follows:

5.7.2.7 The designated Public Elementary School site on Schedule SP51 (a) shall be subject to the policies in Sections 5.7.2.1 to 5.7.2.6, inclusive.

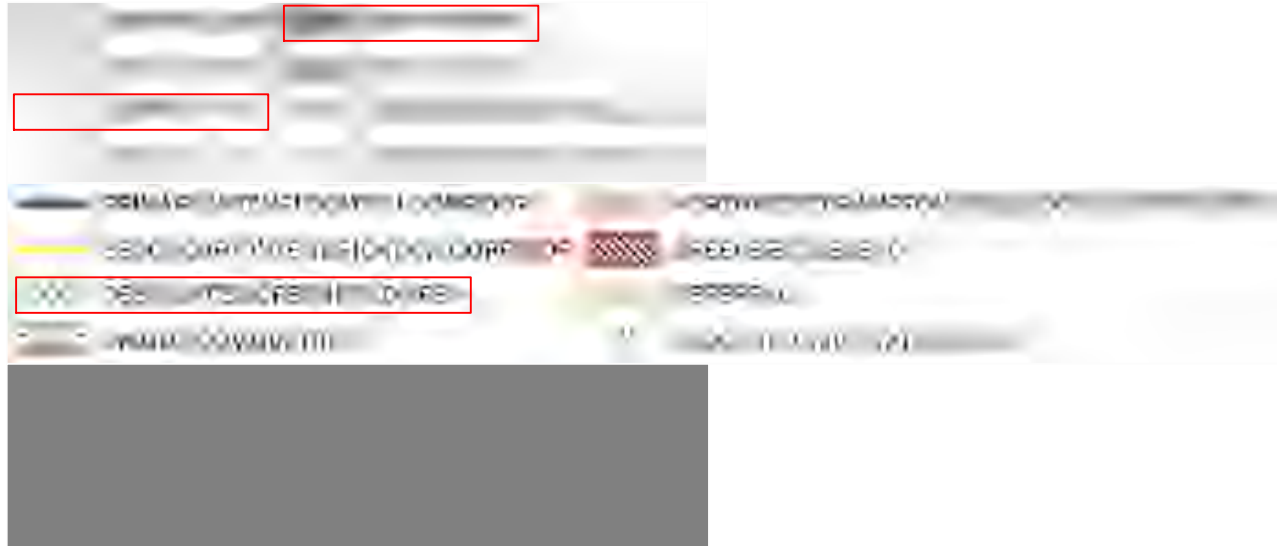
Approved as to Content:

Bob Bjerke
Director of Policy Planning

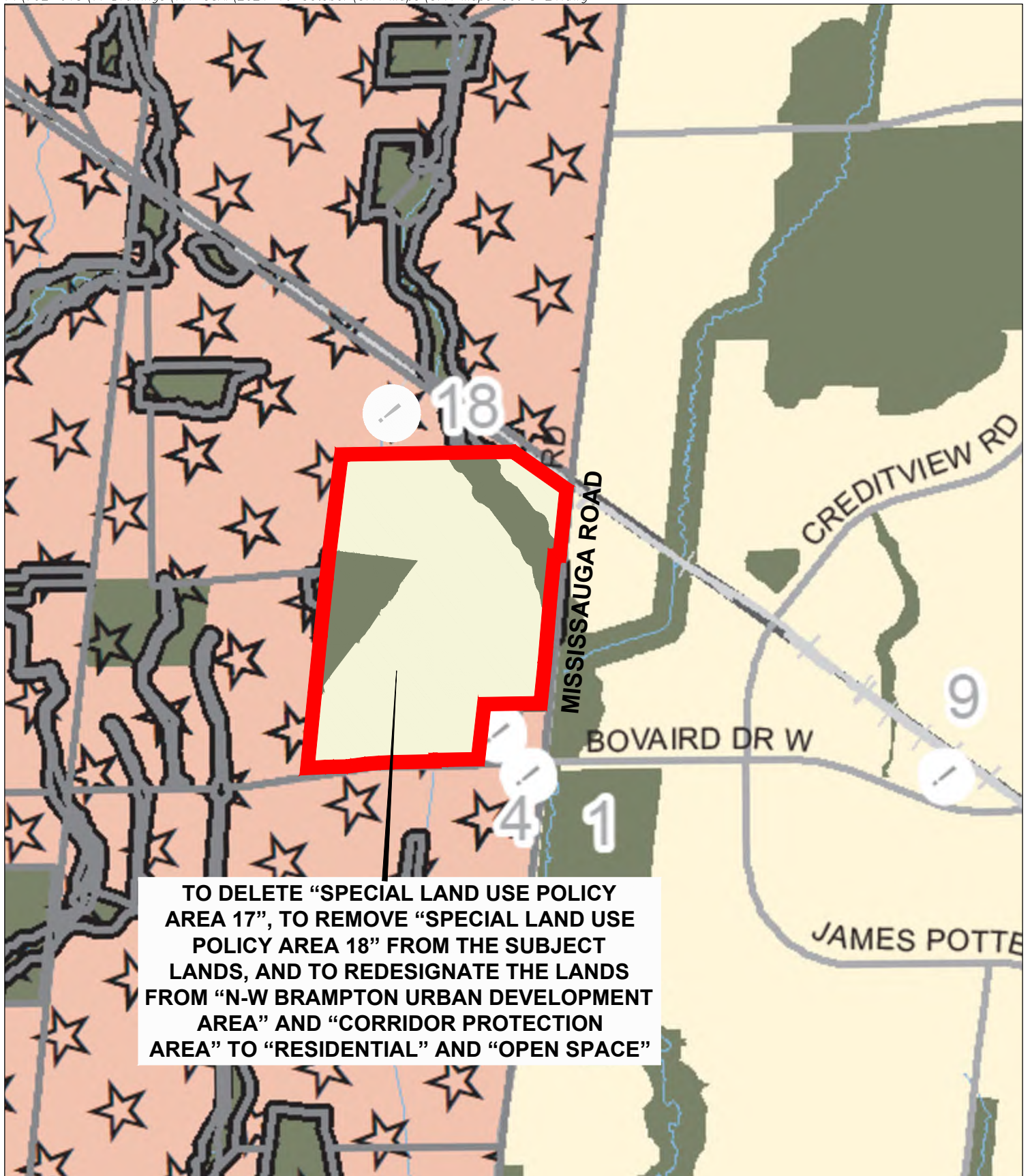


EXTRACT FROM OFFICIAL PLAN SCHEDULE 1 CITY CONCEPT

LEGEND



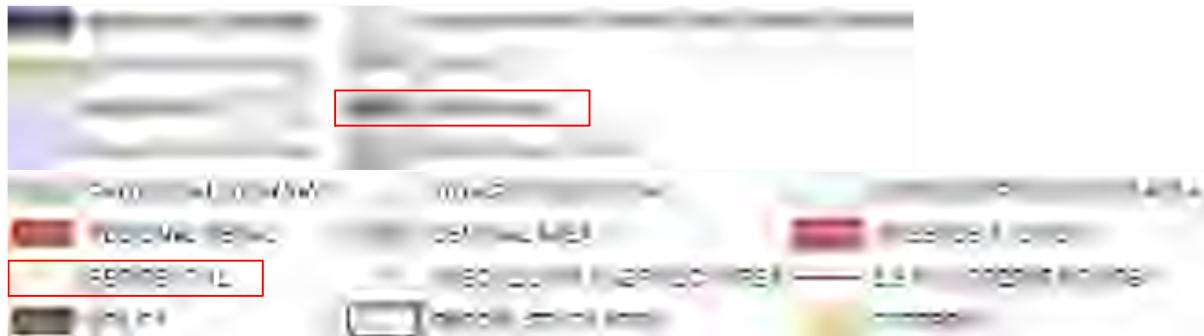
SCHEDULE 'A' TO OFFICIAL PLAN
 AMENDMENT OF _____



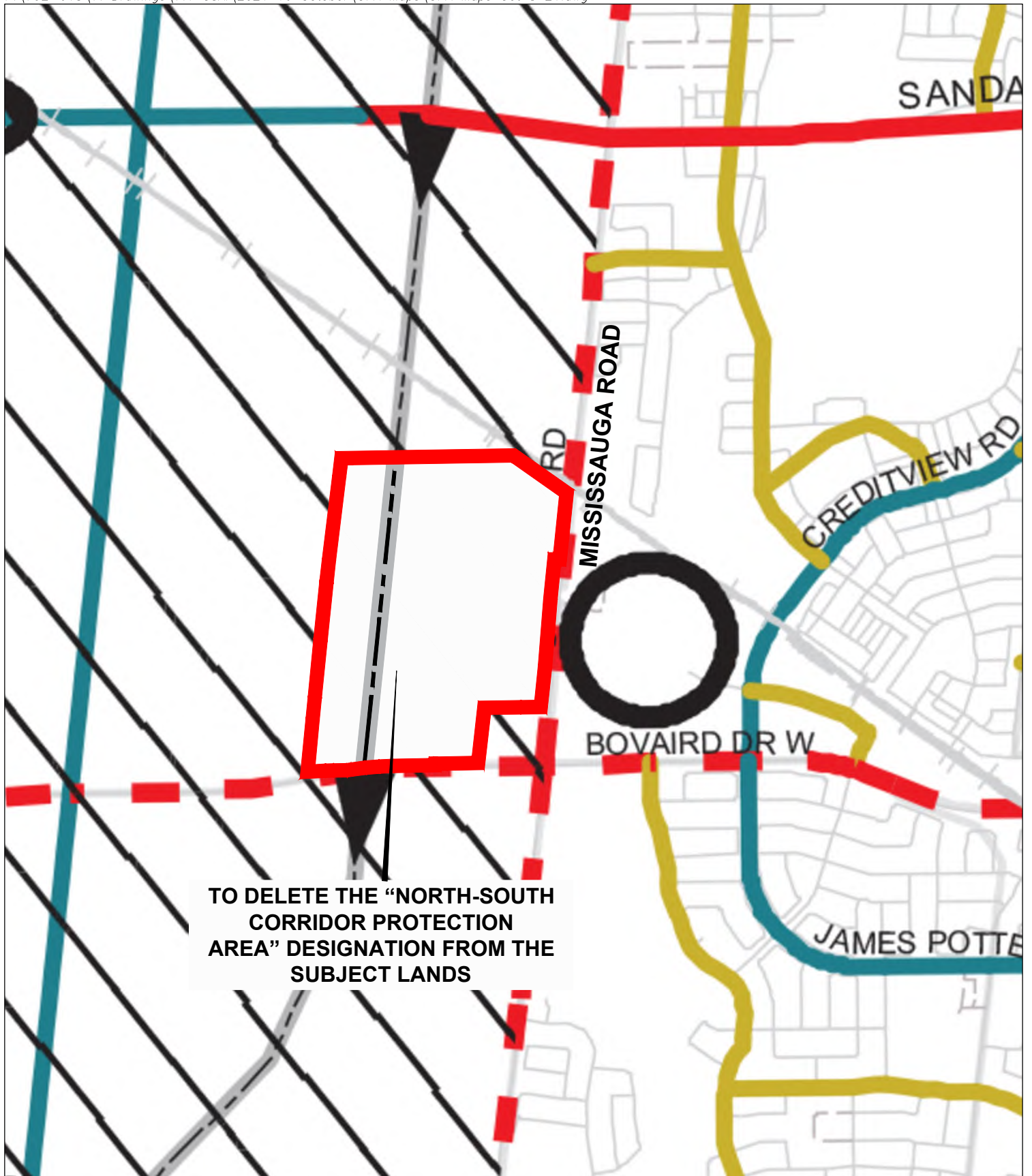
TO DELETE "SPECIAL LAND USE POLICY AREA 17", TO REMOVE "SPECIAL LAND USE POLICY AREA 18" FROM THE SUBJECT LANDS, AND TO REDESIGNATE THE LANDS FROM "N-W BRAMPTON URBAN DEVELOPMENT AREA" AND "CORRIDOR PROTECTION AREA" TO "RESIDENTIAL" AND "OPEN SPACE"

EXTRACT FROM OFFICIAL PLAN SCHEDULE A GENERAL LAND USE DESIGNATIONS

LEGEND



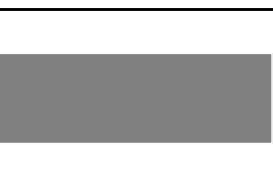
SCHEDULE 'B' TO OFFICIAL PLAN AMENDMENT OP _____



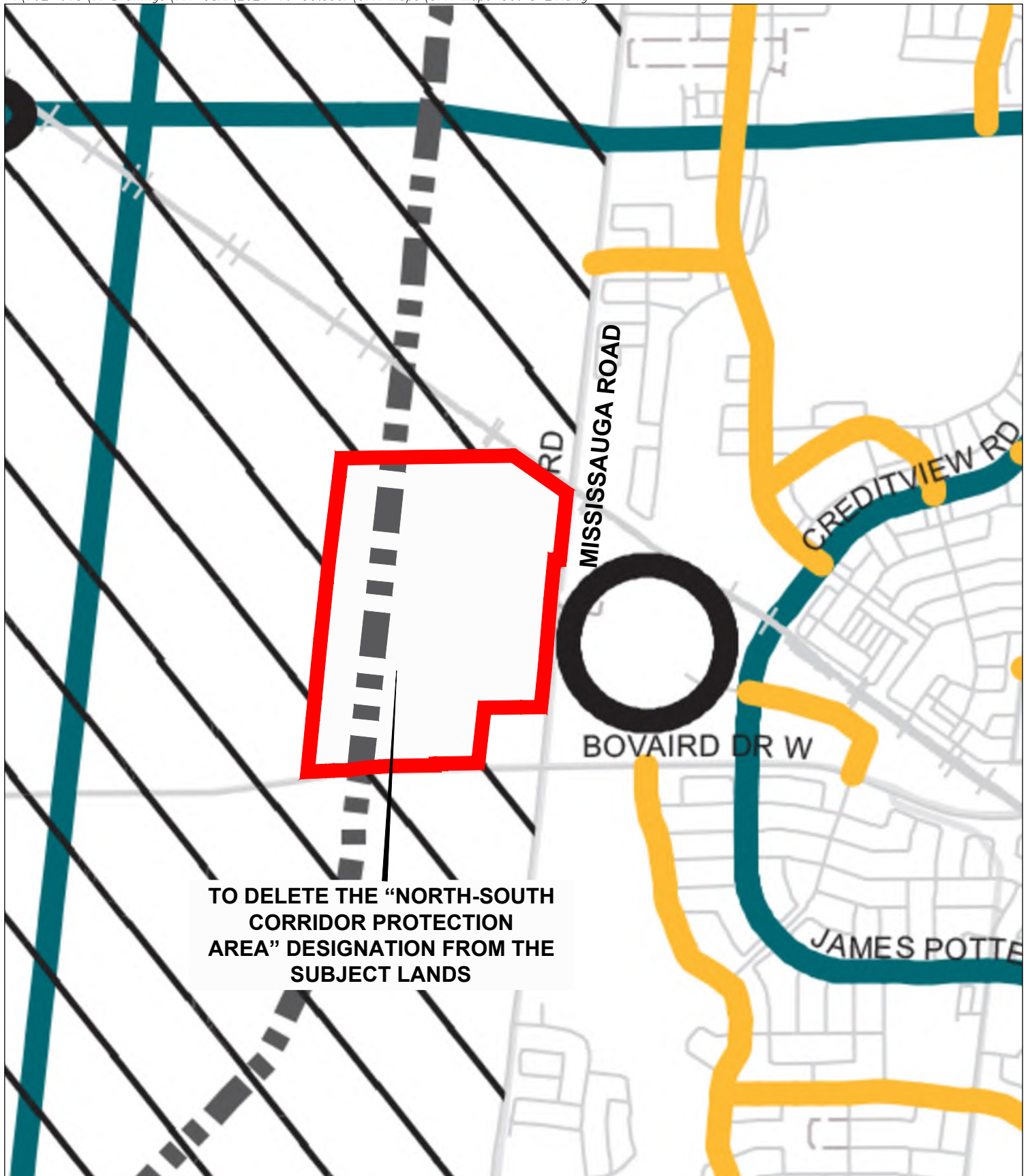
EXTRACT FROM OFFICIAL PLAN SCHEDULE B CITY ROAD HIERARCHY

LEGEND

	MAJOR ARTERIAL (CITY)		URBAN COLLECTOR
	MAJOR ARTERIAL (REGIONAL)		COLLECTOR
	MINOR ARTERIAL		NORTH-SOUTH TRANSPORTATION CORRIDOR
	PROPOSED PROVINCIAL HIGHWAY		PROPOSED LOCAL ROAD
	PROVINCIAL HIGHWAY		LOCAL ROAD
	CORRIDOR PROTECTION AREA		



**SCHEDULE 'C' TO OFFICIAL PLAN
AMENDMENT OP _____**



TO DELETE THE "NORTH-SOUTH CORRIDOR PROTECTION AREA" DESIGNATION FROM THE SUBJECT LANDS

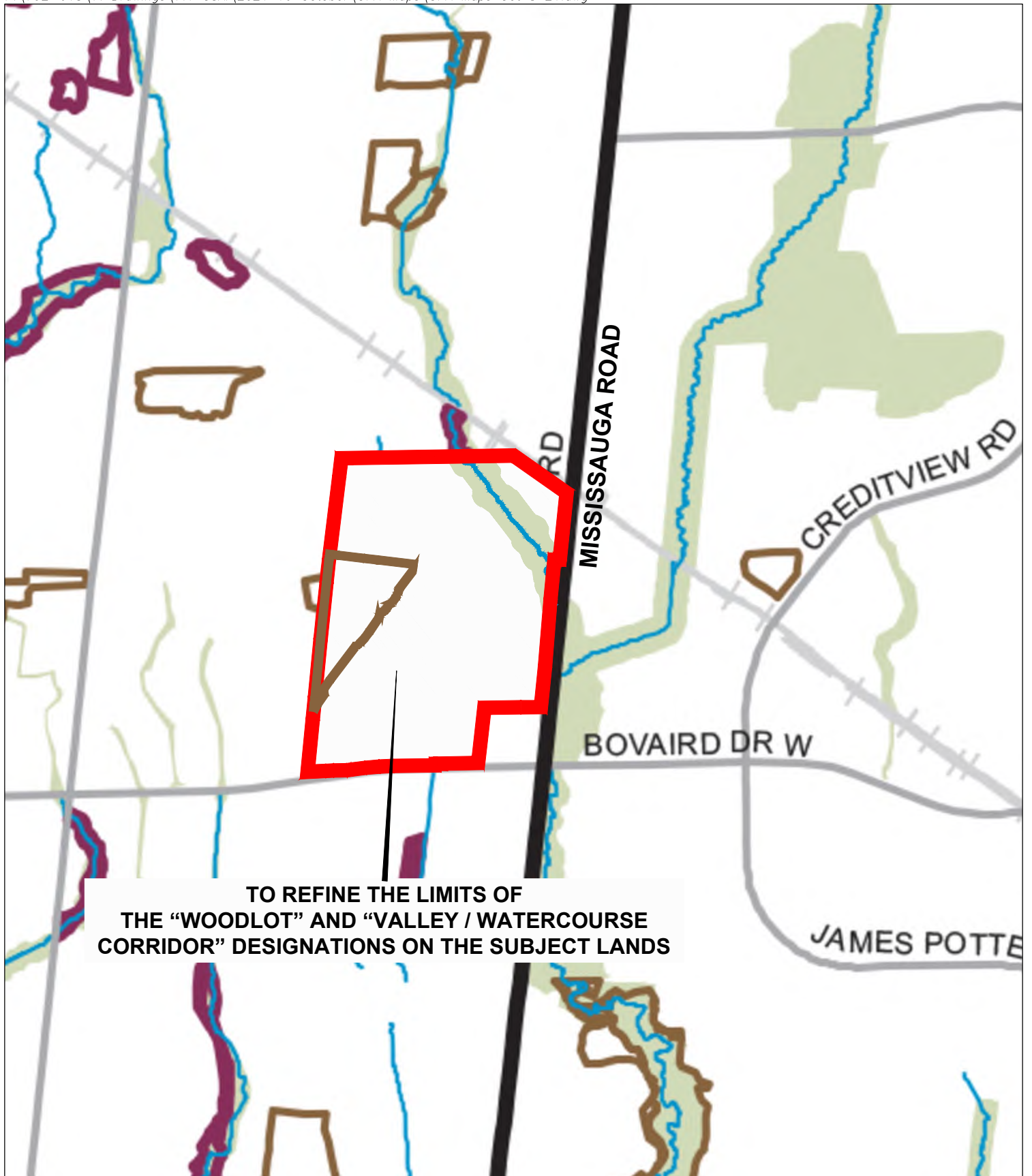
EXTRACT FROM OFFICIAL PLAN SCHEDULE B1 CITY ROAD RIGHT-OF-WAY WIDTHS

LEGEND

- | | |
|-----------------------------|------------------------------|
| 20 METRES (65.6 FEET) | 36 METRES (120 FEET) |
| 23-26 METRES (76-86 FEET) | 40-100 METRES (131-328 FEET) |
| 26-30 METRES (86-100 FEET) | 40-45 METRES (130-150 FEET) |
| 50-55 METRES (164-180 FEET) | LOCAL ROAD |
| CORRIDOR PROTECTION AREA | PROVINCIAL HIGHWAY |
| PROPOSED LOCAL ROAD | |



SCHEDULE 'D' TO OFFICIAL PLAN AMENDMENT OP _____



TO REFINE THE LIMITS OF
THE "WOODLOT" AND "VALLEY / WATERCOURSE
CORRIDOR" DESIGNATIONS ON THE SUBJECT LANDS

EXTRACT FROM OFFICIAL PLAN SCHEDULE D NATURAL HERITAGE FEATURES AND AREAS

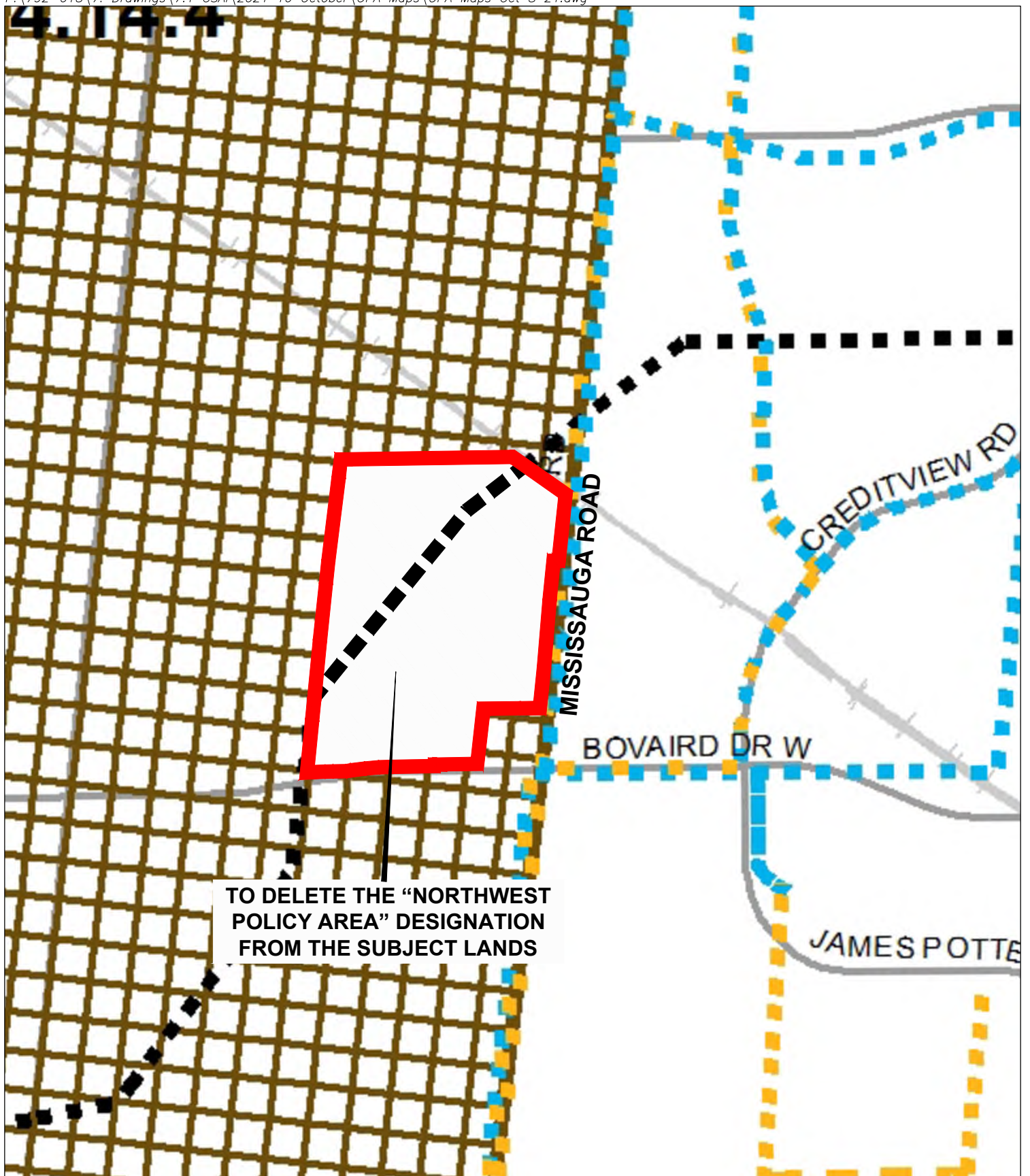
LEGEND

 VALLEYLAND/WATERCOURSE CORRIDOR	 PROVINCIALY SIGNIFICANT WETLAND
 WOODLAND	 LAKES
 SPECIAL POLICY AREA	 AREAS OF NATURAL AND SCIENTIFIC INTEREST - EARTH SCIENCE
 OTHER WETLAND	 AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE
 ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREA	
 PROVINCIAL GREENBELT/PROTECTED COUNTRYSIDE	



**SCHEDULE 'E' TO OFFICIAL PLAN
AMENDMENT OP _____**

4.14.4



TO DELETE THE "NORTHWEST POLICY AREA" DESIGNATION FROM THE SUBJECT LANDS

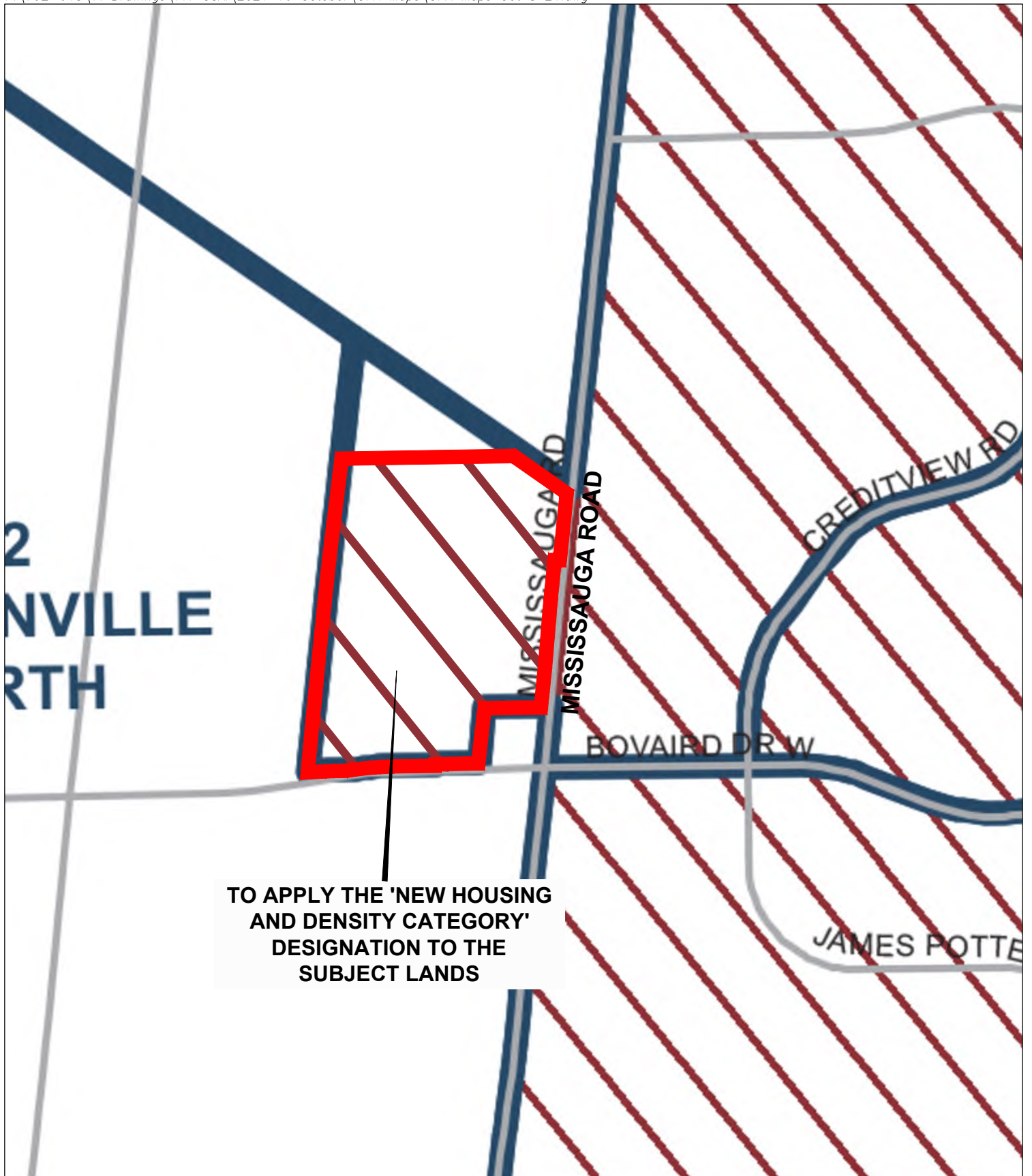
EXTRACT FROM OFFICIAL PLAN SCHEDULE F INFRASTRUCTURE, UTILITIES AND RESOURCES

LEGEND

- PUMPING STATIONS
- TREATMENT PLANT
- EXISTING SANITARY TRUNK SEWER
- ★ RESERVOIR
- ◆ TREATMENT PLANT SANITARY
- EXISTING WATERMAIN TRUNKS
- ▼ TRANSFORMER STATION
- ◆ WASTE WATER MANAGEMENT
- ⋯ PROPOSED SANITARY TRUNK SEWER
- ⋯⋯⋯ TRANSCANADA GAS PIPELINE
- NORTHWEST POLICY AREA
- EXISTING OR FORMER WASTE DISPOSAL SITES






SCHEDULE 'F' TO OFFICIAL PLAN AMENDMENT OP _____



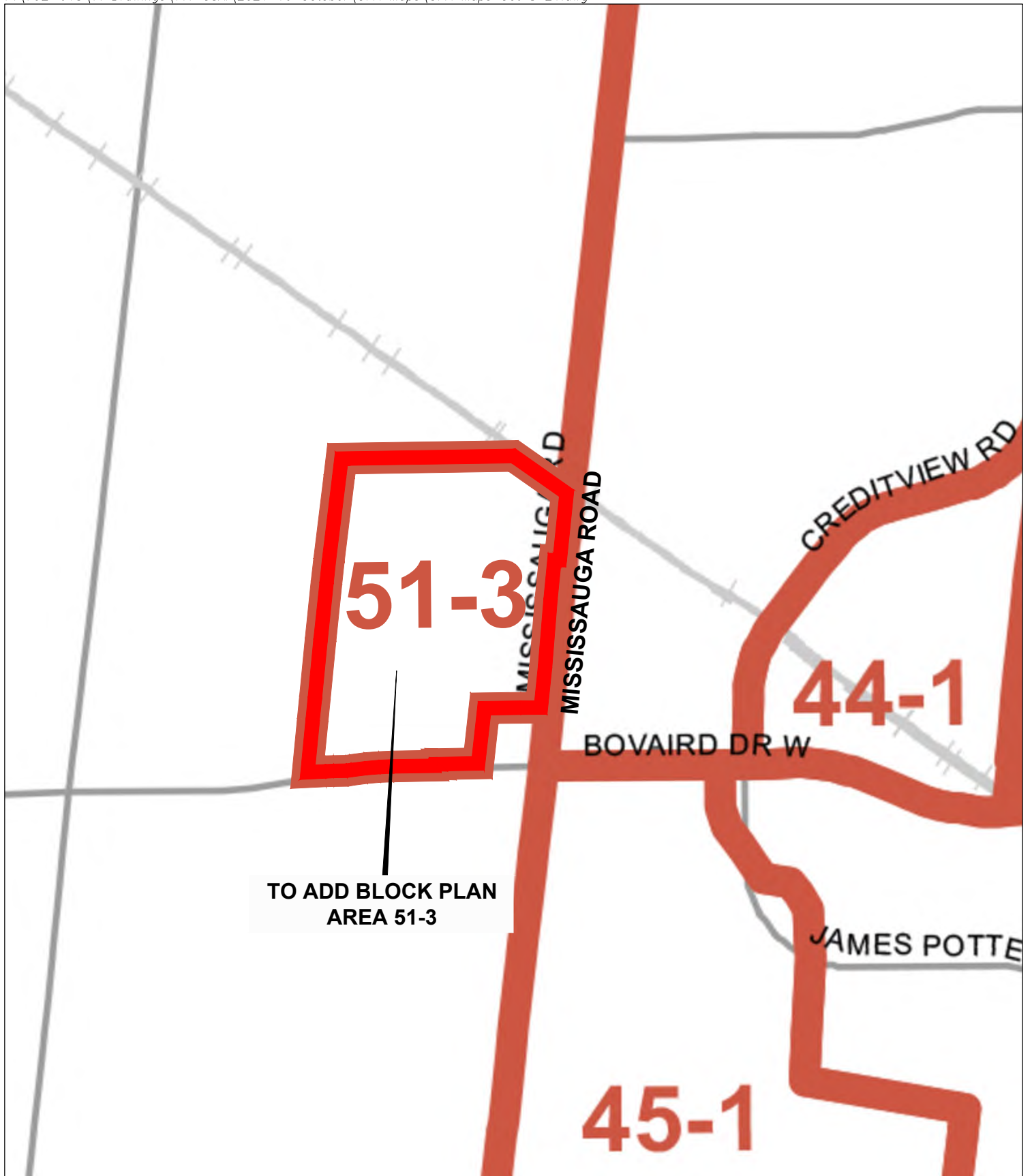
EXTRACT FROM OFFICIAL PLAN SCHEDULE G SECONDARY PLAN AREAS

LEGEND

-  NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING AND DENSITY CATEGORIES OF THE OFFICIAL PLAN
-  Brampton Mobility Hub Secondary Plan (Area 9) under appeal on a site specific basis for 69 and 75 Bramalea Road.
-  APPEALED TO OMB/LPAT



SCHEDULE 'G' TO OFFICIAL PLAN AMENDMENT OP _____



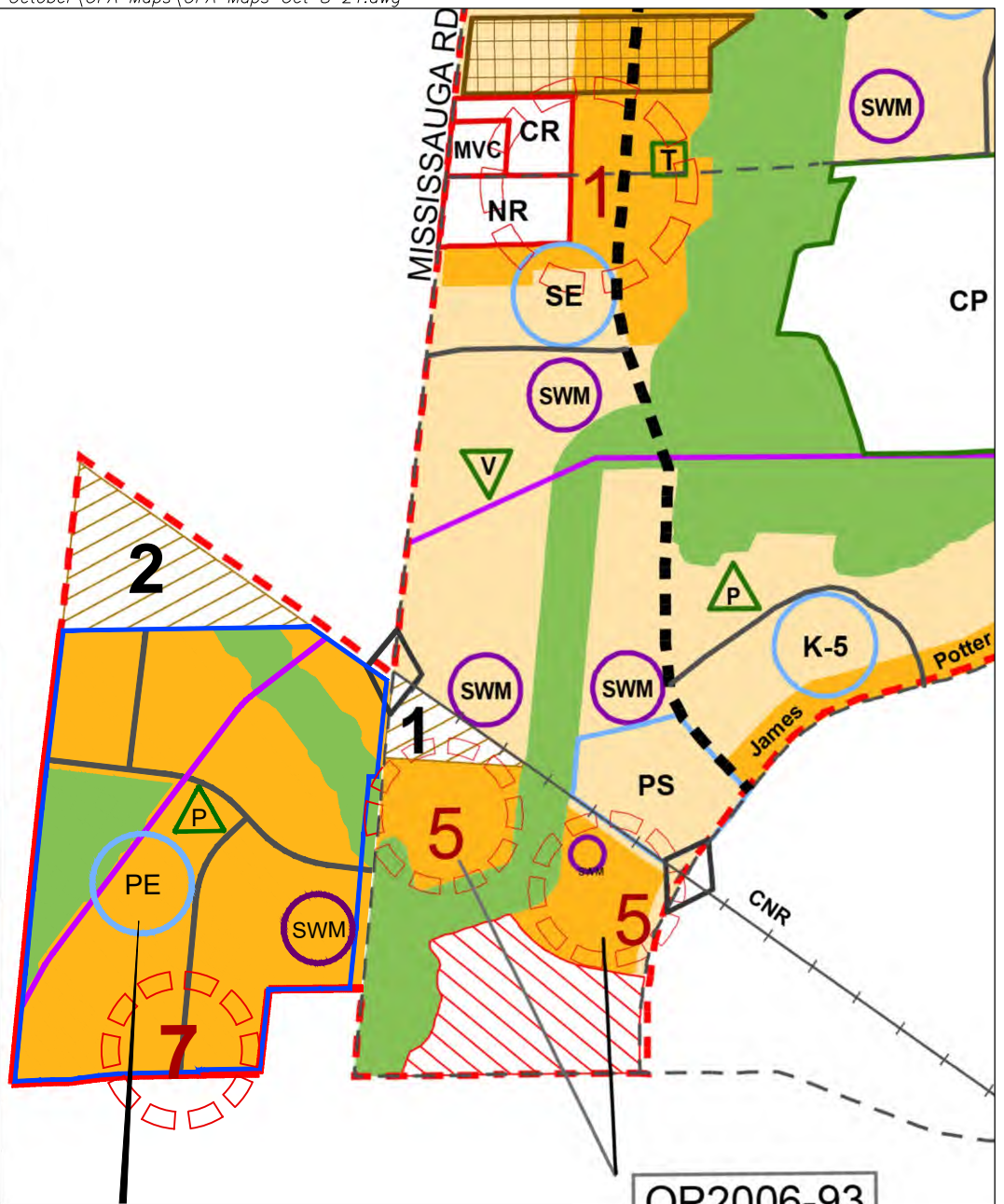
EXTRACT FROM OFFICIAL PLAN SCHEDULE H COMMUNITY BLOCK PLAN AREAS

LEGEND

 BLOCK PLAN AREA



**SCHEDULE 'H' TO OFFICIAL PLAN
AMENDMENT OP _____**



OP2006-93

TO REDESIGNATE THE LANDS FROM “OSMINGTON SPECIAL POLICY AREA (MIXED USE CENTRE)” AND “SPECIAL POLICY AREA 2” TO “RESIDENTIAL - MEDIUM DENSITY”, “NATURAL HERITAGE SYSTEM”, “TRANSCANADA GAS PIPELINE”, “STORMWATER MANAGEMENT FACILITY”, “PUBLIC ELEMENTARY SCHOOL”, “PARKETTE”, AND “MIXED USE AREA 7”

EXTRACT FROM OFFICIAL PLAN SCHEDULE SP 51 (A) OF CHAPTER 51 OF PART II: SECONDARY PLANS

LEGEND

ROAD NETWORK

- ■ ■ Transit Spine Collector Road
- - - Arterial Road
- Collector Road
- ↔ Potential Connection

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- ◇ Grade Separation
- (SWM) Stormwater Management Facility

RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- △ Parkette
- T Town Square
- V Vest Pocket

OTHER

- (HD) Heritage Resource Designation under the Ontario Heritage Act
- (HL) Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- (---) Mixed Use Area
- 1-2 Special Policy Area 1-2
- Peel Regional Police Association Special Policy Area
- (---) Area Subject to this Amendment
- (---) Osmington Special Policy Area (Mixed Use Centre)

NATURAL HERITAGE SYSTEM

- (---) NATURAL HERITAGE SYSTEM AREA

INSTITUTIONAL

- (K-5) Public Junior Elementary School Site
- (6-8) Public Senior Elementary School Site
- (SE) Separate Elementary School Site
- (PS) Public Secondary School Site
- (SP) Separate Secondary School Site
- (W) Place of Worship
- (PE) Public Elementary School

RETAIL

- (---) District Retail
- (CR) Convenience Retail
- (NR) Neighbourhood Retail
- (MVC) Motor Vehicle Commercial

RESIDENTIAL

- (---) LOW / MEDIUM DENSITY
- (---) MEDIUM DENSITY



SCHEDULE 'I' TO OFFICIAL PLAN AMENDMENT OP _____

APPENDIX II

DRAFT ZONING BY-LAW AMENDMENT



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

To amend By-law 270-2004 (known as “Zoning By-law 2004”), as amended.

WHEREAS The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
 - (1) by changing on Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From the Existing Zoning of:	To:
<p>AGRICULTURAL (A); AND</p> <p>INSTITUTIONAL ONE – SPECIAL SECTION 1892 (I1-1892)</p>	<p>RESIDENTIAL SINGLE DETACHED F – 9.0 – SECTION AAAA (R1F-9.0-AAAA);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION BBBB (R3E-5.5-BBBB);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION CCCC (R3E-5.5-CCCC);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION DDDD (R3E-5.5-DDDD);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION EEEE (R3E-5.5-EEEE);</p> <p>RESIDENTIAL APARTMENT A(1) – SECTION FFFF (R4A(1)-FFFF);</p> <p>RESIDENTIAL APARTMENT A(1) – SECTION GGGG (R4A(1)-GGGG);</p> <p>INSTITUTIONAL ONE – SECTION HHHH (I1-HHHH);</p> <p>OPEN SPACE – SECTION IIII (OS-III); AND</p> <p>FLOODPLAIN (F).</p>

(2) by adding thereto, the following sections:

“AAAA The lands designated R1F-9.0-AAAA on Schedule A to this by-law:

AAAA.1 Shall only be used for the purposes permitted in an R1F-9.0 zone; and

1. an administrative office or facility of a public authority.

AAAA.2 Shall be subject to the following requirements and restrictions:

1. For a detached dwelling:

- a) Minimum Lot Area:

Interior Lot - 216.0 square metres

Corner Lot - 270.0 square metres

- b) Minimum Lot Width:

Interior Lot - 9.0 metres.

Corner Lot - 10.8 metres.

- c) Minimum Lot Depth: 24.0 metres

- d) Minimum Front Yard Depth:

- i. 2.5 metres;

- ii. 5.75 metres to a garage door facing the front lot line;

- iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;

- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;

- v. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the

front yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. 5.75 metres to a garage door facing the exterior side yard for corner lots 10.8 metres or greater;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior

side yard to within 0.0 metres of a daylight rounding/triangle;

- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres;

f) Minimum Rear Yard:

- i. 6.0 metres, however, a one-storey addition may project into the rear yard with a minimum setback of 3.0 metres for a maximum of 45% of the dwelling width measured at the rear of the main building.
- ii. 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;
- iii. 3.5 metres to a deck off the main floor;
- iv. 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots greater than 10.8 metres;
- v. 4.5 metres for open roofed porches and or uncovered terraces; and,
- vi. a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metre into the minimum rear yard.

g) Minimum Interior Side Yard:

- i. 1.2 metres on one side and 0.6 metres on the other side;
- ii. Interior side yards between two lots can be paired at 0.6 metres per paired lots, and or 1.2 metres and 0.6 metres per paired lots and or at 1.2 metres and 1.2 metres per paired lots;
- iii. 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and,
- iv. 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres, for a total of 1.2 metres between buildings.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

i) Maximum Building Height - 13.0 metres.

j) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling.

k) The following provisions apply to garages:

- i. the maximum cumulative garage door width for lots with a lot width less than 10.4 metres shall be 3.7 metres;
- ii. the maximum cumulative garage door width for lots with a lot width equal to or greater than 10.4 metres but less than 11.0 metres shall be 4.6 metres;

- iii. the maximum cumulative garage door width for lots with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
 - iv. the maximum cumulative garage door width for lots with a lot width equal to or greater than 12.5 metres but less than 14.0 metres shall be 5.5 metres;
 - v. for lots 14.0 metres wide or greater the maximum cumulative interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater;
 - vi. the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit; and,
 - vii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.
- l) The following shall apply to a bay, bow or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a

maximum depth of 1.0 metre shall contain side windows.

m) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.

n) Shall also be subject to the requirements and restrictions relating to the R1F zone and all the general provisions of this by-law, which are not in conflict with those set out in Section AAAA.2.1

2. For an administrative office or facility of a public authority:

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

d) Minimum Rear Yard Depth: 3.0 metres

e) Maximum Building Height: No requirement

f) Maximum Lot Coverage: No requirement

g) Other Setbacks:

i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section AAAA.2.2

(3) by adding thereto, the following sections:

“BBBB The lands designated R3E-5.5-BBBB on Schedule A to this by-law:

BBBB.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and

1. Dwelling, Street Townhouse; and
2. an administrative office or facility of a public authority.

BBBB.2 Shall be subject to the following requirements and restrictions:

1. For a Street Townhouse Dwelling:

a) Minimum Lot Area:

Interior Lot – 135.0 square metres
Corner Lot – 210.0 square metres
End Lot – 165.0 square metres

b) Minimum Lot Width:

Interior Lot – 5.5 metres.
Corner Lot – 8.6 metres.
End Lot – 6.7 metres.

c) Minimum Lot Depth: 22.0 metres.

d) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. 5.75 metres to a garage door facing the front lot line;
- iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- v. a porch and/or balcony with or without foundation or cold cellar including eaves

and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. 5.75 metres to a garage door facing the exterior side yard for corner lots 8.5 metres or greater;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior

side yard to within 0.0 metres of a daylight rounding/triangle;

- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres;

f) Minimum Rear Yard:

- i. 5.0 metres for an interior lot;
- ii. 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line;
- iii. 3.5 metres to a deck off the main floor;
- iv. 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard;
- v. a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metre into the minimum rear yard.

g) Minimum Interior Side Yard:

1.2 metres 0.0 metres when abutting side lot lines coincides with a common wall between two dwellings.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- i) Maximum Building Height - 13.0 metres.
- j) Notwithstanding Section 16.10.2.d), the minimum dwelling unit width shall be 5.0 metres.
- k) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling.
- l) The following provisions apply to garages:
 - i. the maximum cumulative garage door width for interior lots with a lot width less than 6.0 metres shall be 3.7 metres;
 - ii. the maximum cumulative garage door width for interior lots with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - iii. the maximum cumulative garage door width for interior lots with a lot width equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;
 - iv. the maximum cumulative garage door width for corner lots, with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
 - v. a two-bay garage shall be permitted on a corner lot; and,
 - vi. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.

m) The following shall apply to a bay, bow or box window:

i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;

ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;

iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and

iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.

n) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.

o) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.

p) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in Section BBBB.2.1

2. For an administrative office or facility of a public authority.

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

- d) Minimum Rear Yard Depth: 3.0 metres
- e) Maximum Building Height: No requirement
- f) Maximum Lot Coverage: No requirement
- g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section BBBB.2.2

(4) by adding thereto, the following sections:

“CCCC The lands designated R3E-5.5-CCCC on Schedule A to this by-law:

CCCC.1 Shall only be used for the purposes permitted in an R3E-6.0 zone, and

- 1. Dwelling, Back-to-Back Townhouse; and
- 2. an administrative office or facility of a public authority.

CCCC.2 Shall be subject to the following requirements and restrictions:

1. For a Back-to-Back Townhouse:

a) Minimum Lot Area:

Interior Lot – 65 square metres
 Corner Lot – 90 square metres
 End Lot – 85 square metres

b) Minimum Lot Width:

Interior Lot – 5.5 metres.

Corner Lot – 7.8 metres.

End Lot – 7.2 metres.

c) Minimum Lot Depth: 12.0 metres.

d) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. 5.75 metres to a garage door facing the front lot line;
- iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- v. a porch and/or balcony with or without foundation may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- vii. a bay window, bow window or box window with or without foundation may encroach to within 0.0 metres of a daylight rounding/triangle;
- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres to a public lane;
- iii. 5.75 metres to a garage door facing the exterior side yard;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation or cold cellar and a chimney may encroach 1.0 metre into the minimum exterior side yard;
- viii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

f) Minimum Rear Yard: 0.0 metres

g) Minimum Interior Side Yard:

- i. 1.2 metres; and
 - ii. 0.0 metres when abutting side lot lines coincides with a common wall between two dwellings.
- h) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- i) Maximum Building Height: 13.0 metres.
- j) For Back-to-Back Townhouses, a maximum of 16 dwelling units may be attached in a contiguous structure, and the structure is to only be 8 units wide and 2 units deep.
- k) Minimum Amenity Area:

3.5 square metres shall be provided either on a balcony/uncovered terrace on the second floor or third floor or in the front yard at ground level.
- l) Air conditioning units are permitted to be located on a balcony or uncovered terrace.
- m) The following provisions apply to garages:
 - i. the maximum cumulative garage door width shall be 3.7 metres for interior and end units equal to 6.0 metres;
 - ii. the maximum cumulative garage door width for interior lots greater than 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - iii. the maximum cumulative garage door width for interior lots with a lot width

equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;

- iv. the maximum cumulative garage door width for interior lots equal to 10.7 metres but less than 12.2 metres shall be 5.0 metres;
 - v. the maximum cumulative garage door width for corner lots shall be 4.9 metres;
 - vi. a two-bay garage accessed from the exterior side yard shall be permitted on a corner lot;
 - vii. the maximum interior garage width shall be 6.0 metres wider than the permitted maximum cumulative garage door width; and
 - viii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.
- n) The following shall apply to a bay, bow or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a

maximum depth of 1.0 metre shall contain side windows.

- o) Notwithstanding Section 10.13.4, no more than 16 dwelling units shall be attached.
 - p) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.
 - q) Minimum Parking Requirement:
1 parking space per unit
 - r) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in Section CCCC.2.1
2. For an administrative office or facility of a public authority.
- i) Minimum Front Yard Depth: No requirement
 - j) Minimum Interior Side Yard Width: 3.0 metres
 - k) Minimum Exterior Side Yard Width:
No requirement
 - l) Minimum Rear Yard Depth: 3.0 metres
 - m) Maximum Building Height: No requirement
 - n) Maximum Lot Coverage: No requirement
 - o) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

- p) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section CCCC.2.2

(5) by adding thereto, the following sections:

“DDDD The lands designated R3E-5.5-DDDD on Schedule A to this by-law:

DDDD.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and;

- 1. Dwelling, Rear Lane Townhouse; and
- 2. an administrative office or facility of a public authority.

DDDD.2 Shall be subject to the following requirements and restrictions:

1. For a Rear Lane Townhouse Dwelling:

- a) For zoning purposes, the front lot line shall be that lot line opposite of the lot line which is traversed by a driveway.

b) Minimum Lot Area:

Interior Lot – 110 square metres;
Corner Lot – 170 square metres;
End Lot – 130 square metres;

c) Minimum Lot Depth:

- i. Where the Front Lot Line abuts a street: 22.0 metres
- ii. Where the Front Lot Line abuts an OS or F zone: 20.0 metres

d) Minimum Front Yard Depth:

- i. 4.0 metres;

- ii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iii. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and,
- vi. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard Width:

- i. 3.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. The main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- iv. A porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;

- v. A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vi. A bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vii. A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- viii. For corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

f) Minimum Rear Yard Depth:

- i. 3.0 metres;
- ii. 5.75 metres to a garage door facing the rear lot line;
- iii. the main wall of a dwelling may encroach into the rear yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum rear yard;
- v. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum rear yard; and,
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle.

g) Minimum Interior Side Yard Width:

- i. 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
- ii. 0.0 metres when abutting side lot line coincides with a common wall between two garages;
- iii. 0.5 metres into the 1.2-metre interior side yard for a bay window, or box window with or without foundation or cold cellar; and,
- iv. 0.7 metres to a bay, bow, or box window with or without foundation or cold cellar.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

i) Maximum Building Height: 12.0 metres

j) Notwithstanding Section 16.10.2 d), the minimum dwelling unit width shall be 5.5 metres.

k) Minimum Amenity Space:

3.5 square metres shall be provided either on a balcony/uncovered terrace on the second or third floor or in the rear yard at ground level.

l) The following provisions shall apply to garages:

- i. the maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres;
- ii. the maximum cumulative garage door width for interior lots, with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
- iii. the maximum cumulative garage door width for interior lots, with a lot width equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;
- iv. the maximum cumulative garage door width for corner lots with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
- v. a two-bay garage shall be permitted on a corner lot;
- vi. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot; and,
- vii. A garage door width shall not exceed the width of any unit or main wall of a dwelling.

- m) The following shall apply to a bay, bow, or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and,
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.
- n) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.
- o) Notwithstanding Section 10.9.1B.1, the minimum driveway width shall be 2.75 metres.
- p) Air conditioning units are permitted to be located on a balcony or uncovered terrace or rear yard.
- q) A public/private lane is deemed to be a street for zoning purposes.
- r) A maximum fence height of 1.2 metres shall be permitted along any yard.
- s) An accessory structure shall not be permitted in any yard.
- t) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in section DDDD.2.1.

3. For an administrative office or facility of a public authority.
- a) Minimum Front Yard Depth: No requirement
 - b) Minimum Interior Side Yard Width: 3.0 metres
 - c) Minimum Exterior Side Yard Width:
No requirement
 - d) Minimum Rear Yard Depth: 3.0 metres
 - e) Maximum Building Height: No requirement
 - f) Maximum Lot Coverage: No requirement
 - g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
 - h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section DDDD.2.2.

(6) by adding thereto, the following sections:

“EEEE The lands designated R3E-5.5-EEEE on Schedule A to this by-law:

EEEE.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and;

- 1. Dwelling, Rear Lane Townhouse; and
- 2. an administrative office or facility of a public authority.

EEEE.2 Shall be subject to the following requirements and restrictions:

1. For a Rear Lane Townhouse Dwelling:

a) For zoning purposes, the front lot line shall be that lot line opposite of the lot line which is traversed by a driveway.

b) Minimum Lot Area:

Interior Lot – 110 square metres;
Corner Lot – 170 square metres;
End Lot – 130 square metres;

c) Minimum Lot Width:

Interior Lot – 5.5 metres.
Corner Lot – 7.8 metres.
End Lot – 7.2 metres.

d) Minimum Lot Depth: 18.5 metres

e) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iii. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or

cold cellar may encroach 1.0 metre into the minimum front yard; and,

- vi. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

f) Minimum Exterior Side Yard Width:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. The main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- iv. A porch and/or balcony with or without foundation or cold cellar and chimney may encroach 1.4 metres into the minimum exterior side yard;
- v. A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vi. A bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vii. A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre

into the minimum exterior side yard;
and,

- viii. For corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

g) Minimum Rear Yard Depth:

- i. 0.5 metres;
- ii. 0.75 metres to a garage door facing the rear lot line;
- iii. the main wall of a dwelling may encroach into the rear yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle.

h) Minimum Interior Side Yard Width:

- i. 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
- ii. 0.0 metres when abutting side lot line coincides with a common wall between two garages;

- iii. 0.5 metres into the 1.2 metre interior side yard for a bay window, or box window with or without foundation or cold cellar; and,
 - iv. 0.7 metres to a bay, bow, or box window with or without foundation or cold cellar.
- i) Other Setbacks:
- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- j) Maximum Building Height: 14.0 metres
- k) Notwithstanding Section 16.10.2 d), the minimum dwelling unit width shall be 5.5 metres.
- l) Minimum Amenity Space:
3.5 square metres shall be provided either on a balcony/uncovered terrace on the second or third floor or in the rear yard at ground level.
- m) The following provisions shall apply to garages:
- i. The maximum garage door width shall not exceed the width of any unit or main wall of a dwelling; and
 - ii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot; and,

- n) The following shall apply to a bay, bow, or box window:
 - i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.
- o) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.
- p) Notwithstanding Section 10.9.1B.1, the minimum driveway width shall be 2.75 metres.
- q) Air conditioning units are permitted to be located on a balcony or uncovered terrace or rear yard.
- r) A public/private lane is deemed to be a street for zoning purposes.
- s) A maximum fence height of 1.2 metres shall be permitted along any yard.
- t) An accessory structure shall not be permitted in any yard.
- u) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not

in conflict with those set out in section EEEE.2.1.

2. For an administrative office or facility of a public authority.

- a) Minimum Front Yard Depth: No requirement
- b) Minimum Interior Side Yard Width: 3.0 metres
- c) Minimum Exterior Side Yard Width:
No requirement
- d) Minimum Rear Yard Depth: 3.0 metres
- e) Maximum Building Height: No requirement
- f) Maximum Lot Coverage: No requirement
- g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section EEEE.2.2.

(7) by adding thereto, the following sections:

“FFFF The lands designated R4A(1)-FFFF on Schedule A to this by-law:

FFFF.1 Shall only be used for the purposes permitted in an R4A(1) zone; and

1. Residential Uses:

- a) a street townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-BBBB zone;
- b) a back-to-back townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-CCCC zone;
- c) a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-DDDD zone;
- d) a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-EEEE zone;
- e) a Stacked Townhouse Dwelling; and
- f) a Back-to-Back Stacked Townhouse Dwelling.

2. Commercial Uses:

- a) a retail establishment having no outside storage
- b) a service shop
- c) a personal service shop
- d) a bank, trust company, or finance company
- e) a dry cleaning and laundry distribution station
- f) a dining room restaurant, a convenience restaurant or a take-out restaurant
- g) a tavern
- h) a printing or copying establishment
- i) a commercial, technical or recreational school
- j) a community club
- k) a health centre or fitness centre
- l) an art gallery, museum or art/photo studio
- m) a convenience store or grocery store
- n) a travel agency
- o) an office
- p) an animal hospital
- q) a body art and/or tattoo parlour
- r) an amusement arcade

3. Institutional Uses:

- a) an administrative office or facility of a public authority

FFFF.2 Shall be subject to the following definition, which shall apply for the purposes of Section FFFF:

- 1. A “Back-to-Back Stacked Townhouse Dwelling” shall mean a building containing four or more dwelling units where each unit is separated horizontally and vertically from another dwelling with a common wall, and which may also have a rear common wall.

FFFF.3 Shall be subject to the following requirements and restrictions:

- 1. For Stacked Townhouse Dwellings and Back-to-Back Stacked Townhouse Dwellings:
 - a) Minimum Lot Area: No requirement;
 - b) Minimum Lot Width: No requirement;
 - c) Minimum Front Yard Depth: No requirement;
 - d) Minimum Interior Side Yard Width: 3.0 metres
 - e) Minimum Exterior Side Yard Width: No requirement;
 - f) Minimum Rear Yard Depth: 6.0 metres
 - g) Minimum Building Setback to a Daylight Triangle: No requirement;
 - h) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

- i) Maximum Building Height: 4 storeys
- j) Maximum Lot Coverage: No requirement;
- k) Minimum Landscaped Open Space:
No requirement;

2. For Apartment Dwellings:

- a) Minimum Lot Area: No requirement;
- b) Minimum Lot Width: No requirement;
- c) Minimum Front Yard Depth: No requirement;
- d) Minimum Interior Side Yard Width: 3.0 metres
- e) Minimum Exterior Side Yard Width: No requirement;
- f) Minimum Rear Yard Depth: 6.0 metres
- g) Minimum Building Setback to a Daylight Triangle: No requirement;
- l) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Maximum Building Height: No requirement;
- i) Maximum Lot Coverage: No requirement;
- j) Minimum Landscaped Open Space:
No requirement;

3. A commercial use permitted in Section FFFF.1.2 shall only be permitted on the ground level of a Stacked Townhouse, Back-to-Back Stacked Townhouse, or Apartment Building.
4. For an administrative office or facility of a public authority.
 - a) Minimum Front Yard Depth: No requirement
 - b) Minimum Interior Side Yard Width: 3.0 metres
 - c) Minimum Exterior Side Yard Width:
No requirement
 - d) Minimum Rear Yard Depth: 3.0 metres
 - e) Maximum Building Height: No requirement
 - f) Maximum Lot Coverage: No requirement
 - g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
 - h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section FFFF.3.4.

(8) by adding thereto, the following sections:

“GGGG The lands designated R4A(1)-GGGG on Schedule A to this by-law:

GGGG.1 Shall only be used for the purposes permitted in an R4A(1) zone; and

1. Residential Uses:

- a) an apartment
- b) a nursing home
- c) a retirement home
- d) a seniors residence

2. Commercial Uses:

- s) a retail establishment having no outside storage
- t) a service shop
- u) a personal service shop
- v) a bank, trust company, or finance company
- w) a dry cleaning and laundry distribution station
- x) a laundromat
- y) a dining room restaurant, a convenience restaurant or a take-out restaurant
- z) a tavern
- aa) a printing or copying establishment
- bb) a commercial, technical or recreational school
- cc) a community club
- dd) a health centre or fitness centre
- ee) a recreational facility
- ff) an art gallery, museum or art/photo studio
- gg) a convenience store or grocery store
- hh) a travel agency
- ii) an office
- jj) a hotel
- kk) a shopping centre
- ll) a banquet hall
- mm) a place of commercial recreation
- nn) a supermarket
- oo) an animal hospital
- pp) a theatre
- qq) a body art and/or tattoo parlour
- rr) an amusement arcade
- ss) a motor vehicle rental or car sharing establishment (small-scale)

3. Institutional Uses:

- a) A day nursery
- b) A private or public school
- c) A community centre
- d) A private or public hospital

- e) an administrative office or facility of a public authority

GGGG.2 Shall be subject to the following requirements and restrictions:

1. Minimum Lot Area: No requirement;
2. Minimum Lot Width: No requirement;
3. Minimum Front Yard Depth: No requirement;
4. Minimum Interior Side Yard Width: 3.0 metres
5. Minimum Exterior Side Yard Width: No requirement;
6. Minimum Rear Yard Depth: 6.0 metres
7. Minimum Building Setback to a Daylight Triangle:
No requirement
8. Maximum Building Height: No requirement;
9. Maximum Lot Coverage: No requirement
10. Minimum Landscaped Open Space: No requirement
11. Except for a hotel or an administrative office or facility of a public authority, a commercial or institutional use permitted in Section GGGG.1.2 and GGGG.1.3 shall only be permitted within an apartment building or a multi-storey commercial use building.

(9) by adding thereto, the following sections:

“HHHH The lands designated I1-HHHH on Schedule A to this by-law:

HHHH.1 Shall only be used for the purposes permitted in an I1 zone, and

1. a detached dwelling in accordance with the requirements and restrictions of the R1F-9.0-AAAA zone;

2. a street townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-BBBB zone;
3. a back-to-back townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-CCCC zone;
4. a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-DDDD zone;
5. a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-EEEE zone; and
6. an administrative office or facility of a public authority.

HHHH.2 Shall be subject to the following requirements and restrictions:

1. For a School:
 - a) Minimum Front Yard Depth: 0.0 metres
 - b) Minimum Exterior Side Yard Width: 0.0 metres
 - c) Minimum Rear Yard Depth: 7.0 metres
 - d) Interior Side Yard Width: 7.0 m
 - e) Maximum Lot Coverage: 55%
2. For an administrative office or facility of a public authority.
 - i) Minimum Front Yard Depth: No requirement
 - j) Minimum Interior Side Yard Width: 3.0 metres
 - k) Minimum Exterior Side Yard Width:
No requirement
 - l) Minimum Rear Yard Depth: 3.0 metres
 - m) Maximum Building Height: No requirement
 - n) Maximum Lot Coverage: No requirement

o) Other Setbacks:

iii. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

iv. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

p)

q) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section HHHH.2.2.

(10) by adding thereto, the following sections:

“III The lands designated OS-III on Schedule A to this by-law:

III.1 Shall only be used for the purposes permitted in an OS zone, and

1. an administrative office or facility of a public authority.

III.2 Shall be subject to the following requirements and restrictions:

1. For an administrative office or facility of a public authority.

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

d) Minimum Rear Yard Depth: 3.0 metres

e) Maximum Building Height: No requirement

f) Maximum Lot Coverage: No requirement

g) Other Setbacks:

v. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

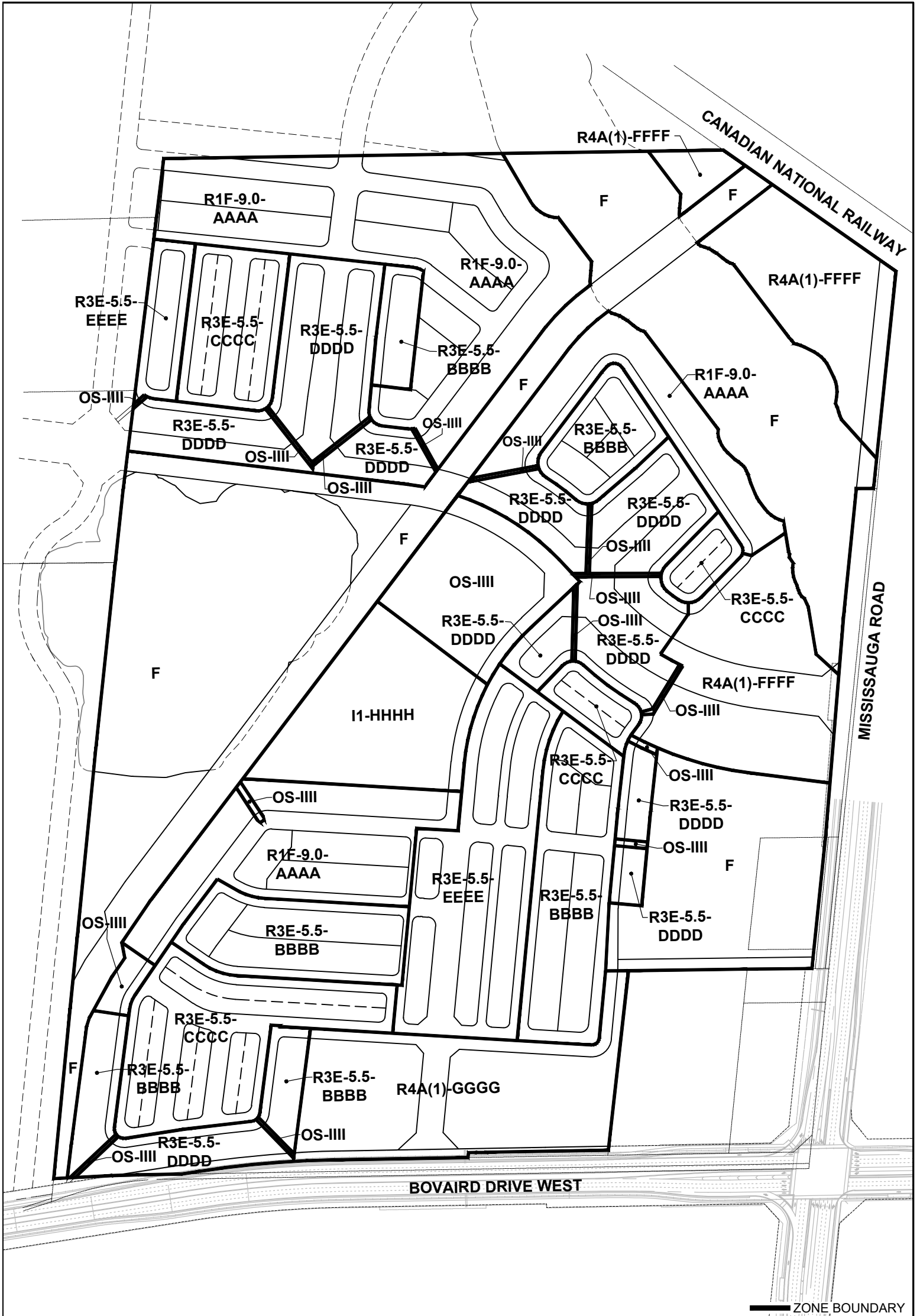
vi. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section IIII.2.1.

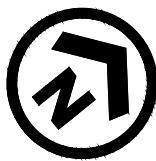
ENACTED and PASSED this _____ day of _____, 2021.

PATRICK BROWN - MAYOR

PETER FAY - CITY CLERK



PART OF LOT 11 AND 12,
CONCESSION 5, W.H.S.
(GEOGRAPHIC TOWNSHIP
OF CHINGUACOUSY)



CITY OF BRAMPTON
Planning, Design, and Development

Date:

Drawn By:

BY-LAW _____ SCHEDULE A

N.T.S



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2021

To amend By-law 270-2004 (known as “Zoning By-law 2004”), as amended.

WHEREAS The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
 - (1) by changing on Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From the Existing Zoning of:	To:
<p>AGRICULTURAL (A); AND</p> <p>INSTITUTIONAL ONE – SPECIAL SECTION 1892 (I1-1892)</p>	<p>RESIDENTIAL SINGLE DETACHED F – 9.0 – SECTION AAAA (R1F-9.0-AAAA);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION BBBB (R3E-5.5-BBBB);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION CCCC (R3E-5.5-CCCC);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION DDDD (R3E-5.5-DDDD);</p> <p>RESIDENTIAL TOWNHOUSE E – 5.5 – SECTION EEEE (R3E-5.5-EEEE);</p> <p>RESIDENTIAL APARTMENT A(1) – SECTION FFFF (R4A(1)-FFFF);</p> <p>RESIDENTIAL APARTMENT A(1) – SECTION GGGG (R4A(1)-GGGG);</p> <p>INSTITUTIONAL ONE – SECTION HHHH (I1-HHHH);</p> <p>OPEN SPACE – SECTION IIII (OS- IIII); AND</p> <p>FLOODPLAIN (F).</p>

(2) by adding thereto, the following sections:

“AAAA The lands designated R1F-9.0-AAAA on Schedule A to this by-law:

AAAA.1 Shall only be used for the purposes permitted in an R1F-9.0 zone; and

1. an administrative office or facility of a public authority.

AAAA.2 Shall be subject to the following requirements and restrictions:

1. For a detached dwelling:

a) Minimum Lot Area:

Interior Lot - 216.0 square metres

Corner Lot - 270.0 square metres

b) Minimum Lot Width:

Interior Lot - 9.0 metres.

Corner Lot - 10.8 metres.

c) Minimum Lot Depth: 24.0 metres

d) Minimum Front Yard Depth:

i. 2.5 metres;

ii. 5.75 metres to a garage door facing the front lot line;

iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;

iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;

v. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the

front yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. 5.75 metres to a garage door facing the exterior side yard for corner lots 10.8 metres or greater;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior

side yard to within 0.0 metres of a daylight rounding/triangle;

- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres;

f) Minimum Rear Yard:

- i. 6.0 metres, however, a one-storey addition may project into the rear yard with a minimum setback of 3.0 metres for a maximum of 45% of the dwelling width measured at the rear of the main building.
- ii. 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;
- iii. 3.5 metres to a deck off the main floor;
- iv. 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots greater than 10.8 metres;
- v. 4.5 metres for open roofed porches and or uncovered terraces; and,
- vi. a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metre into the minimum rear yard.

g) Minimum Interior Side Yard:

- i. 1.2 metres on one side and 0.6 metres on the other side;
- ii. Interior side yards between two lots can be paired at 0.6 metres per paired lots, and or 1.2 metres and 0.6 metres per paired lots and or at 1.2 metres and 1.2 metres per paired lots;
- iii. 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and,
- iv. 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres, for a total of 1.2 metres between buildings.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

i) Maximum Building Height - 13.0 metres.

j) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling.

k) The following provisions apply to garages:

- i. the maximum cumulative garage door width for lots with a lot width less than 10.4 metres shall be 3.7 metres;
- ii. the maximum cumulative garage door width for lots with a lot width equal to or greater than 10.4 metres but less than 11.0 metres shall be 4.6 metres;

- iii. the maximum cumulative garage door width for lots with a lot width equal to or greater than 11.0 metres but less than 12.5 metres shall be 5.0 metres;
 - iv. the maximum cumulative garage door width for lots with a lot width equal to or greater than 12.5 metres but less than 14.0 metres shall be 5.5 metres;
 - v. for lots 14.0 metres wide or greater the maximum cumulative interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater;
 - vi. the garage door width may be widened by an extra 0.6 metres if the front of the garage projects 2.5 metres or less beyond the ground floor main entrance of the dwelling unit; and,
 - vii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum cumulative garage door width permitted on the lot.
- l) The following shall apply to a bay, bow or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a

maximum depth of 1.0 metre shall contain side windows.

m) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.

n) Shall also be subject to the requirements and restrictions relating to the R1F zone and all the general provisions of this by-law, which are not in conflict with those set out in Section AAAA.2.1

2. For an administrative office or facility of a public authority:

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

d) Minimum Rear Yard Depth: 3.0 metres

e) Maximum Building Height: No requirement

f) Maximum Lot Coverage: No requirement

g) Other Setbacks:

i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section AAAA.2.2

(3) by adding thereto, the following sections:

“BBBB The lands designated R3E-5.5-BBBB on Schedule A to this by-law:

BBBB.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and

1. Dwelling, Street Townhouse; and
2. an administrative office or facility of a public authority.

BBBB.2 Shall be subject to the following requirements and restrictions:

1. For a Street Townhouse Dwelling:

a) Minimum Lot Area:

Interior Lot – 135.0 square metres
Corner Lot – 210.0 square metres
End Lot – 165.0 square metres

b) Minimum Lot Width:

Interior Lot – 5.5 metres.
Corner Lot – 8.6 metres.
End Lot – 6.7 metres.

c) Minimum Lot Depth: 22.0 metres.

d) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. 5.75 metres to a garage door facing the front lot line;
- iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- v. a porch and/or balcony with or without foundation or cold cellar including eaves

and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. 5.75 metres to a garage door facing the exterior side yard for corner lots 8.5 metres or greater;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior

side yard to within 0.0 metres of a daylight rounding/triangle;

- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres;

f) Minimum Rear Yard:

- i. 5.0 metres for an interior lot;
- ii. 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line;
- iii. 3.5 metres to a deck off the main floor;
- iv. 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard;
- v. a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metre into the minimum rear yard.

g) Minimum Interior Side Yard:

1.2 metres 0.0 metres when abutting side lot lines coincides with a common wall between two dwellings.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- i) Maximum Building Height - 13.0 metres.
- j) Notwithstanding Section 16.10.2.d), the minimum dwelling unit width shall be 5.0 metres.
- k) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling.
- l) The following provisions apply to garages:
 - i. the maximum cumulative garage door width for interior lots with a lot width less than 6.0 metres shall be 3.7 metres;
 - ii. the maximum cumulative garage door width for interior lots with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - iii. the maximum cumulative garage door width for interior lots with a lot width equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;
 - iv. the maximum cumulative garage door width for corner lots, with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
 - v. a two-bay garage shall be permitted on a corner lot; and,
 - vi. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.

m) The following shall apply to a bay, bow or box window:

i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;

ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;

iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and

iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.

n) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.

o) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.

p) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in Section BBBB.2.1

2. For an administrative office or facility of a public authority.

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

- d) Minimum Rear Yard Depth: 3.0 metres
- e) Maximum Building Height: No requirement
- f) Maximum Lot Coverage: No requirement
- g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section BBBB.2.2

(4) by adding thereto, the following sections:

“CCCC The lands designated R3E-5.5-CCCC on Schedule A to this by-law:

CCCC.1 Shall only be used for the purposes permitted in an R3E-6.0 zone, and

- 1. Dwelling, Back-to-Back Townhouse; and
- 2. an administrative office or facility of a public authority.

CCCC.2 Shall be subject to the following requirements and restrictions:

1. For a Back-to-Back Townhouse:

a) Minimum Lot Area:

Interior Lot – 65 square metres
 Corner Lot – 90 square metres
 End Lot – 85 square metres

b) Minimum Lot Width:

Interior Lot – 5.5 metres.

Corner Lot – 7.8 metres.

End Lot – 7.2 metres.

c) Minimum Lot Depth: 12.0 metres.

d) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. 5.75 metres to a garage door facing the front lot line;
- iii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- v. a porch and/or balcony with or without foundation may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- vii. a bay window, bow window or box window with or without foundation may encroach to within 0.0 metres of a daylight rounding/triangle;
- viii. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard.

e) Minimum Exterior Side Yard:

- i. 2.0 metres;
- ii. 1.2 metres to a public lane;
- iii. 5.75 metres to a garage door facing the exterior side yard;
- iv. the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- v. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum exterior side yard;
- vi. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding triangle;
- vii. a bay window, bow window or box window with or without foundation or cold cellar and a chimney may encroach 1.0 metre into the minimum exterior side yard;
- viii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle; and
- ix. for corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

f) Minimum Rear Yard: 0.0 metres

g) Minimum Interior Side Yard:

- i. 1.2 metres; and
 - ii. 0.0 metres when abutting side lot lines coincides with a common wall between two dwellings.
- h) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- i) Maximum Building Height: 13.0 metres.
- j) For Back-to-Back Townhouses, a maximum of 16 dwelling units may be attached in a contiguous structure, and the structure is to only be 8 units wide and 2 units deep.
- k) Minimum Amenity Area:

3.5 square metres shall be provided either on a balcony/uncovered terrace on the second floor or third floor or in the front yard at ground level.
- l) Air conditioning units are permitted to be located on a balcony or uncovered terrace.
- m) The following provisions apply to garages:
 - i. the maximum cumulative garage door width shall be 3.7 metres for interior and end units equal to 6.0 metres;
 - ii. the maximum cumulative garage door width for interior lots greater than 6.0 metres but less than 9.8 metres shall be 4.6 metres;
 - iii. the maximum cumulative garage door width for interior lots with a lot width

equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;

- iv. the maximum cumulative garage door width for interior lots equal to 10.7 metres but less than 12.2 metres shall be 5.0 metres;
 - v. the maximum cumulative garage door width for corner lots shall be 4.9 metres;
 - vi. a two-bay garage accessed from the exterior side yard shall be permitted on a corner lot;
 - vii. the maximum interior garage width shall be 6.0 metres wider than the permitted maximum cumulative garage door width; and
 - viii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot.
- n) The following shall apply to a bay, bow or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a

maximum depth of 1.0 metre shall contain side windows.

- o) Notwithstanding Section 10.13.4, no more than 16 dwelling units shall be attached.
 - p) Notwithstanding Section 10.9.1B (1) the minimum driveway width shall be 2.75 metres.
 - q) Minimum Parking Requirement:
1 parking space per unit
 - r) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in Section CCCC.2.1
2. For an administrative office or facility of a public authority.
- i) Minimum Front Yard Depth: No requirement
 - j) Minimum Interior Side Yard Width: 3.0 metres
 - k) Minimum Exterior Side Yard Width:
No requirement
 - l) Minimum Rear Yard Depth: 3.0 metres
 - m) Maximum Building Height: No requirement
 - n) Maximum Lot Coverage: No requirement
 - o) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

- p) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section CCCC.2.2

(5) by adding thereto, the following sections:

“DDDD The lands designated R3E-5.5-DDDD on Schedule A to this by-law:

DDDD.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and;

- 1. Dwelling, Rear Lane Townhouse; and
- 2. an administrative office or facility of a public authority.

DDDD.2 Shall be subject to the following requirements and restrictions:

1. For a Rear Lane Townhouse Dwelling:

- a) For zoning purposes, the front lot line shall be that lot line opposite of the lot line which is traversed by a driveway.

b) Minimum Lot Area:

Interior Lot – 110 square metres;
Corner Lot – 170 square metres;
End Lot – 130 square metres;

c) Minimum Lot Depth:

- i. Where the Front Lot Line abuts a street: 22.0 metres
- ii. Where the Front Lot Line abuts an OS or F zone: 20.0 metres

d) Minimum Front Yard Depth:

- i. 4.0 metres;

- ii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iii. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and,
- vi. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

e) Minimum Exterior Side Yard Width:

- i. 3.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. The main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- iv. A porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;

- v. A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vi. A bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vii. A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard; and,
- viii. For corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

f) Minimum Rear Yard Depth:

- i. 3.0 metres;
- ii. 5.75 metres to a garage door facing the rear lot line;
- iii. the main wall of a dwelling may encroach into the rear yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum rear yard;
- v. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle;

- vi. a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum rear yard; and,
- vii. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle.

g) Minimum Interior Side Yard Width:

- i. 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
- ii. 0.0 metres when abutting side lot line coincides with a common wall between two garages;
- iii. 0.5 metres into the 1.2-metre interior side yard for a bay window, or box window with or without foundation or cold cellar; and,
- iv. 0.7 metres to a bay, bow, or box window with or without foundation or cold cellar.

h) Other Setbacks:

- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
- ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

i) Maximum Building Height: 12.0 metres

j) Notwithstanding Section 16.10.2 d), the minimum dwelling unit width shall be 5.5 metres.

k) Minimum Amenity Space:

3.5 square metres shall be provided either on a balcony/uncovered terrace on the second or third floor or in the rear yard at ground level.

l) The following provisions shall apply to garages:

- i. the maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres;
- ii. the maximum cumulative garage door width for interior lots, with a lot width equal to 6.0 metres but less than 9.8 metres shall be 4.6 metres;
- iii. the maximum cumulative garage door width for interior lots, with a lot width equal to 9.8 metres but less than 10.7 metres shall be 5.0 metres;
- iv. the maximum cumulative garage door width for corner lots with a lot width equal to or greater than 6.0 metres shall be 5.5 metres;
- v. a two-bay garage shall be permitted on a corner lot;
- vi. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot; and,
- vii. A garage door width shall not exceed the width of any unit or main wall of a dwelling.

- m) The following shall apply to a bay, bow, or box window:
- i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not require side windows; and,
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.
- n) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.
- o) Notwithstanding Section 10.9.1B.1, the minimum driveway width shall be 2.75 metres.
- p) Air conditioning units are permitted to be located on a balcony or uncovered terrace or rear yard.
- q) A public/private lane is deemed to be a street for zoning purposes.
- r) A maximum fence height of 1.2 metres shall be permitted along any yard.
- s) An accessory structure shall not be permitted in any yard.
- t) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not in conflict with those set out in section DDDD.2.1.

3. For an administrative office or facility of a public authority.
- a) Minimum Front Yard Depth: No requirement
 - b) Minimum Interior Side Yard Width: 3.0 metres
 - c) Minimum Exterior Side Yard Width:
No requirement
 - d) Minimum Rear Yard Depth: 3.0 metres
 - e) Maximum Building Height: No requirement
 - f) Maximum Lot Coverage: No requirement
 - g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
 - h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section DDDD.2.2.

(6) by adding thereto, the following sections:

“EEEE The lands designated R3E-5.5-EEEE on Schedule A to this by-law:

EEEE.1 Shall only be used for the purposes permitted in an R3E-5.5 zone, and;

- 1. Dwelling, Rear Lane Townhouse; and
- 2. an administrative office or facility of a public authority.

EEEE.2 Shall be subject to the following requirements and restrictions:

1. For a Rear Lane Townhouse Dwelling:

a) For zoning purposes, the front lot line shall be that lot line opposite of the lot line which is traversed by a driveway.

b) Minimum Lot Area:

Interior Lot – 110 square metres;
Corner Lot – 170 square metres;
End Lot – 130 square metres;

c) Minimum Lot Width:

Interior Lot – 5.5 metres.
Corner Lot – 7.8 metres.
End Lot – 7.2 metres.

d) Minimum Lot Depth: 18.5 metres

e) Minimum Front Yard Depth:

- i. 2.5 metres;
- ii. the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding/triangle;
- iii. a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or

cold cellar may encroach 1.0 metre into the minimum front yard; and,

- vi. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle.

f) Minimum Exterior Side Yard Width:

- i. 2.0 metres;
- ii. 1.2 metres where the exterior side yard abuts a public or private lane;
- iii. The main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle;
- iv. A porch and/or balcony with or without foundation or cold cellar and chimney may encroach 1.4 metres into the minimum exterior side yard;
- v. A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vi. A bay window, bow window or box window with or without foundation and a porch or cold cellar including eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding/triangle;
- vii. A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre

into the minimum exterior side yard;
and,

- viii. For corner lots with a 1.2 metre exterior side yard adjacent to a lane, the maximum encroachment of any type into an exterior side yard shall be 0.5 metres.

g) Minimum Rear Yard Depth:

- i. 0.5 metres;
- ii. 0.75 metres to a garage door facing the rear lot line;
- iii. the main wall of a dwelling may encroach into the rear yard to within 1.0 metre of a daylight rounding/triangle;
- iv. a porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle;
- v. a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the rear yard to within 0.0 metres of a daylight rounding/triangle.

h) Minimum Interior Side Yard Width:

- i. 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
- ii. 0.0 metres when abutting side lot line coincides with a common wall between two garages;

- iii. 0.5 metres into the 1.2 metre interior side yard for a bay window, or box window with or without foundation or cold cellar; and,
 - iv. 0.7 metres to a bay, bow, or box window with or without foundation or cold cellar.
- i) Other Setbacks:
- i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- j) Maximum Building Height: 14.0 metres
- k) Notwithstanding Section 16.10.2 d), the minimum dwelling unit width shall be 5.5 metres.
- l) Minimum Amenity Space:
3.5 square metres shall be provided either on a balcony/uncovered terrace on the second or third floor or in the rear yard at ground level.
- m) The following provisions shall apply to garages:
- i. The maximum garage door width shall not exceed the width of any unit or main wall of a dwelling; and
 - ii. the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot; and,

- n) The following shall apply to a bay, bow, or box window:
 - i. Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - ii. Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
 - iii. A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
 - iv. A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall contain side windows.
- o) Notwithstanding Section 10.13.2, front to rear pedestrian access through the dwelling unit is not required.
- p) Notwithstanding Section 10.9.1B.1, the minimum driveway width shall be 2.75 metres.
- q) Air conditioning units are permitted to be located on a balcony or uncovered terrace or rear yard.
- r) A public/private lane is deemed to be a street for zoning purposes.
- s) A maximum fence height of 1.2 metres shall be permitted along any yard.
- t) An accessory structure shall not be permitted in any yard.
- u) Shall also be subject to the requirements and restrictions relating to the R3E zone and all the general provisions of this by-law, which are not

in conflict with those set out in section EEEE.2.1.

2. For an administrative office or facility of a public authority.

- a) Minimum Front Yard Depth: No requirement
- b) Minimum Interior Side Yard Width: 3.0 metres
- c) Minimum Exterior Side Yard Width:
No requirement
- d) Minimum Rear Yard Depth: 3.0 metres
- e) Maximum Building Height: No requirement
- f) Maximum Lot Coverage: No requirement
- g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section EEEE.2.2.

(7) by adding thereto, the following sections:

“FFFF The lands designated R4A(1)-FFFF on Schedule A to this by-law:

FFFF.1 Shall only be used for the purposes permitted in an R4A(1) zone; and

1. Residential Uses:

- a) a street townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-BBBB zone;
- b) a back-to-back townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-CCCC zone;
- c) a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-DDDD zone;
- d) a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-EEEE zone;
- e) a Stacked Townhouse Dwelling; and
- f) a Back-to-Back Stacked Townhouse Dwelling.

2. Commercial Uses:

- a) a retail establishment having no outside storage
- b) a service shop
- c) a personal service shop
- d) a bank, trust company, or finance company
- e) a dry cleaning and laundry distribution station
- f) a dining room restaurant, a convenience restaurant or a take-out restaurant
- g) a tavern
- h) a printing or copying establishment
- i) a commercial, technical or recreational school
- j) a community club
- k) a health centre or fitness centre
- l) an art gallery, museum or art/photo studio
- m) a convenience store or grocery store
- n) a travel agency
- o) an office
- p) an animal hospital
- q) a body art and/or tattoo parlour
- r) an amusement arcade

3. Institutional Uses:

- a) an administrative office or facility of a public authority

FFFF.2 Shall be subject to the following definition, which shall apply for the purposes of Section FFFF:

- 1. A “Back-to-Back Stacked Townhouse Dwelling” shall mean a building containing four or more dwelling units where each unit is separated horizontally and vertically from another dwelling with a common wall, and which may also have a rear common wall.

FFFF.3 Shall be subject to the following requirements and restrictions:

- 1. For Stacked Townhouse Dwellings and Back-to-Back Stacked Townhouse Dwellings:
 - a) Minimum Lot Area: No requirement;
 - b) Minimum Lot Width: No requirement;
 - c) Minimum Front Yard Depth: No requirement;
 - d) Minimum Interior Side Yard Width: 3.0 metres
 - e) Minimum Exterior Side Yard Width: No requirement;
 - f) Minimum Rear Yard Depth: 6.0 metres
 - g) Minimum Building Setback to a Daylight Triangle: No requirement;
 - h) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

- i) Maximum Building Height: 4 storeys
- j) Maximum Lot Coverage: No requirement;
- k) Minimum Landscaped Open Space:
No requirement;

2. For Apartment Dwellings:

- a) Minimum Lot Area: No requirement;
- b) Minimum Lot Width: No requirement;
- c) Minimum Front Yard Depth: No requirement;
- d) Minimum Interior Side Yard Width: 3.0 metres
- e) Minimum Exterior Side Yard Width: No requirement;
- f) Minimum Rear Yard Depth: 6.0 metres
- g) Minimum Building Setback to a Daylight Triangle: No requirement;
- l) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Maximum Building Height: No requirement;
- i) Maximum Lot Coverage: No requirement;
- j) Minimum Landscaped Open Space:
No requirement;

3. A commercial use permitted in Section FFFF.1.2 shall only be permitted on the ground level of a Stacked Townhouse, Back-to-Back Stacked Townhouse, or Apartment Building.
4. For an administrative office or facility of a public authority.
 - a) Minimum Front Yard Depth: No requirement
 - b) Minimum Interior Side Yard Width: 3.0 metres
 - c) Minimum Exterior Side Yard Width:
No requirement
 - d) Minimum Rear Yard Depth: 3.0 metres
 - e) Maximum Building Height: No requirement
 - f) Maximum Lot Coverage: No requirement
 - g) Other Setbacks:
 - i. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - ii. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
 - h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section FFFF.3.4.

(8) by adding thereto, the following sections:

“GGGG The lands designated R4A(1)-GGGG on Schedule A to this by-law:

GGGG.1 Shall only be used for the purposes permitted in an R4A(1) zone; and

1. Residential Uses:

- a) an apartment
- b) a nursing home
- c) a retirement home
- d) a seniors residence

2. Commercial Uses:

- s) a retail establishment having no outside storage
- t) a service shop
- u) a personal service shop
- v) a bank, trust company, or finance company
- w) a dry cleaning and laundry distribution station
- x) a laundromat
- y) a dining room restaurant, a convenience restaurant or a take-out restaurant
- z) a tavern
- aa) a printing or copying establishment
- bb) a commercial, technical or recreational school
- cc) a community club
- dd) a health centre or fitness centre
- ee) a recreational facility
- ff) an art gallery, museum or art/photo studio
- gg) a convenience store or grocery store
- hh) a travel agency
- ii) an office
- jj) a hotel
- kk) a shopping centre
- ll) a banquet hall
- mm) a place of commercial recreation
- nn) a supermarket
- oo) an animal hospital
- pp) a theatre
- qq) a body art and/or tattoo parlour
- rr) an amusement arcade
- ss) a motor vehicle rental or car sharing establishment (small-scale)

3. Institutional Uses:

- a) A day nursery
- b) A private or public school
- c) A community centre
- d) A private or public hospital

- e) an administrative office or facility of a public authority

GGGG.2 Shall be subject to the following requirements and restrictions:

1. Minimum Lot Area: No requirement;
2. Minimum Lot Width: No requirement;
3. Minimum Front Yard Depth: No requirement;
4. Minimum Interior Side Yard Width: 3.0 metres
5. Minimum Exterior Side Yard Width: No requirement;
6. Minimum Rear Yard Depth: 6.0 metres
7. Minimum Building Setback to a Daylight Triangle:
No requirement
8. Maximum Building Height: No requirement;
9. Maximum Lot Coverage: No requirement
10. Minimum Landscaped Open Space: No requirement
11. Except for a hotel or an administrative office or facility of a public authority, a commercial or institutional use permitted in Section GGGG.1.2 and GGGG.1.3 shall only be permitted within an apartment building or a multi-storey commercial use building.

(9) by adding thereto, the following sections:

“HHHH The lands designated I1-HHHH on Schedule A to this by-law:

HHHH.1 Shall only be used for the purposes permitted in an I1 zone, and

1. a detached dwelling in accordance with the requirements and restrictions of the R1F-9.0-AAAA zone;

2. a street townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-BBBB zone;
3. a back-to-back townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-CCCC zone;
4. a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-DDDD zone;
5. a rear-lane townhouse dwelling in accordance with the requirements and restrictions of the R3E-5.5-EEEE zone; and
6. an administrative office or facility of a public authority.

HHHH.2 Shall be subject to the following requirements and restrictions:

1. For a School:
 - a) Minimum Front Yard Depth: 0.0 metres
 - b) Minimum Exterior Side Yard Width: 0.0 metres
 - c) Minimum Rear Yard Depth: 7.0 metres
 - d) Interior Side Yard Width: 7.0 m
 - e) Maximum Lot Coverage: 55%
2. For an administrative office or facility of a public authority.
 - i) Minimum Front Yard Depth: No requirement
 - j) Minimum Interior Side Yard Width: 3.0 metres
 - k) Minimum Exterior Side Yard Width:
No requirement
 - l) Minimum Rear Yard Depth: 3.0 metres
 - m) Maximum Building Height: No requirement
 - n) Maximum Lot Coverage: No requirement

o) Other Setbacks:

iii. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and

iv. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;

p)

q) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section HHHH.2.2.

(10) by adding thereto, the following sections:

“III The lands designated OS-III on Schedule A to this by-law:

III.1 Shall only be used for the purposes permitted in an OS zone, and

1. an administrative office or facility of a public authority.

III.2 Shall be subject to the following requirements and restrictions:

1. For an administrative office or facility of a public authority.

a) Minimum Front Yard Depth: No requirement

b) Minimum Interior Side Yard Width: 3.0 metres

c) Minimum Exterior Side Yard Width:
No requirement

d) Minimum Rear Yard Depth: 3.0 metres

e) Maximum Building Height: No requirement

f) Maximum Lot Coverage: No requirement

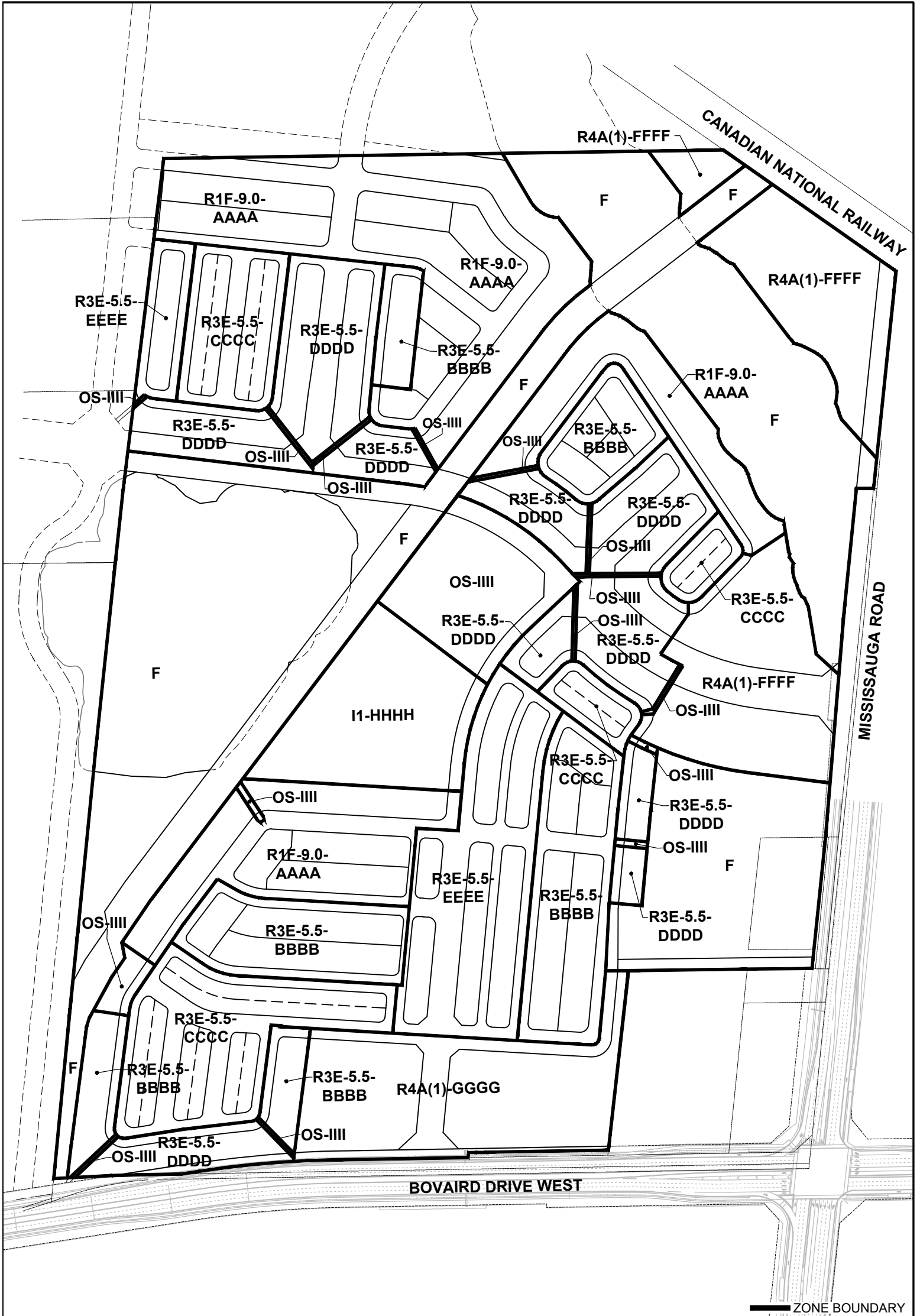
g) Other Setbacks:

- v. when abutting the TransCanada Pipeline right-of-way the minimum permanent building setback shall be 7.0 metres; and
 - vi. when abutting the TransCanada Pipeline right-of-way the minimum accessory building setback shall be 3.0 metres;
- h) Shall also be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of this by-law, which are not in conflict with those set out in Section IIII.2.1.

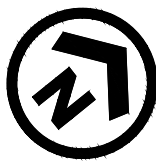
ENACTED and PASSED this _____ day of _____, 2021.

PATRICK BROWN - MAYOR

PETER FAY - CITY CLERK



PART OF LOT 11 AND 12,
CONCESSION 5, W.H.S.
(GEOGRAPHIC TOWNSHIP
OF CHINGUACOUSY)



CITY OF BRAMPTON
Planning, Design, and Development

Date:

Drawn By:

BY-LAW _____ SCHEDULE A

N.T.S