

APPENDIX 8

DETAILED PLANNING ANALYSIS CITY FILE NUMBERS: C04W14.010

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Mount Pleasant Secondary Plan (Area 51) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. These documents support land use planning in a logical, well-designed manner that supports sustainable long term economic viability.

Planning Act

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of the following:

Section 2(h) - the orderly development of safe and healthy communities;

Section 2(j) – the adequate provision of a full range of housing;

Section 2(p) – the appropriate location of growth and development;

Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

Section 2(r) – the promotion of built form that,

- (i) is well designed;*
- (ii) encourages a sense of place; and,*
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (2020)

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

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity,*

1.1.3.1 Settlement areas shall be the focus of growth and development.

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed.*

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

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities.

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and,

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and,

d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposed development is designated "Residential" and "Medium Density Residential" in the Mount Pleasant Secondary Plan which permits a range of residential uses including single and semi-detached, townhouses and apartments. The development will occur according to the planned land use function according to the Official Plan and Secondary Plan policies, and will utilize the existing infrastructure capacity that will service this development. This development will occur in an orderly manner as the lands to the north of this development are already developed and the lands to south are zoned to allow future development. It will have a compact built form which will allow for the efficient use of land, infrastructure and public service facilities. The proposed development will utilize the existing transit infrastructure on Veterans Drive as well as support active transportation by connecting to the existing sidewalk network. In addition, the proposed townhouse units will provide an appropriate transition of density from the existing residential uses to the north and the planned uses to the south.

Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), d), e), f) g), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.6 and 1.4.3 c) and d) of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. By respecting buffers from natural hazards, and through the submission and approval of technical studies, the applicant has satisfied the Credit Valley Conservation Authority with respect to environmental hazards. In addition, the proposed Zoning By-law Amendment proposes to protect the natural heritage system lands from any development by rezoning them as 'Floodplain'. The proposed development has been designed to ensure that there are no risks to public health and safety through the architectural and landscape design. Through the detailed design stage, the design of the site will be further refined, and staff will ensure that Crime Prevention through Environmental Design (CEPTD) principles are incorporated into the site design. This satisfies 1.1.1 c), h), 1.5.1 a), b), and c) of the Provincial Policy Statement.

The proposed housing types include three-storey townhouses. The proposed unit mix contributes to the provision of a range of housing types that will meet the needs of current and future residents. As well, the proposed range of dwelling types can accommodate a range of household sizes, ages and incomes. This satisfies sections 1.1.1 b) and 1.4.3 b)1. of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

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

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

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

- c) within settlement areas, growth will be focused in:
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - iv. areas with existing or planned public service facilities;**
- e) development will be generally directed away from hazardous lands;*

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

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

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

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

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

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

This property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a designated greenfield area that has access to existing transit network as well as municipal water and wastewater systems. This satisfies Section 2.2.1.2 (c) of the Growth Plan.

There are no expected environmental or public health concerns associated with this proposal. The lands that are part of the natural heritage system will be protected from

any development by rezoning them to a 'Floodplain' (F) zone. This satisfies Section 2.2.1.2 (e) of the Growth Plan.

The proposed development will add to the diverse mix of residential land uses by providing townhouse units. The three-storey townhouses will accommodate a diverse range of household sizes, ages, and incomes. There will be access to existing transit network via Veterans Drive as well as access to the pedestrian sidewalk network. The amenity area will act as the community gathering space within the proposed development and will be located in the rear of the development overlooking the natural heritage area. It will be accessible by the internal walkway connections. This satisfies Sections 2.2.1.4 (a) to (e), and 2.2.7.1 (a) to (c) of the Growth Plan.

The proposed density exceeds the minimum target by providing a density of approximately 155 residents per gross hectare, as calculated using the 3.6 persons per unit assumptions for townhouses in Brampton from Peel's 2015 Development Charges Background Study. This satisfies Section 2.2.7.2 (a) of the Growth Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

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

The site is designated "Urban Boundary" and "North-West Brampton Urban Development Area" in the Region of Peel Official Plan. The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Region of Peel Official Plan:

5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.

5.3.2.4 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.

5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;
- b) support pedestrian-friendly and transit-supportive urban development;
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design principles.

5.3.4.2.1 The policies of the Growth Plan apply to the Northwest Brampton Urban Development Area subject to O.Reg. 311/07 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.

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:

- 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;

5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.

5.5.2.2 Develop compact, transit supportive communities in designated greenfield areas.

5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.

5.5.4.2.2 Development within the designated greenfield areas shall be designed to meet or exceed the following minimum densities:

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

5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

The proposed development is located within the Regional Urban Boundary. The proposal will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. Staff is satisfied that the site design will have a compact built form while providing access to transit and opportunities for active transportation through the existing sidewalk network. The site design will be further refined at the detailed design stage. Principles of Crime Prevention through Environmental Design will be incorporated to ensure a safe and comfortable public realm. As such, the proposed Zoning By-law conforms to Sections 5.3.2.2, 5.3.2.3, 5.3.2.4, 5.3.2.6, 5.5.2.1, 5.5.2.2 and 5.5.4.2.6 of the Region of Peel Official Plan.

As per the Regional Official Plan policies pertaining to the North West Brampton Urban Development area, the site conforms to the policies of the Growth Plan as well as provides a transit-supportive development. The proposed townhouses will offer and accommodate a diverse range of households, age groups and incomes. The development will provide a density of approximately 155 residents per gross hectare, as calculated using the 3.6 persons per unit assumptions for townhouses in Brampton from Peel's 2015 Development Charges Background Study. The proposed Zoning By-law conforms to Sections 5.3.4.2.1, 5.3.4.2.2, 5.5.4.2.1, 5.5.4.2.2, and 5.8.2.3 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The subject property is designated "Residential" on Schedule A – General Land Use Designations and "Designated Greenfield Area" on Schedule 1 – City Concept.

The following Official Plan policies are applicable to this application:

3.1 Sustainable Planning Framework:

- *Complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities;*
- *Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle;*

Residential

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas;*
- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities;*
- *Develop healthy, sustainable complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities;*

Natural Heritage and Environmental Management

- *Identify, protect, and restore or where possible, enhance natural ecosystem features, functions and linkages;*

Recreational Open Spaces

- *Provide sufficient open space to meet the needs of residents of all ages and abilities and from different social, economic and cultural backgrounds;*
- *Provide an integrated recreational open space and natural heritage system for active and passive recreational and leisure pursuits as well as functional uses including walking, cycling and access to public transit;*

Urban Design

- *Achieve and sustain a physical environment that is attractive, safe, functional efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.*

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.

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.6 Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26, 500 residential units between 2006 and 2031 within the built-up area.

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles;*
- (ii) Siting and building setbacks;*
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at "T" intersections, and housing at parkettes;*
- (vi) Incorporation of multiples unit dwellings and apartments; and,*
- (vii) Landscaping and fencing on private property.*

4.2.1.15 The City shall consider the following natural heritage planning principles in the design of residential development:

- (i) Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;*
- (ii) Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;*
- (iii) Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;*
- (iv) Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development;*
- (v) Protection, maintenance and restoration of remaining trees and woodlots;*
- (vi) The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;*
- (vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority.*

These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of natural features.

4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

4.2.7.2 The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations and incorporate design standards and criteria in accordance with Section 4.10 Urban Design of this plan and the Development Design Guidelines.

4.2.7.4 Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- (i) Promote an appropriate massing and conceptual design of buildings;*
- (ii) Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;*
- (iii) Encourage the protection and enhancement of safe and attractive built environments;*
- (iv) Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;*
- (v) The provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings;*
- (vi) Protect natural heritage features, encourage the preservation of trees and hedgerows, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;*
- (vii) Encourage the placement of recessed garages behind the main wall of the building;*
- (viii) Consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/maintenance mitigation strategy shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,*

4.6.6.1 The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule “D” will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.

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

The Official Plan encourages a range of housing accommodation in terms of dwelling type, through appropriate mix and density policies. As per Section 4.2.1.2 – New Housing Mix and Density Categories Table, a maximum density of 50 units/net hectare and housing types of single detached, semi-detached and townhouses are permitted. The proposed development will include the townhouse housing types with a density of 43 units per net hectare. The three-storey townhouse types will accommodate a range of housing incomes and add to the existing housing mix offered in Brampton. This satisfies Sections 3.1 – Sustainable Planning Framework, Residential, 3.2.2.2, 3.2.8.3, 4.2.1.2, 4.2.1.3 and 4.2.1.6 of the Official Plan.

The proposed development aligns directly with City’s policies concerning site design. The proposal provides a variety of housing types and architectural styles that takes into consideration the character of the adjacent neighbourhood. The Credit Valley Conservation and City staff have reviewed the studies concerning the environment, and storm water management and are satisfied that the proposed development will not have a significant impact to the natural heritage system. The buildings will be appropriately setback from the existing residential uses to the north and from the natural heritage system located on the eastern portion of the property. The principles that will guide the design of key elements such as unit widths and depths, façade design, amenity areas, and landscape design have been finalized and will be implemented during the detailed design stage. This satisfies Sections 3.1 – Natural Heritage and Environmental Management, Urban Design, 4.2.1.14, 4.2.1.15, 4.2.7.1, 4.2.7.2, 4.2.7.4, 4.6.6.1 and 4.6.6.10 of the Official Plan.

The proposed development is located in proximity to recreational open spaces and commercial uses. The Creditview Sandalwood Park which offers active and passive recreational uses is located approximately 1 km away (15 minutes walk) from the proposed development. Also, a commercial plaza at the corner of Sandalwood Parkway and Mississauga Road which includes a grocery store, café, banks and other service commercial uses is located approximately 650 metres away (8 minutes walk). This satisfies Section 3.1 – Sustainable Planning Framework, and Recreational Open Spaces of the Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the City of Brampton Official Plan.

Mount Pleasant Secondary Plan (Area 51)

The property is designated “Medium Density”, “Natural Heritage System” and “Peel Regional Police Association Special Policy Area” on Schedule 51(a) of the Mount Pleasant Secondary Plan (Area 51).

The following Secondary Plan policies are applicable to this application:

5.1.1.3 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

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

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

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

5.1.3.1 iii) A maximum density of 60 units per net residential hectare (24 units per net residential acre) shall be permitted.

5.1.3.1 v) The boundary of the Medium Density Residential designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.

5.1.3.1 vi) The physical integration of the Medium Density Residential designations with the Mixed-Use designations shall be further refined at the Block Plan Stage, including, but not limited to, determining the range of uses, density and built form.

5.1.3.1 vii) All proposals for apartments, duplexes, maisonettes, and triplexes will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and the overlooking of lower density residential forms

5.1.3.3 The Peel Regional Police Association lands on Schedule SP 51(a) comprise a longstanding use associated with agriculture and private recreation. These lands are intended to be redeveloped consistent with the vision for the balance of the Mount

Pleasant Secondary Plan community. More specifically, permitted uses shall include Low and Medium Density Residential, and Medium Density Residential, in accordance with Sections 5.1.2. and 5.1.3, as well as a Place of Worship, park, a segment of the transit spine collector road and a portion of the Huttonville Creek Natural Heritage System as depicted on Schedule SP 51(a). Re-development of this Special Policy Area will require the submission of an application to amend the Zoning By-law, and be based on various supporting studies to be determined by the City. Nothing in this policy section or Chapter prevents the existing permitted private recreation and agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands.

The proposed uses for this development include townhouse units with a maximum height of 3 storeys with a density of 43 units/net hectare. The unit width, depth and height as well as the design elements that will form the principle of site design have been finalized in the approved urban design brief and the implementing Zoning By-law. The proposed development will provide an appropriate transition from the existing development to the north to the future apartment development to the south. In addition, the proposed development is consistent with the Peel Regional Association Special Policy Area as it is consistent with the permitted uses in this area. The redevelopment of this area is being implement by an amending Zoning By-law and through the approval of various supporting studies. This satisfies Sections 5.1.1.3, 5.1.3.1 (i) to (vii) and 5.1.3.3 of the Mount Pleasant Secondary Plan.

The Credit Valley Conservation and City staff have reviewed the studies concerning the environment, and storm water management and are satisfied that the proposed development will not have a significant impact to the natural heritage system. The buildings will be appropriately setback from the existing residential uses to the north and from the natural heritage system located on the eastern portion of the property. This satisfies Section 5.1.15 of the Secondary Plan.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Mount Pleasant Secondary Plan.

Mount Pleasant Block Plan (Area 51-1)

The property is designated “Medium Density”, “Low Medium Density” and “Natural Heritage System” in the Mount Pleasant Block Plan (Area 51-1)

This Block Plan provides design direction for the implementation of the vision and intent identified within the Mount Pleasant Secondary Plan (Area 51). This Block Plan serves as a supplement to the City’s Development Design Guidelines (DDG), and represents a detailed refinement of the adopted Secondary Plan.

The following Block Plan policies are applicable to this application:

3.4.4.1 Lane-Based Housing (Townhouses, Semi-Detached & Single Detached)

Dwellings with lane-accessed rear yard garages have been strategically located within the Block 51-1 community in areas where intensive pedestrian activity is contemplated. This form of housing contributes positively to the built form character and streetscape appearance of the neighbourhood by providing a strong uninterrupted street edge that is more urban in character. Lane-based dwellings will typically be in the form of townhouses but may also include Semi-Detached and Single Detached Dwellings. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG the following architectural design criteria shall apply for Lane-based dwellings:

- Dwellings should typically be sited no further than 3.0m from the front lot line, wherever feasible. Reduced setbacks may be considered within Mixed-Use Nodes, the Spine Road and facing parks.*
- Garages accessed from a rear laneway may be either attached to the dwelling or detached from the dwelling.*
- Single or double garages are permitted.*
- Amenity space may be provided in the form of a courtyard or a balcony above the garage and may differ from the size and scale of amenity space found in standard built form types.*
- Lane-accessed garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. Units backing on to a laneway should employ secondary upgrades such as window style and detail consistent with front elevation, continuous frieze board, wall articulation, etc.*
- Garages shall be designed and arranged to provide an attractive visual environment within the rear lanescape.*
- Garages shall be designed with articulated roof lines. The use of gables, dormers and/or other architectural elements should be considered in the design of lane garages to enhance the lanescape.*
- Garage doors should be sectional roll-up type. The use of glazed top panels within the door is encouraged.*
- In addition to the municipal address plaque on the dwelling, a municipal address shall also be provided on the garage in a well lit location facing the lane. For safety, lighting should be provided at the garage entry.*
- Parking pads are permitted beside the rear yard garage where space permits. For corner lots, parking pads should not be located between the garage and the exterior side lot line; they should be screened from street view.*
- Pairing of garages within the laneway should occur when appropriate.*

- *Where feasible, utility and service meters should be located in the laneway, away from public view or screened.*
- *Garages should be sited to provide for access and drainage from the rear yard of the unit to the laneway.*
- *Garages on corner lots or other areas exposed to public view shall be of increased design quality consistent with the main dwelling.*
- *Habitable space or amenity space provided above an attached or detached rear yard garage is encouraged for its beneficial overlook effect on the lane.*

3.4.5.1 Dwellings within spine road character area

Dwellings with the Spine Road Character Area shall have a higher standard of architectural design criteria which reflects the urban, transit and pedestrian-oriented nature of this important community road. In addition to design criteria set out in Section 3.4.4.7 of these CDG “Dwellings Flanking onto the Spine Road” and Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- *A variety of dwelling types and siting conditions may occur, including, single detached, semi-detached and townhouse dwellings.*
- *2-3 storey building massing should be provided; bungalows are not permitted. • Building setbacks should be minimized.*
- *Within Mixed-Use Nodes driveways and garages will not be permitted facing the Spine Road. Outside of the nodes, driveways and garages directly fronting the Spine Road should be minimized to the greatest extent feasible. In this regard the majority of dwellings will have flankages interfacing with the Spine Road. Refer to Section 3.4.4.7 “Dwellings Flanking onto the Spine Road” for additional design criteria.*
- *Building elevations facing the Spine Road shall be highly articulated, contain ample fenestration and employ quality building materials.*

This application proposes lane-based townhouse units which will include garages accessed from a private laneway not visible from the public street. The design of the garages will be designed to provide an attractive visual environment. The townhouse blocks fronting on to the Veterans Drive will be have a setback of 3.0 metres in order to provide a comfortable and attractive streetscape. In addition to the private amenity spaces that will be located at the rear of individual units, a common amenity area in the form of a courtyard overlooking the natural heritage area is proposed. It is sited at the end of the proposed private street from Veterans Drive to provide an attractive entrance to the community. Veterans Drive is considered a Spine Road and as such, the townhouses will have articulated elevations to add visual interest to the streetscape. There will be direct access to transit from the development. Internal walkways will

provide pedestrian connections to the street network. The above discussed design principles have been finalized in the approved Urban Design Brief and will be implemented during the detailed design stage. This satisfies Sections 3.4.4.1 and 3.4.5.1 of the Mount Pleasant Block Plan (Area 51-1).

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Mount Pleasant Block Plan (Area 51-1).

Zoning By-law Amendment

The subject property is zoned “Agricultural - Section 249 (A - 249)” by By-law 270-2004, as amended. This zoning designation does not permit the proposed townhouse uses.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 11 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

The Zoning By-law amendment initiates a new site specific Residential Townhouse B – (R3B) zoning designation that is contained in the Zoning By-law recommended for approval (Appendix 11). The various building setbacks and yard requirements, landscaping, building heights and dwelling unit widths, along with other residential requirements, are appropriate in this context in implementing built form objectives and principles outlined in the applicant’s approved urban design brief.

It should be noted that for the townhouse units the existing parking requirements contained in the City’s Comprehensive Area Zoning By-law 270-2004, as amended, will apply, namely, two parking spaces per dwelling unit.

Technical Requirements

The following technical requirements have been satisfied.

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Mount Pleasant Secondary Plan (Area 51) are satisfied and the development represents good planning.

Transportation Impact Statement

A transportation memo was submitted by the applicant to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, parking requirements and

provisions, vehicle manoeuvring and circulation. The assessment found that traffic generated by the proposal is not expected to have significant impact on the existing roadway operations. The residential parking will be provided according to City Zoning requirements, 2 parking spaces per unit. Visitor parking will also be provided on-site. The proposed visitor parking spaces fall one parking space short of the requirement, however, staff is satisfied the proposed visitor parking requirement would be acceptable and will not have a significant traffic impact.

Urban Design Brief

The Urban Design Brief was prepared in compliance with the City of Brampton's Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly development with a well-designed public realm.

Functional Servicing and Stormwater Management Report

The applicant prepared a Functional Servicing and Stormwater Management Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing and Stormwater Management Report concludes that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management.

Stormwater Servicing

The existing 525 mm storm sewer stub extending from the 1200 mm sewer on Veterans Drive will be used to service the subject property. The internal sewers south of the primary access to the property have been sized for the 10-year storm event. Sewers north of the primary access have been sized to convey the 100-year events to ensure road drainage will not spill to Natural Heritage Area (NHS) lands for events 100-year and lower. The existing municipal sewers and stormwater pond will not be adversely affected.

Sanitary Servicing

Sanitary servicing infrastructure has been designed to accommodate the subject lands. The existing 250 mm sanitary sewer stub extending from the 450 mm sewer on Veterans Drive will be used to service the subject property.

Water Servicing

The proposed development will be serviced from an existing 150 mm water main stub that extends from the Veterans Drive water main.

Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the development will satisfy MECP's noise guidelines, Region of Peel and City of Brampton noise guideline limits to determine the need for noise mitigation. The noise mitigation measures will include air conditioning for Blocks 1 to 4, and the non-acoustical requirements of the Ontario Building Code for exterior walls and windows to meet the indoor noise criteria.

Geotechnical Investigation Report

The Geotechnical Investigation Report filed with the application analyzed geotechnical matters for the proposed development. The anticipated construction conditions pertaining to foundation design, seismic site classification, excavation and other constructability recommendations are discussed in this report.

Tree Inventory and Tree Preservation Plan

The applicant prepared a Tree Inventory and Tree Preservation Plan which contains an inventory of all tree resources over 15 cm diameter at breast height (DBH) on or within 10 metres of the proposed development on private lands, and which evaluates potential tree saving opportunities. The study found a total of 14 trees meeting this definition and 10 trees will be removed to accommodate the proposed development, out of which 3 trees are deemed hazard trees and must be removed regardless of the planning process.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 63 points that satisfies the City's Silver Threshold. Staff will work closely with the applicant to in an effort to raise the sustainability score for this development.