

**DETAILED PLANNING ANALYSIS
CITY FILE NUMBERS: OZS-2020-0004**

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 (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:

- the protection of ecological systems, including natural areas, features and functions (2 a);
- the orderly development of safe and healthy communities (section 2 h);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant (section 2 r).

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:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- 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 (section 1.1.1 b);
- 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 (section 1.1.1. e);
- *Settlement areas* shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a, b, e and f):
 - efficiently use land and resources;
 - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
- 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 (section 1.1.3.6);
- To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall (Section 1.4.1 a and b):
 - maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
 - maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units

available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

- 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 (section 1.4.3 b, c and d):
 - b) permitting and facilitating:
 - i. all housing options to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - ii. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - 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;
- Healthy, active communities should be promoted by (section 1.5.1 a, b and d):
 - 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;
 - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The subject land is located within a settlement area that is defined in provincial and municipal planning documents. The subject site is designated “Medium Density Mixed Use Area 5” and “Special Policy Area 1” in the Mount Pleasant Secondary Plan which permits townhouses. The development proposes a density of 33.5 units per hectare for the first phase, which settlement areas shall be the focus of growth and intensification. In addition, it will utilize the existing infrastructure capacity that will service this

development. This development will occur in an orderly manner as the remaining lands owned by Mattamy will be developed in the future when the Lagerfeld Drive extension is constructed and to coordinate access and servicing to the two properties adjacent to the subject site on the west side owned by the Region of Peel. The Potential Ultimate Buildout Plan in Appendix 8 was prepared to demonstrate the potential future access to the Heathwood lands (located on the west side of the subject land), which will need access through this development. This development will have a compact built form which will allow for the efficient use of land, infrastructure and public service facilities. As well, the development will be connected existing and proposed active transportation routes and transit services at Mount Pleasant Go Station.

Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), b), e), 1.1.2, 1.1.3.1, 1.1.3.2 a), b), e), f) and 1.1.3.6 of the Provincial Policy Statement.

The proposed housing types include dual frontage townhouses, back to back townhouses and three-storey townhouses. The proposed unit mix of three and four bedrooms contributes to the provision of a range of housing types to offer diverse housing options to 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), 1.4.1 a), b), and 1.4.3 b) of the Provincial Policy Statement.

The subject property is located within close proximity to the Mount Pleasant Go station, served by local transit and the proposed built form and density will support future transit usage in the area. Furthermore, there are numerous services and facilities (schools, parks and commercial/retail services) available within close proximity of the site that will serve future residents. This satisfies sections 1.4.3 c) and d).

Outdoor amenity and green spaces are provided for future residents along with the open space block on the south end of the subject land, which are compatible with the adjacent Natural Heritage System. This satisfies sections section 1.5.1 a), b) and c).

Based on the above, staff is satisfied that the proposed development 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. This application demonstrates conformity to the following sections of the Growth Plan:

- Forecasted growth to the horizon of this Plan will be allocated based on the following (section 2.2.1.2 a and b):
 - the vast majority of growth will be directed to *settlement areas* that: have a delineated built boundary, have existing or planned *municipal water and*

waste water systems; and can support the achievement of *complete communities*;

- within settlement areas, growth will be focused in: locations with existing or planned transit, and, areas with existing or planned public service facilities;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to e):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - Improve social equity and overall quality of life, including human health, for people at all stage of life, and to accommodate the needs of all household sizes and incomes;
 - Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - Expand convenient access to: a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*; an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;
 - provide for a more compact built form and a vibrant public realm, including public open spaces.
- Designated Greenfield Areas (section 2.2.7 1,2 and 3):
 - 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.
 - 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;

- The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following: a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;”

This property is located within the settlement area and designated greenfield areas defined in provincial and municipal planning documents that has access to existing transit network as well as municipal services and infrastructure. The site is located in a transit supportive location in close proximity to higher order transit, school, commercial services, parks and amenities to support the achievement of a complete community. This satisfies Section 2.2.1.2 (a and b) of the Growth Plan.

Furthermore, the proposed development is designed for a transit-oriented and pedestrian friendly community by connecting pedestrians from the site to the future sidewalk along Lagerfeld Drive and the site is within close proximity to the Mount Pleasant GO. The proposed development will add to the diverse mix of residential land uses by providing a range of townhouse units ranging from traditional street townhouses, back-to-back townhouses and dual frontage townhouses in a compact built form in conjunction with private amenity spaces and common outdoor amenity spaces and landscape areas. These residential units will accommodate a diverse range of household sizes, ages, and incomes. Besides public transit, this property is located in close proximity to various commercial services, school, park and open spaces. This satisfies Sections 2.2.1.4 (a) to (e) and Section 2.2.7.1 of the Growth Plan.

The proposed medium density development of 33.8 units per hectare is within the designated greenfield area and will contribute toward the minimum density target as set out in Section 2.2.7.2 and 2.2.7.3 of the Growth Plan.

Based on the above, staff is satisfied that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner.

The subject lands are designated “Urban System” and “North West Brampton Urban Development Area” on Schedule D – Regional Structure in the Regional of Peel Official Plan, which consists of lands included within the 2031 Regional Urban Boundary. This application conforms to the following policies of the Region of Peel Official Plan:

Urban System Objectives (5.3.1.1, 5.3.1.2, 5.3.1.3, 5.3.1.4 and 5.3.1.5)

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

North West Brampton Urban Development Area (5.3.4.1.1, 5.3.4.1.2, 5.3.4.1.3 and 5.3.4.1.5)

- To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region.
- To develop complete and transit supportive communities.
- To recognize and protect environmental features of Provincial and Regional significance.
- To achieve orderly, cost effective and timely development.

Growth Management Policies:

- To optimize the use of the existing and planned infrastructure and services (section 5.5.1.5)
- To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (section 5.5.1.6)
- 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 (section 5.5.2.1)

Greenfield Density:

- To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services (section 5.5.4.1.2)
- To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods (section 5.5.4.1.3)
- To optimize the use of designated greenfield area (section 5.5.4.1.4)
- To enhance the natural environment and resources (section 5.5.4.1.5)
- It is the policy of Regional Council to (section 5.5.4.2.1 and 5.5.4.2.2):
 - 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.
 - 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;

Housing

- To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel (section 5.8.1.1)
- To foster efficient and environmentally sensitive use of land and buildings in the provision of housing (section 5.8.1.3)

The proposed development is located within the Urban System. The proposal provides a transit supportive growth in close proximity to higher order transit services (Mount Pleasant Go Station), school, commercial areas, parks and open spaces that contribute towards a healthy complete community. Staff is satisfied that the site design will have a compact built form while providing access to transit and opportunities for active transportation. Common and private amenity spaces are provided within the proposed development. In addition, there are existing public parks and various services available for future residents. The site design will be further refined at the detailed site plan design stage. As such, the proposed development to Sections 5.3.1.1, 5.3.1.2, 5.3.1.3, 5.3.1.4 and 5.3.1.5 of the Region of Peel Official Plan.

The proposed development is located within the North West Brampton Urban Development Area and within the designated greenfield area of the Region of Peel. The range of townhouse units proposed (dual frontage, back-to-back and three-storey towns) contribute to the overall housing supply and diversity. In addition, the proposed development is in close proximity to transit and active transportation networks as well recognizes and does not develop upon significant environmental and natural heritage features. The proposed development is phased as the adjacent regional lands on the west side are identified by the Region as non-participating and at this time the lands being held for future development to coordinate with the Region or future landowner. The proposed development conforms to Sections 5.3.4.1.1, 5.3.4.1.2, 5.3.4.1.3 and 5.3.4.1.5 of the Region's Official Plan.

The site design of the proposed development is in a compact built form with a net residential density of 33.5 units per hectare. It is designed to efficiently use the existing and planned infrastructure that include stormwater management facilities, roads, transit services, school, parks and various other commercial services. Furthermore, the proposed development offers people various transit options with a mix of housing types that suit different needs. This conforms to Section 5.5.1.5, 5.5.1.6 and 5.5.2.1 of the Region's Official Plan.

The proposed development include a mix of townhouse units and it is compatible with the existing and planned neighborhood. It promotes active transportation with the proposed internal private roads and connection to the future Lagerfeld Drive extension as well as it is located in close proximity to the Mount Pleasant Go Station along with a range of services and amenities. For phase one the proposed density is 33.5 units per hectare. This will contribute towards the minimum greenfield density target as required in the Region's Official Plan and the Growth Plan. This conforms to Section 5.5.4.1.2, 5.5.4.1.3, 5.5.4.1.4, 5.5.4.1.5, 5.5.4.2.1 and 5.5.4.2.2 of the Region's Official Plan.

The proposed development include three-storey street townhouses, back-to-back townhouses and dual frontage townhouses these various housing types and forms provide various options for future residents and meet different housing needs. In addition, the proposed development have appropriate setbacks to the Natural Heritage areas and the Meander Belt. This confirms to Section 5.8.1.1 and 5.8.1.3 of the Region's Official Plan.

Based on the above, staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan:

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

The property is designated “Designated Greenfield” and “Communities” in Schedule 1 and “Residential” in Schedule C of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 (section 3.2.2.2)
- 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 (section 3.2.8)
- Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton’s residential policy will focus on the following (section 4.2 i, iv and vi):
 - Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
 - Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.
 - Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.
- The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and

Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses (section 4.2.1.1)

- 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. The following Residential Density Categories are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof not identified on Schedule “G” of this Plan as being subject to the New Housing Mix and Density Categories: (section 4.2.1.2)

Density Category	Maximum Density	Permitted Housing Types
Medium Density	50 units/ net ha 20 units/ net acre	Single detached homes Semi-detached homes Townhouses

- 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 (section 4.2.1.3)
- The City of Brampton will strive to create communities that have a high quality of development by (section 4.2.7 i):
 - Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- For ground-related residential developments, the following objectives shall be encouraged:
 - to vary densities by introducing a variety of lot widths and housing types to promote diversity;
 - to design housing that enhances the relationship between the house and the street;
 - to create a varied and intimate streetscape;

- to use projecting elements such as porches, porticoes, bay windows and balconies;
 - to observe an appropriate and comfortable relationship to grade for raised entrances and porches;
 - to create architecturally well-scaled elevations with carefully considered window design placement;
 - to use a variety of roof forms within one streetscape;
 - to avoid the placement of large garages on narrow lots;
 - to recess attached garages from the main building façade and limit the maximum garage projection;
 - to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;
 - to proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,
 - to use single car garages for townhouses, semi-detached and small detached units.
- The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development (section 4.5.4.24)
 - New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration (section 4.6.15.1.1)
 - There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development (section 4.11.3.2.5)

The proposed density for the phase one development is 33.4 units per hectare, which will contribute towards the designated greenfield area target for the Region. The proposed development provide convenient access to various services, recreational activities, a range of housing options, schools and open spaces to future residents. Also, the proposed development is in close proximity to existing and planned

infrastructure and services that meet the complete community requirements. This satisfied Sections 3.2.2.2, 3.2.8 and 4.11,3,2,5 of the Official Plan.

The proposed development in various townhouse types accommodate a variety of housing forms and the internal private streets are walkable and connect residents to the future Lagerfeld Road extension. Common amenities are also proposed that are accessible and the open space block provide the linkage and connection to the adjacent natural heritage system. This satisfied Sections 4.2 I, iv and vi.

The residential designation allow a full range of dwelling types including townhouse units. The various townhouse types (three-storey townhouses, back-to-back townhouses and dual frontage townhouses) provide the appropriate housing mix for the community. The proposed development is subject to the New Housing Mix and Density Categories, which falls under the medium density category and permit single detach homes, semi-detached homes and townhouses. The maximum density permitted under the medium density designation is 50 units per net hectare and the proposed density is 33.4 units per net hectare. The proposed unit typologies will accommodate a range of housing incomes and add to the existing housing mix offered in Brampton. This satisfies Sections 4.2.1.1, 4.2.1.2, 4.2.1.3 and 4.2.7 i of the Official Plan.

The proposed development aligns directly with City's policies concerning site design. The proposal provides a mix of housing types that takes into consideration the adjacent regional and collector road. The proposed development provide an appropriate transition from the surrounding existing and proposed residential neighborhoods in Mount Pleasant. A 1.5 metre sidewalk runs along on side of all internal roads, connecting units to the future public sidewalk on Lagerfeld Drive and potential multi-use trail on Mississauga Road and at the same time offer pedestrians the connection to the public park and private amenity areas. The design considers the city's Transit-Supportive guidelines. Large proportions of openings such as porches and balconies are incorporated into the design of the various townhouse units. Single car garages are proposed for the townhouse units. In addition, a Potential Ultimate Buildout Plan in Appendix 8 is prepared including the phase two lands, Heathwood Homes on the west side of the subject lands and the Region of Peel Mississauga Road properties. This satisfies Section 4.2.7 i, 4.5.4.24 of the Official Plan.

With respect to noise and vibration, the Canadian National Railway is immediately north of the subject land. A 30 metre setback is proposed between any building or structure and the lot line abutting the Canadian National Railway. Staff at CN Rail found the noise report and addendum submitted in support of the application acceptable. The City's noise review staff also found the supporting studies to be supportable. Based on the above this satisfies Section 4.6.15.1.1 of the Official Plan.

Staff have reviewed the technical studies including functional servicing report, noise study and vibration study addendum, traffic impact study, planning justification report, Stage 1 archaeological assessments, Urban Design Brief and have no further concerns.

The recommendations of these studies will be implemented at the detailed design stage.

Based on the above, staff is satisfied that the proposed development conforms to the general intent and vision of the City of Brampton Official Plan.

Mount Pleasant Secondary Plan (Area 51)

The property is designated “Medium Density Residential”, “Medium Density Mixed Use Area 1” and “Mixed Use Area 5” in the Mount Pleasant Secondary Plan (Area 51).

The following Secondary Plan policies are applicable to this application:

The planning visions sets out the framework for a new community in terms of the following major structural elements (Section 1.0 i, ii, iii and iv):

- A transit supportive spine road as a defining feature of the community through direct linkages to the Mount Pleasant GO Station and the integration of safe, effective and efficient modes of transportation including pedestrians, transit, cyclists and vehicles;
- A Natural Heritage System that identifies, protects, restores, and enhances the diversity and connectivity of natural features and areas, including their ecological functions while balancing it with other planning considerations such as land use, transportation and transit, community design and fiscal integrity for complete and compact communities in an urbanized context; and
- A variety of housing types and densities, including Live-Work units in strategic locations.
- Mixed-use nodes in key locations along the transit spine as important structuring elements at a neighbourhood and village level that could be comprised of compact urban housing types as well as retail/commercial/office Mixed-Use buildings, places of worship and Live Work units, where appropriate
- To protect, restore and enhance the diversity and connectivity of natural features and their longterm 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 (section 4.2.1)
- 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 (section 4.2.4);

- To support transit oriented development through (section 4.2.5 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.
- To develop excellence in community living based on the application of the following principles (section 4.2.6 i, iii, v and vi)
 - i) a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;
 - iii) an interconnected system of open space, including recreational areas and natural features and areas;
 - (v) integration of new development with existing residences and road patterns in and adjacent to the new community;
 - (vi) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;

Residential:

- Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies (section 5.1.1.2)
- 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 (section 5.1.1.5)

Medium Density Residential:

- In areas designated Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter (section 5.1.3 I, ii and iii):
 - 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.

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

Special Policy Area 1

- The lands designated “Special Policy Area 1” on Schedule SP 51(a) are generally bounded by Mississauga Road to the west, the CNR rail line to the north and the Natural Heritage System feature to the east and south. Development and redevelopment of these lands are suited for medium and high density residential uses, institutional uses, and permitted under the 5.1-22 “Mixed-Use” designation (with the exception of those uses listed in Section 5.2.1.3) due to their location and configuration, and access and noise constraints. Development and redevelopment of this Special Policy Area will require the submission of various supporting studies to be determined by the City, including, but not limited to Noise and Environmental Impact Study. Nothing in this section or Chapter prevents the existing permitted agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands (section 5.1.3.2)

Mixed-Use

- Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) 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 in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage (section 5.2.1.1)
- Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live Work units, seniors’ residences, retail, commercial, office, restaurant uses, stormwater management

facilities and other infrastructure, Place of Worship, schools and parks (section 5.2.1.2)

- Permitted Uses in Mixed-Use Area 5 shall exclude retail, commercial (other than office), banks, service station, and restaurant of any type or size. Notwithstanding, the uses identified in this Section shall be permitted if conducted wholly within a live-work townhouse dwelling where the use is on the ground floor and connected to and integrally part of the residential use (section 5.2.1.3)
- Buildings fronting onto Transit Spine Collector Road within Mixed Use Areas shall range in height from 3 to 6 storeys. Building heights within a “Convenience Retail”, “Motor Vehicle Commercial”, “Neighbourhood Retail”, “Mixed Use Areas” or “School” designation may be less than 3 storeys but are encouraged to incorporate building mass and height approximating 2 storeys. One and two storey buildings are permitted through the remainder of the Mixed-Use Area (section 5.2.1.4)
- A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process (section 5.2.1.6)
- The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage (section 5.2.1.7)
- The physical integration of the Mixed-Use designation with the Medium Density Residential designation shall be further refined at the Block Plan Stage, including, but not limited to, determining the type, range and mix of uses and built form as well as the provision of on-street parking where feasible (section 5.2.1.8)
- Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines (section 5.2.1.9)
- Provision of on-street parking should be encouraged wherever feasible (section 5.2.1.10).

Design Objectives

- Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area (section 10.4.2);
- Streets and buildings should be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit usage and safety (section 10.4.3);
- The layout of the streets, configuration of lots and siting of buildings shall ensure that: iii) Streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views; v) Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and vi) The safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance (section 10.4.4 iii, v and vi).
- Development will be compatible with adjacent and neighbouring development (section 10.4.6).

The proposed development will provide direct connection in terms of active transportation and automobile linkages to the Mount Pleasant Go station upon which the extension of Lagerfeld Drive is complete. The mix of townhouse dwelling types are proposed to provide options for various households. Design of the development give careful consideration to the adjacent natural heritage lands to continue to protect such important features. The secondary plan intend for mixed-use nodes to develop along transit spine roads. The subject site is not located on a transit spine road. This satisfies Sections 1.0 i, ii, iii and vi, 4.2.1, 4.2.4 and 5.1.1.5 of the Secondary Plan.

The proposed development is designed in accordance to the Transit Supportive Guideline and the range of townhouse dwelling types are in compact built form and are compatible with the existing and planned neighborhood. Amenity areas are provide with a focus on pedestrian oriented landscape. This satisfies Section 4.2.5 ii, 4.2.6 I, iii, v and vi.

As the proposed development is adjacent to the Canadian National Railway on the north, a 30 metre setback is proposed between any building or structure and the lot line abutting the Canadian National Railway. Staff at CN Rail found the noise report and addendum acceptable. The City's noise review staff also found the supporting studies to be supportable. Based on the above this satisfies Section 5.1.1.2 of the Secondary Plan.

The proposed development is designated medium density residential and Special Policy Area 1 in the Secondary Plan. Townhouses are permitted and the units are three storeys that is within the permitted height between 2 to 6 storeys. The proposed density

is 33.5 units per hectare and this is within the maximum density of 60 units per net hectare. Furthermore, the proposed development conforms to the medium density residential uses and the noise study submitted has been accepted by City staff and CN Rail. This satisfies Sections 5.1.3 i, ii and iii and 5.1.3.2 of the Secondary Plan.

The subject lands are within just one portion of the Mixed Use Area 5. Across the entire Mixed-Use Area 5, other residential uses are developed to the east including mid-rise apartments and various townhouse typologies. Phase one development proposes a density of 33.5 units per hectare, which is within the permitted density range. It will contribute towards the overall Growth Plan target. The remaining lands owned by Mattamy will be developed in the next phase at a later time and coordinate with the Regional non-participating lands to the west to bring a greater mix of building types and densities. Under the permitted uses, townhouses are permitted and the proposed townhouse units are three storeys that are within the permitted height range for this area. At the time when the Block Plan was prepared, Mixed Use Area 5 had not yet been designated. The proposed townhouse dwelling types (street townhouses, dual frontage townhouses and back-to-back townhouses) were contemplated by the Community Design Guidelines for this area. The visitor parking spaces proposed are directly accessible from the private roads. This satisfies Sections 5.2.1.1, 5.2.1.2, 5.2.1.3, 5.2.1.4, 5.2.1.6, 5.2.1.7, 5.2.1.8, 5.2.1.9 and 5.2.10 of the Secondary Plan.

The proposed development offers a series of interconnected private streets and pedestrian pathways that provide direct connections to the existing and proposed street and pedestrian network. Mississauga Road and Lagerfeld Drive directly connecting the subject lands to the surrounding street network, local transit and Mount Pleasant Go Station to the east. A two way, 7 metre private road provides the internal vehicular circulation. A temporary right in right out access is proposed from Mississauga Road and a permanent access from Lagerfeld Drive. Internal and external linkages are provided with pedestrian walkway entrances from Mississauga Road and Lagerfeld Drive. Internal sidewalks are 1.5 metre wide. Private amenity areas and green spaces are provided in the proposed development. This satisfies Sections 10.4.2, 10.4.3, 10.4.4 iii, v and vi and 10.4.6 in the Secondary Plan.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Mount Pleasant Secondary Plan.

Sub-Area 51-1 Block Plan of the Mount Pleasant Secondary Plan

The Mount Pleasant Block Plan Area 51-1 has been developed to implement the findings of a number of background component studies completed to address environmental, servicing, transportation, urban design and growth management considerations. The Block Plan was approved in 2011. Since the approval of the Block Plan, the Official Plan Amendment OPA 2006-093 was adopted to re-designate the subject lands in the Secondary Plan and therefore, the Block Plan no longer conforms to 5.1-25 the Secondary Plan. In this instance, the designation and related policies of the Secondary Plan supersedes the Block Plan, as it relates to the subject lands.

However, the associated Community Design Guidelines will continue to be applicable to this proposal and continue to provide guidance in urban design matters.

Section 10 Implementation Conditions

e. “Prior to” the approval of any Draft Plans or amending Zoning By-laws within Sub-Area 1A-1, the following is required:

a) Approval, by the City, of a Transportation Impact Study which sets out the required transportation infrastructure and the protection for the option of a road crossing Huttonville Creek and includes the potential for internal development phasing; and,

b) A detailed tertiary Plan prepared to the satisfaction of the City

A potential ultimate buildout plan was prepared that include both the Heathwood lands and the two Region-owned properties immediately west of the subject lands. It is also demonstrated that these properties will not be landlocked by the proposed development. The Environmental Assessment for the Lagerfeld Drive extension has been completed by the City that include a Traffic Analysis Report. A Traffic Impact Study submitted as part of the application has been approved and accepted by City and Region staffs.

Zoning By-law Amendment

The subject property is zoned “Agricultural (A)” – 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 12 of this report that is required to implement the proposed residential uses.

Residential Zoning Permissions

This Zoning By-law amendment proposes to rezone the property to “Residential Townhouse A (R3A-3629)”, “Agricultural (A-3630)”, and “Open Space” Zone. The Zoning By-law Amendment includes site-specific zoning provisions, including but not limited to, lot area, lot width, yard depths and setbacks, building height and landscape open space for the townhouse units and back-to-back townhouse units. The Holding Symbol is in place until the owner provide financial securities for the design and construction of Lagerfeld Drive. Other development standards are also included in the proposed by-law amendment as shown in Appendix 12 – Draft Zoning By-law Amendment.

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, and the general intent and vision of the City of Brampton Official Plan and the Mount Pleasant Secondary Plan (Area 51) are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Potential Ultimate Buildout Plan

A Potential Ultimate Buildout Plan is prepared which incorporates the Heathwood Lands and the two properties owned by the Region of Peel (10185 and 10179 Mississauga Road). The Plan also shows the potential future Heathwoods access along with future region road widening. These lands will not be landlocked by the proposed development. Staff found this Plan to be satisfactory.

Transportation Impact Study

Transportation Review, Addendum and Updates were submitted by the applicant to assess the transportation related aspects of the proposed development. Based on the updated development proposal for the phase one lands, it is expected to generate 50 and 62 two-way peak hour trips during the weekday a.m. and p.m. peak hours. Upon full build out it will generate 119 two-way peak hour trips. The report indicated that the boundary road network and the proposed site accesses are expected to operate acceptably. The left-turn design requirements are in accordance with City requirements. Traffic staff have reviewed the studies and have found it satisfactory. Regional staff have also accepted the traffic operational analysis and the updated transportation letter.

Urban Design Brief

An Urban Design Brief was prepared in compliance with the City of Brampton's Development Design Guidelines. This document 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. Urban design staff have reviewed the revised Urban Design Brief and found it satisfactory.

Functional Servicing Report

The applicant prepared a Functional Servicing 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 Report concludes that the proposed phase 1 residential 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

Provided by local sewers within the private roadways and amenity areas. Stormwater quality and water balance control are provided by two underground storage tanks within the outdoor amenity spaces. Stormwater quality control is provided by oil-grit separators and separator rows on the proposed storage tank.

Sanitary Servicing

Provided by local sewers within the private roadways connecting to the existing 375mm trunk sewer along the eastern property limit.

Engineering staff have evaluated the functional servicing report and have found them to be satisfactory. Regional staff have evaluated the functional servicing report and the report satisfactory demonstrates the feasibility of the proposed servicing to proceed with the proposed land use change.

Phase 1 and 2 Environmental Site Assessment

The Phase 1 Environmental Site Assessment identified that fill material of unknown quality was imported to the property and stockpiled for future reuse during the development. This activity was considered to be a potentially contaminating activity contributing to an APEC on the site, and recommended that a Phase Two Environmental Site Assessment be conducted to address these environmental concerns.

The Phase 2 Environmental Site Assessment concluded that the results of the verification sampling completed confirmed that the efforts to remediate impacted soils through excavation and off-site disposal were successful. The remaining stockpiled fill material on the Phase Two Property meets the Table 2 Generic Site Condition Standards, and is suitable for reuse. As such, engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

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, Canadian Rail 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 proposed development is adjacent to the Canadian National Railway on the north, a 30 metre setback is proposed between any building or structure and the lot line abutting the Canadian National Railway. Staff at CN Rail found the noise report and addendum acceptable. Acoustic staff also found the supporting studies to be supportable and has no objection to the application to proceed with Zoning By-Law Amendment.

Archaeological Assessment Stage 1 and 2

Stage 1 and 2 Archaeological Assessment is completed to evaluate the site's archaeological potential and identify if the site contains archaeological resources of significant cultural heritage value or interest. Background research indicated portions of the study area had previously been subject to an archaeological assessment and cleared of any further archaeological concern and no further investigation was required. In Stage 2, areas of obvious deep and extensive disturbances were identified within the study area. A systematic survey of these areas was not undertaken due to their no archaeological potential classification. No archaeological resources were encountered during Stage 2. The assessment concluded that the area has no archaeological concern. Heritage staff have reviewed the assessments and have no further concerns.

Tree Evaluation Report and Preservation Plan

The applicant prepared a Tree Inventory and Tree Preservation Plan which contains an inventory of 68 trees and two tree polygons and within 10 metres of the subject properties. The study found that 57 trees will be removed to accommodate the proposed development. The remaining 11 trees and two tree polygons be preserved with appropriate tree protection measures. Compensation will be required for tree removal as a result of the development.

Open Space staff have evaluated the Tree Inventory and Tree Preservation Plans and have found it satisfactory.

Waste Collection Strategy

The proposed access route to facilitate Regional waste collection is suitable. The region has provided clearance and detailed waste management requirement will be addressed at site plan stage.

Sustainability Score and Summary

The City of Brampton's Sustainable New Communities Program was developed to encourage and evaluate sustainability performance of development proposals. Applicants are required to achieve a Sustainability Score that falls within at least the Bronze Sustainability Score Threshold. For Zoning By-law amendments, the Sustainability Score is based on preliminary information available at this planning stage. The Score will be refined when more details become available as part of the Site Plan application for this property.

Attached as Appendix 13 of this report is the applicant's Sustainability Score Snapshot, which provides a simplified summary of the Sustainability Metrics and overall Sustainability Score proposed to be achieved for this development project.

The application has a Sustainability Score of 30 points, which falls just below the Bronze Sustainability Score Threshold. City staff will work with the applicant to determine ways to increase the sustainability performance as part of their current Site Plan proposal to ensure it achieves at least Bronze Sustainability Score.