

**Detailed Planning Analysis**  
City File No. C05W05.009  
Subdivision File No. 21T-17016B

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide direction that supports land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2, and Section 51(24) of the *Planning Act*.

- 2(a) - the protection of ecological systems, including natural areas, features and functions;*
- 2(f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- 2(h) - the orderly development of safe and healthy communities;*
- 2(j) - the adequate provision of a full range of housing, including affordable housing;*
- 2(p) - the appropriate location of growth and development; and,*
- 2(q) - the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.*

Regard for these sections is reflected in the proposed Zoning By-law Amendments, and the proposed draft plan of subdivision that:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and planned transit services;
- provides a land use that is compatible with the surrounding land uses;
- develops a road network that is walkable, and would connect to Embleton Road, a major arterial road serving the area; and,

- preserves the natural features of the site.

*51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:*

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) the suitability of the land for the purposes for which it is to be subdivided;*
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) the dimensions and shapes of the proposed lots;*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (g) conservation of natural resources and flood control; and,*
- (h) the adequacy of utilities and municipal services.*

The proposed subdivision has regard for the health, safety, convenience, and accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. The proposed development, which is deemed to be in public interest for its valuable contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the

proposed development. The natural areas/features and resources would be protected in the proposed subdivision.

### Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) 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, livable 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 range and mix of residential (including second units, 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;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*
- h) *promoting development and land use patterns that conserve biodiversity.*

The proposed development will add to the City's stock of housing supply and, in combination with the adjacent subdivisions, accommodate the residential, recreational, park, and open space uses to meet the long term needs of the community. It will also rely on the existing municipal infrastructure and public services, and will protect the natural areas/features. This development will result in a healthy, livable and safe community.

#### *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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

This proposal constitutes a compact form of development located adjacent to the complementing draft approved/registered plans of subdivision within a settlement area that is defined in the provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing & extended municipal and public services. Furthermore, the proposed development will help achieve Brampton's housing supply target for the built-up area while supporting active transportation, future transit service on Embleton Road, and ensuring the protection and preservation of the site's natural heritage features.

*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;*

The proposed development, in combination with the adjacent subdivisions, will generate opportunities for recreation and interaction in the community by providing convenient access to existing/new recreational services, parks, open space areas, and trails in the area.

*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.*

The proposed development is designed to minimize private vehicle trips and to encourage the use of active transportation by creating accessible and efficient access to the existing sidewalks, and will provide convenient access to the future transit service on Embleton Road.

*2.1.1 Natural features and areas shall be protected for the long term.*

*2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

No development has been proposed within or adjacent to the NHS/Open Space area. A buffer along the valleyland has been established to protect the natural area and features. The adjacent NHS area will be protected.

The proposed development is consistent with the Provincial Policy Statement 2020.

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the 'Designated Greenfield Area' as per the 2019 Growth Plan. As such, the proposal conforms to the following policies of the plan:

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

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and,*
  - iii. *can support the achievement of complete communities.*
  
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
  - iv. *areas with existing or planned public service facilities.*

The proposed development is located within the 'Designated Greenfield Area' of the Growth Plan within an urban settlement area (City of Brampton) that has a delineated built boundary, and will be served with existing/extended municipal water and wastewater systems. In conjunction with the adjacent/complementing subdivisions, the proposed development will have convenient access to the planned retail uses, amenities, and employment opportunities in the area, connectivity to road network, and opportunities for active transportation. These will provide this development with the necessary features to be a complete community.

*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;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) *integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within the 'Built Boundary Line' of the City's Official Plan. It also provides housing on a site that is well connected to the planned local road network, is situated close to a Secondary Transit Corridor (Embleton Road – future transit service), and takes advantage of the existing municipal infrastructure, and public services. In combination with the adjacent subdivisions, the proposal will also support the achievement of complete communities by providing low density housing that is in close reach and proximity to a range of amenities. The site's connectivity to the area road network will contribute to the publicly accessible open spaces, other recreational facilities, and encourage walking/active transportation.

#### *2.2.7: Designated Greenfield Areas*

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. *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;*

In conjunction with the adjacent/complementing subdivisions, the proposed development constitutes a complete community by way of offering housing on a site located close to a Secondary Transit Corridor (Embleton Road – future transit service), and is well served by the existing/planned municipal infrastructure, public services, amenities, retail, and employment opportunities. It also offers publicly accessible parks, open spaces, and other recreational facilities in the area, and encourages opportunities for walking/active transportation.

The combined people and jobs density per hectare proposed by development will help the City meet the minimum density target for Brampton's 'Designated Greenfield Areas' established in the Growth Plan.

### *Natural Heritage System*

#### *4.2.2.3: Within the Natural Heritage System for the Growth Plan:*

##### *a) new development or site alteration will demonstrate that:*

- i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions.*
  
- vi. at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8.*

The proposed development respects the natural heritage area and features, and will have no adverse impacts on the adjacent natural heritage area. In addition, more than 30% of the total developable area will remain as natural self-sustaining vegetation as required by the Growth Plan.

The application conforms to the policies of the Growth Plan (2019).

### 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 subject lands are located within the *Urban System* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

#### *The Urban System Objectives*

*5.3.1.1: To conserve environmental and resource attributes of the Region;*

*5.3.1.2: To achieve sustainable development within the Urban System;*

*5.3.1.3: To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*

*5.3.1.4: To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, infrastructure and public*

*finances while taking into account the characteristics of existing communities and services;*

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

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of development that respects the environmental areas and features, corresponds to the characteristics of the existing/planned communities, and provides a pedestrian friendly environment.

### *Growth Management*

The subject lands are located within the Built Up Area in the Peel Region Official Plan, to which the following objectives are applicable:

*5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*

*5.5.1.6 To support planning for complete communities in Peel Region that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stage 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.*

*5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.*

The proposed subdivision constitutes the redevelopment of a currently underutilized property located within the built-up area which will lead to more efficient utilization of the land and infrastructure resources. The proposed development will be a compact development which, in conjunction with the adjacent/complementing subdivisions, will make a complete community that will be well-designed, have potential to be transit oriented in future, offer transportation choices, and include a mix of residential, retail, open space, and recreational uses to provide easy access to retail and services, thereby meeting the resident's daily needs.

### *Intensification/Built-up Areas*

*5.5.3 The Growth Plan sets out requirements for ensuring that intensification occurs in GGH. In accordance with the Growth Plan, this plan directs a significant portion of growth to built-up areas, and promotes compact urban form, intensification and redevelopment. The forms of intensification include redevelopment (including the reuse of brownfield sites), the*

*development of underutilized lots within previously developed areas, infill development and the expansion and conversion of existing buildings. All of these types of development can occur within areas already equipped with infrastructure and services. For the purpose of measuring intensification, the Growth Plan requires that by the year 2015 and for each year thereafter, a minimum of 40 percent of all residential development occurring annually within the Region will be within the built-up area.*

*5.5.3.2 It is the policy of Regional Council to:*

*5.5.3.2.1 Identify the built-up areas and the designated greenfield area, in accordance with the provincial criteria, on Schedule D4.*

*5.5.3.2.2 Facilitate and promote intensification.*

*5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*

*5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually will be within the built-up area.*

*5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually will be within the built-up area.*

*To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:*

*City of Brampton: 26,500 units*

*Town of Caledon: 1,500 units*

*City of Mississauga: 52,000 units*

In accordance with the intent of the growth management policies of the Peel Region Official Plan, the proposed development constitutes the redevelopment of underutilized residential lands situated within the City's built-up area which will make the best use of the land resources and the existing municipal infrastructure. In conjunction with the adjacent/complementing subdivisions, the proposed development constitutes a complete community by way of offering housing on a site located close to a Secondary Transit Corridor (Embleton Road – future transit service), and is well served by the existing/planned municipal infrastructure, public services, amenities, commercial/retail, and employment opportunities. It also offers publicly accessible parks, open spaces, and other recreational facilities in the area, and encourages opportunities for walking/active transportation. It will help Brampton meet the intensification and residential development targets set for the City by the Peel Region Official Plan.

## *Natural Heritage System*

*2.2.10.4.14 a) At least 30 percent of the total developable area of the site will remain or be returned to natural self-sustaining vegetation.*

*2.2.10.4.16 a) there will be no negative effects on key natural heritage features or key hydrologic features or their functions.*

While the property is partially located within the Credit River Watershed Natural Heritage System, no development is proposed within the NHS area, and the natural heritage system will be protected by maintaining an adequate buffer to the NHS area. In addition, more than 30 percent of the total developable area of the site (NHS buffer) will remain as self-sustaining vegetation.

The application conform to the policies of 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 to set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Plan.

The Subject Lands are designated as 'Communities', and 'Open Space' on Schedule 1 - City Concept to the Official Plan, and are situated within the 'Built Boundary Line' indicated in Schedule 1. These lands are designated 'Residential' and 'Open Space' on Schedule A – General Land Use Designations of the City of Brampton Official plan. Schedule 'A1': Upscale Executive Housing Special Policy Areas designates the property as 'Area 1-Bram West Secondary Plan'. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

## *Built Boundary*

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City and places the subject site within the Built Boundary and the Communities area.

*3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

- 4.2 (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

In accordance with the intent of the Official Plan policies for the built up area, the proposed subdivision is the redevelopment of a piece of underutilized residential lands situated within the Built Boundary Line which will conserve precious land resources and make an efficient use of the existing municipal infrastructure and facilities. It will also help the City achieve the intensification and residential units targets set for Brampton by the Official Plan.

### *Residential*

*4.2: 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:*

- (i) 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;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) 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, sub-watershed studies and block plans.*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development, in conjunction with the adjacent subdivisions, conforms to these policies by introducing new residential growth that comprises a variety of housing forms, tenure, a mix of uses, and is well planned in the form of a complete community. It proposes a compact form of development to be added to the City's supply of housing that is well served by the existing municipal infrastructure/services, has the potential to support future transit service on Embleton Road, and protects the natural heritage system.

#### *Valleyland and Watercourse Corridors*

*4.6.7.1 Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account:*

- (i) No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;*
- (ii) Existing development shall be reviewed in consideration of the identified slope stability, 100-year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;*
- (iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;*
- (iv) The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;*
- (v) The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;*
- (vi) The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;*
- (vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;*

(viii) *The risk of the loss of life or property damage; and,*

(ix) *The comment of the appropriate Conservation Authority and Provincial Ministry).*

The proposed development will occur only on the southerly part of the property that is designated Residential, with no development proposed within the NHS/Open Space designation. In order to protect the open space and to respect the potential hazards, adequate buffer (to be conveyed to the City) has been established along the fringe of the development to the satisfaction of the City and the CVC. CVC is generally satisfied with the location of the proposed development on the subject lands adjacent to the NHS area subject to the observance of adequate buffer arrangements.

#### *Upscale Executive Housing Special Policy Area*

Schedule A1 of the Official Plan identifies that the lands are within an 'Upscale Executive Housing Special Policy Area' designation. Development within this special policy area is to be characterized by low density, high quality housing forms that are located on large lots generally in excess of 464.5 square metres (5,000 square feet) in area. The proposed development which comprises of single detached executive housing located on large lots exceeding 500 square metres (5,382 square feet) meet these criteria.

Staff is satisfied that the proposed development fulfills the general intent of the official plan, and is compatible with and complementary to the adjacent residential road and lotting pattern that has been approved for this area.

The subject application implements the approved Block Plan and Secondary Plan for Riverview Heights. As such the proposal conforms to the '*Residential*' as well as '*Open Space*' policies of the Official Plan.

#### BramWest Secondary Plan

The subject lands are designated 'Executive Residential', in the BramWest Secondary Plan Chapter 40(d) - Schedule SP 40(a).

#### *Executive Residential*

3.4.19 The lands designated Executive Residential on Schedule SP40(a), shall reflect the Upscale Executive Housing policies, principles and standards established in the Official Plan.

3.4.22 In areas designated Executive Residential on Schedule SP40(a), the following policies shall apply:

- (i) primarily single detached structural units shall be permitted. A restricted number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior

- site design, architecture and streetscape;
- (ii) limited development of the following complementary uses shall also be permitted:
- private education facilities;
  - libraries;
  - day care centres;
  - health centres; and,
  - public recreation facilities.
- (iii) a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);
- (iv) a minimum lot frontage for detached units of 15 metres (50 feet);
- (v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond shall be provided and identified through the block plan process in appropriate locations.

The proposed subdivision that proposes single detached residential units with lot frontages ranging from 15 metres (50 feet) to 20 metres (65.60 feet), and represent a maximum density of 11.67 units per net residential hectare (4.72 units per net residential acre) fulfills the intent of the Upscale Executive Housing policies of the Secondary Plan.

Staff is satisfied that the application, in conjunction with the complementing subdivisions to the south/west, conforms to the intent of the Secondary Plan by creating a well-balanced executive residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities.

#### Riverview Heights Block Plan (Sub-Area 40-3) (2011)

This proposed plan of subdivision is within the approved Riverview Heights Block Plan area (Sub-area 40-3). The Block Plan determines the developable area of the site and the location and size of the infrastructure and community facilities required to support development. The Riverview Heights Block Plan contemplates low residential density development with executive residential lots. Staff is satisfied that the application generally conforms to the intent of the Riverview Heights Block Plan.

#### Zoning By-law

The property is zoned 'Residential Hamlet One (RHm1)' in the Zoning By-law 270-2004. An amendment to the Zoning By-law is required to rezone the subject lands from the current 'Residential Hamlet One (RHm1)' zone to 'Residential Single Detached F-x (R1F-x)' and 'Open Space (OS)' zones to facilitate the proposed residential development in accordance with the proposed subdivision plan, and protect the natural heritage area. Special zoning sections and zoning exceptions have been included to address the zoning requirements of single detached dwellings, and the lands 'Open Space' zone are to be maintained as natural heritage system.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent of the Official Plan amendment, particularly that relating to upscale executive housing development, as well as the vision of the Riverview Heights Community Design Guidelines and will facilitate the development of the subject property with single detached executive dwellings that fit into the approved low density executive residential community to the south.

### Upscale Executive Housing Design Standards

The proposed development is planned to incorporate the upscale executive housing design standards and features including unique architectural styles and an enhanced upscale design of the built form and public spaces, so that the proposed development is compatible with and complementary to the adjacent residential development. In order to achieve this design objective, an addendum to the Community Design Guidelines has been approved to the City's satisfaction.

### Land Use

The application to amend the Zoning By-law, and the proposed Draft Plan of Subdivision proposes a residential development, containing 19 single detached dwellings in accordance with the intent of the applicable Official Plan and BramWest Secondary Plan Chapter 40(d) - Schedule SP 40(a) policies for executive residential development. Two lots will have a minimum lot width of 15 metres, seven lot will have a minimum lot width of 16 metres, one lot will have a minimum lot width of 17 metres, two lots will have a minimum lot width of 18 metres, six lot will have a minimum lot width of 19 metres, and one lot will have a minimum lot width of 20 metres, all fronting on to the future Museum Circle (which is partially located on this and the adjacent Embleton Properties Corp. subdivision). Through Museum Circle, and the road network located on the southerly subdivision, the proposed development will have access to Embleton Road (Secondary Transit Corridor – future transit service) as well as the road network in the Embleton Properties Corp. subdivision.

A NHS/Open Space block (Block 20) is also proposed. The NHS buffer block will be protected and preserved through the conveyance of the block to the City.

The site falls within Brampton's 'Built Boundary Line'. In accordance with the intent of the Official Plan policies for the built up area, the proposed subdivision will be the redevelopment of a piece of underutilized residential lands situated within the Built Boundary Line which will conserve precious land resources and make an efficient use of the municipal infrastructure and facilities. It will also help the City achieve the intensification and residential units targets set by the Official Plan for the City of Brampton. In conjunction with the adjacent subdivisions to the south/west, the proposed development will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and the future transit.

The subject lands are located on a Secondary Transit Corridor (Embleton Road, which will have transit service sometime in the future) which provides it with the potential to have high degree of connectivity and walkability. Furthermore, the site is connected to the existing/proposed recreational facilities, park and open space in the area via existing/proposed road network.

The existing Open Space on the north side of the site consists of the valleylands which are partially located within the Credit River Watershed Natural Heritage System. This area would be preserved and maintained as Open Space, with a 10 metre buffer provided along the northern edge of the developable part of the site.

The proposal will facilitate the logical extension of the southerly draft approved low density Embleton Properties Corp. subdivision and will accommodate single detached lots of a width, depth, and configuration that is consistent with the surrounding area. It will also generally maintain the intent of the Block Plan in terms of the parcel fabric, lotting, and internal street network, preserving the character and features of the intended executive neighbourhood.

From a density and intensification perspective, the proposal is representative of an attractive and appropriately scaled extension of the residential growth in the area. Architecturally, it is intended that the proposed dwellings will take cues from the surrounding neighbourhood with high quality architectural design. Dwellings will be subject to the City's architectural design review process to ensure that appropriate and compatible building materials, colours and detail are applied.

The proposed land uses described above are acceptable from a land-use perspective.

### Urban Design

The proposed development is subject to the architectural and site design guidelines outlined by the Block Plan 40-3 Riverview Heights Community Design Guidelines.

The proposed subdivision includes 19 single detached dwellings with a minimum lot width ranging from 15 metres to 20 metres, fronting on to Museum Circle. Museum Circle will be located partially on the proposed subdivision and partially on the adjacent Embleton Properties Corp. subdivision, and will connect the proposed subdivision to Embleton Road to the north (via road network located on the southerly subdivision) and to the Embleton Properties Corp. subdivision to the south. The northerly/westerly part of the subject land will constitute NHS/Open Space (Block 20) to be conveyed to the City.

The proposed subdivision will be developed with the built form and architectural characteristics of an executive residential area through the use of site-specific urban design standards and high-quality architectural design.

Staff have reviewed the proposal in conjunction with the Priority Lotting Plan submitted as Addendum to the Riverview Heights Community Design Guidelines, and found it to be generally satisfactory.

### Environmental Impact Study

A Scoped Environmental Impact Study (EIS) dated October 2021 prepared by SLR Global Environmental Solutions, has been submitted by the applicant in support of the proposed subdivision. The EIS has identified the natural heritage features and functions on the subject property and the adjacent lands. The potential impacts have been identified, and through avoidance, redesign and mitigation, the impacts have been reduced to an acceptable level. Although some grading within the buffer is required to accommodate Street '1' (Museum Circle) and site lines for the road, these areas are currently agricultural, and will be restored and enhanced with native vegetation through the Edge Management and Preservation Plan to maintain connectivity and diversity within the buffer to minimize impacts to the valleyland feature. The study concludes that the function of these lands will not be adversely affected by the proposed development.

The City and Credit Valley Conservation staff have reviewed the Scoped Environmental Impact Study, and found it to be satisfactory.

### Transportation

The City and Regional staff have reviewed the potential traffic impact from this small low density development in conjunction with the findings of the Riverview Heights Transportation Impact Assessment (TIA), dated May 2010, and the Addendum Report, dated October 2010 prepared in support of the proposed traffic operations and infrastructure improvements for Block Plan Sub-Area 40-3, and concluded that in view of the amount of traffic to be generated from this subdivision, and subject to the draft plan conditions, the road network and key intersections will operate at an acceptable level of service during the weekday a.m. and p.m. peak hours.

### Environmental Site Assessment

Staff have reviewed the Phase 1 Environmental Site Assessment dated July 04, 2017 prepared by Soil Engineers Limited submitted in support of the proposed development. The report concludes that based on the information obtained through the consultant's record review, the visual observations recorded during the Phase I ESA site reconnaissance, and the soil chemical testing program, there should be no potential environmental concerns that require further consideration through a Phase II ESA. Therefore, a Phase II Environmental Site Assessment is not required for the property prior to submitting a Record of Site Condition. Staff have required that a Record of Site Condition be filed for staff's review prior to registration of the plan of subdivision.

## Environmental Noise Analysis

A Preliminary Environmental Noise Analysis dated September 26, 2017 prepared by Jade Acoustics has been submitted in support of the application. According to the study, road traffic on Embleton Road and Rivermont Road has been determined to be the dominant source of noise for this subdivision. The study concludes that the sound levels for all proposed residential lots will be within the applicable noise criteria. Mitigation measures in the form of acoustic barriers are not required for any of the proposed lots. However, the provision for adding central air conditioning at a later date is required for lots 9, 17 to 19. Windows, exterior doors and exterior walls which comply with the minimum structural and safety requirements of standard construction will be acoustically satisfactory for all proposed residential lots.

With the adoption of the above noise mitigation measures, staff are satisfied that the resultant sound levels will meet the noise guideline criteria of the MECF.

## Servicing

The Addendum to the Functional Servicing Report (FSR) dated August 2020 prepared by Burnside & Associates Limited has been submitted in support of the application which staff at the City, Region and Credit Valley Conservation have reviewed. Given below is the servicing scheme recommended in the FSR:

### *Stormwater Management:*

The property falls within the Pond C-3 watershed located within the Scottish Heather plan of subdivision. The proposed grading of the proposed subdivision results in an overall decrease in the drainage area to SWM Pond-3 based on the analysis presented in the original EIR and the EIR Addendum report. Accordingly, the proposed pond and drainage system is sufficiently sized to support the proposed plan of subdivision and provide the required quantity and quality controls.

### *Sanitary Servicing*

The sanitary sewer proposed to service the proposed subdivision will be a 250mm diameter sewer at the standard depth. The infrastructure will follow the alignment for the proposed road within the plan, generally following the proposed topography of the site. The proposed subdivision will be serviced through two runs of pipe, one from each of the road connections to the south in order to minimize the grading and fill limitations associated with providing sufficient cover for the infrastructure. Five of the lots within the proposed subdivision have frontage on an external road (Museum Road) within the Embleton Properties subdivision. The services for these five lots will be provided from this frontage and be constructed as part of the development of the external road. There is sufficient planned capacity within the downstream sanitary infrastructure to support the proposed development.

### *Water Supply Servicing*

The subject lands are located in Water Pressure Zone 5 of the Region. The proposed subdivision will be serviced from and connected to the 400mm diameter main on Rivermont Road that will be extended through the adjacent Embleton Properties subdivision with an ultimate loop connection to the 400mm main in the south portion of the Scottish Heather subdivision. The local watermain alignment follows the alignment of the proposed road within the proposed subdivision. The local system completes a minor loop with and extension from each of the connection points to the south subdivision. The five lots with frontage on the external local road will draw water service from the main constructed as part of the external works. There is sufficient planned capacity within the proposed Block 40-3 water system to support the proposed development.

On the basis of the above, it can be concluded that the proposed plan of subdivision can be supported from a servicing, grading and stormwater management perspectives. The Addendum to the Functional Servicing Report prepared by Burnside & Associates Limited containing the above servicing scheme has been reviewed by staff at the City, Region of Peel and CVC, and found to be satisfactory for the proposed development.

### Tree Inventory and Preservation Plan/Edge Management Plan Report

A Tree Inventory and Preservation Plan and Edge Management Plan Report dated September, 2021 prepared by Kuntz Forestry Consulting Inc. was submitted in support of the proposed development application. A tree inventory was conducted and reviewed in the context of the proposed development plan. The findings of the study indicate a total of 62 trees and two polygons on and within ten metres of the proposed disturbance area. The removal of 38 trees is required to accommodate the proposed development. Two additional trees included in the inventory, and four additional hazard trees are also recommended for removal. The remaining trees can be saved provided appropriate tree protection measures are installed prior to development. Restoration opportunities within the buffer block include site clean-up, the addition of coarse woody debris, and three layers of native plantings.

The following recommendations have been suggested in the report to minimize impacts to trees identified for preservation and to ensure the success of the proposed edge management plan and restoration plan:

- Tree protection barriers and fencing should be erected at locations as prescribed in the plan.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined in the report, is permitted within the area identified as a tree protection zone (TPZ) at any time during or after construction.
- Branches that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional in accordance with Good Arboricultural Standards.

- Site visits, pre, during and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.
- Incorporation of coarse woody debris into the buffer zone is recommended.
- Watering of planted stock should occur for two years during dry periods, and weed mats or brush blankets should be installed where abundant herbaceous competition arises to ensure the survivorship of planted species.
- Watering of planted stock should occur for two years during dry periods, and weed mats or brush blankets should be installed where abundant herbaceous competition arises to ensure the survivorship of planted species.

Staff have reviewed the Tree Inventory and Preservation Plan and Edge Management Plan Report and found them to be satisfactory.

### Archaeological Assessment

Staff have reviewed the Stage 1 & 2 Archaeological Assessment prepared by The Archaeologists Inc. dated September 01, 2017 submitted in support of the application. The report contains a copy of the Ministry of Tourism, Culture and Recreation (now Ministry of Heritage, Sport, Tourism and Culture Industries) acceptance letter for the Stage 1 & 2 Archaeological Assessment for the subject lands. The report identifies that a Stage 1 background study of the subject property was conducted and has indicated that there was an elevated potential for the recovery of archaeological resources within the limits of the study area given its proximity to known historical features, thereby necessitating a Stage 2 field investigation. The Stage 2 assessment consisted of a systematic test pit and pedestrian survey and resulted in the identification and documentation of no archaeological resources. Therefore, no further archaeological assessment of the Project Location was recommended.

Staff confirm that the Archaeological Assessment requirement for the property has been satisfied.

### Sustainability

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

Staff have assessed the proposed development on City's sustainability criteria and have concluded that it has achieved an overall sustainability score of 30, achieving the City's Bronze Threshold. The proposal meets City's required minimum sustainability standards. Please see the attached Sustainability Snapshot at Appendix 12.