

Information Summary

Notwithstanding the information summary provided below, staff advise that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Planning Act and Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act:

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 the Planning Act R.S.O 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- m) The co-ordination of planning activities of public bodies;
- p) The appropriate location of growth and development; and,
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- r) The promotion of built form that:
 - (i) is well designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement (PPS):

The proposal will also be reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- b. accommodating an appropriate affordable and market-based range and mix of residential types (including additional residential units, multi-unit housing, and affordable housing) to meet long-term needs;
- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h. Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

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

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

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Section 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.

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

Section 1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services;

b) ensure that these systems are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;
2. prepares for the impacts of a changing climate;
3. is feasible and financially viable over their lifecycle; and
4. protects human health and safety, and the natural environment;

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

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area' of the Growth Plan. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

Section 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;

b) growth will be limited in settlement areas that:

- i. are rural settlements;

- ii. are not serviced by existing or planned municipal water and wastewater systems; or
 - iii. are in the Greenbelt Area;
- 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 higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public services facilities;
- d) development will be directed to settlement areas, except where the policies of this plan permit otherwise;

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

Section 2.2.2.1 - By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

Section 2.2.6.1 - Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

Section 2.2.6.2 - Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan;

b) planning to achieve the minimum intensification and density targets in this Plan;

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 3.2.1.1 – Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.

Section 3.2.1.2. Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;

b) providing sufficient infrastructure capacity in strategic growth areas;

c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and

d) considering the impacts of a changing climate.

Regional Official Plan

The Region of Peel 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 application is within the “Urban System” areas as established in Schedule D and designated “Built-up Area” in Schedule D4 of the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands

identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.

Section 5.3.1.2 – To achieve sustainable development within the Urban System.

Section 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.

Section 5.3.1.4 – Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.

Section 5.3.1.6 – To promote crime prevention and improvement in the quality of life.

Section 5.3.1.7 – To recognize the integrity and physical characteristics of existing communities in Peel.

Section 5.3.1.8 – To provide for the need of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.

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

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

Section 5.5.3.1.1 – To achieve compact and efficient urban forms.

Section 5.5.3.1.2 – To optimize the use of existing infrastructure and services.

Section 5.5.3.1.3 – To revitalize and/or enhance developed areas.

Section 5.5.3.1.4 – To intensify development on underutilized lands.

Section 5.5.3.2.2 - Facilitate and promote intensification.

Section 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.

Section 5.5.3.2.4 - Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.

Section 5.5.3.2.5 – Require that by 2026 and for each year until 2025, a minimum of 40 per cent 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.

Section 5.8.2.2 - Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:

- a) residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and
- b) cost-effective development standards for new residential development, redevelopment, and intensification

An amendment to the Region of Peel Official Plan is not required to permit the propose development.

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 City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Residential" in Schedule A, "Residential" in Schedule 1, of the City of Brampton Official Plan. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. 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 Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

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

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

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

Section 4.2.1.8 - Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

Section 4.2.1.14 - In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are: (i) Variety of housing types and architectural styles; (ii) Siting and building setbacks; (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways; (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms; (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes; (vi) Incorporation of multiple unit dwellings and apartments; and, (vii) Landscaping and fencing on private property. These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

Section 4.2.7 - Design

(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;

(ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;

(iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;

(iv) Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;

(v) Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,

(vi) Implementing the Flower City Strategy.

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

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

Section 4.8.3.1 - The City shall request the appropriate authorities to ensure that the location, design and construction standards used for any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects and the ultimate urbanization pattern near or adjacent to that pipeline.

Section 4.8.3.2 - In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no structures or excavations be permitted within a certain setback from the limits of the right-of-way, as set out by TransCanada Pipelines in accordance with the advice of the National Energy Board and the Ontario Fuel Safety Branch.

Section 4.8.3.3 - Crossings of the gas pipeline right-of-way by roads, services, utilities, drainage features or construction vehicles must be first authorized by TransCanada Pipelines. Such authorization must be obtained prior to the commencement of any crossing work and may require the proponent to enter into a crossing agreement with TransCanada.

Section 4.8.3.4 - Any excavation within 30 metres (98 feet) of the gas pipeline right-of-way involving power equipment or explosives is subject to authorization by the National Energy Board and advance notice to TransCanada Pipelines. A minimum setback of 10 metres shall be maintained from the limits of the pipeline right-of-way for all permanent structures and

excavations. A reduced setback will be subject to the necessary municipal approval and demonstration that the safety and integrity of the pipeline will not be compromised.

Section 4.8.3.6 - The City shall encourage the development of TransCanada's right-ofway for passive parkland or open space purposes subject to TransCanada's easement rights and the other provisions of this Plan.

Springdale Secondary Plan (Area 2)

The subject property is located within the Springdale Secondary Plan (Area 2) which provides the detailed planning policies for the lands generally bounded by Countryside Drive to the north, Bovaird Drive to the south, Heart Lake Road to the west and Airport Road to the East. The subject property is sub-designated "Low Density Residential 1" in Schedule 2 of SPA2.

Section 1.1.1 – Low Density Residential - Lands designated Low Density 1 on Schedule 2 shall only be developed for single-detached and semi-detached dwelling units at a maximum density of 35 units per net residential hectare

The proposed development has a density of 36.01 units per net residential hectare, despite exceeding the maximum density of the low density residential designation by 1.06 units per hectare, City staff have determined that an amendment to the Secondary Plan is not required. City staff have received a site specific rezoning application and will review such to ensure it provides the necessary rationale and documentation to permit the proposed density increase.

Zoning By-law

The subject property is zoned "Agricultural (A)" by By-law 270-2004, which shall only be used for the following purposes:

(a) Agricultural

- (1) agricultural purposes as defined in Section 5 of this by-law

(B) Non-Agricultural

- (1) single detached dwelling
- (2) supportive housing residence Type 1 or a Supportive Housing Residence Type 2
- (3) a cemetery
- (4) an animal hospital
- (5) a kennel
- (6) a home occupation

(c) Accessory

- (1) purposes accessory to the other permitted purposes.

A zoning by-law amendment is required to permit the proposed development.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed

application has a Sustainability Score of 35, which meets the bronze threshold for approval. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.

- Arborist Report
- Archaeological Assessment and Acceptance Letter
- Comment Response Table
- Concept Plan
- Cover Letter
- Cul-de-sac Reconstruction Plan
- Draft Plan of Subdivision
- Draft Zoning By-law Amendment
- Fee Calculation Form
- Functional Servicing Report
- Geotechnical Report
- Lighting Plan
- Noise Attenuation Statement
- Parcel Abstract (PINS)
- Phase 1 Environmental Site Assessment
- Photometric Plan
- Planning Justification Report
- Public Consultation Strategy
- Public Notice Sign
- Registered Owner Authorization
- Site Servicing and Grading Plan
- Stormwater Management Report
- Survey Plan
- Sustainability Summary
- Traffic Impact Study
- Tree Preservation Plan
- Urban Design Brief