

Detailed Planning Analysis

City File: OZS-2022-0006

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, the Brampton Official Plan, and the Vales of Castlemore Secondary Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

Planning Act R.S.O 1990

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

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

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

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

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

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

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

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 PPS:

1.1.1 Healthy, Liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

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- 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*
- i) preparing for the regional and local impacts of a changing climate.*

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;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation; and*
- f) are transit-supportive, where transit is planned, exists or may be developed[.]*

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.

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.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

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

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

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- 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;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

3.1.3 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

The subject lands are located within a 'Settlement Area' that is defined in provincial and municipal planning documents. The lands are designated as 'Residential' as per Schedule A (General Land Use Designation) and are located within the 'Communities' and 'Built Boundary Line' designation as shown on Schedule 1 (City Concept) within the City of Brampton Official Plan. The subject lands are also located adjacent to a 'Primary Transit Corridor' as identified in Schedule C (Transit Network).

The 'Residential' designation permits various residential dwelling types, ranging from single detached dwellings, townhouses and high rise apartments. The proposed development seeks to permit the development of two single lots, for the future development of two single detached homes. The housing typology represents an appropriate built form to ensure the proposed development is appropriately integrated with the existing community, and provides an efficient use of land and resources by locating in an existing subdivision in accordance with Policy 1.1.3.42.

The proposal also provides additional housing units in close proximity to existing transit networks in accordance with Policy 1.1.4.3. Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will integrate into the existing neighbourhood and enhance the character and design of the site itself.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the PPS.

2020 Growth Plan for the Greater Golden Horseshoe:

The subject lands are within the “Built-Up Area” as defined by the 2020 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 proposed development demonstrates conformity to the following sections of the Growth Plan:

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

- 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 on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands;*

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including 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;*
- 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 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.*

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- 2.2.2.3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - c) *encourage intensification generally throughout the delineated builtup area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- 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*
- 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.*
- 4.2.2.6. *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*
 - a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
 - b) *may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

The site has access to existing infrastructure including municipal water and wastewater systems, and is directly serviced by existing transit provided by Brampton Transit at the intersection of Airport Road and Braydon Boulevard. Therefore, this proposed application satisfies section 2.2.1.2 c) of the Growth Plan.

The subject lands are located within the '*Built-up Area – Conceptual*' on Schedule 2 – A Place to Grow Concept of the Growth Plan. The proposed development presents an opportunity to permit gentle intensification on vacant lands within the delineated Built-Up Area in accordance with section 2.2.1.2.

The development is planned in accordance with section 2.2.1.2 e) by ensuring that the proposal is appropriately setback from the natural heritage system and floodplains to the south of the subject properties. In addition, there will be additional opportunities to register a second unit within the single detached dwellings, to further support housing choice and options in accordance with section 2.2.1.4.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment is conform to the Growth Plan.

Regional Official Plan

The Region of Peel Official Plan (ROP) 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 and managing resources. The ROP also contains Growth Management policies which implements the intensification policies of the Growth Plan, and provides a basis for efficiently managing growth.

The subject application is within the “Urban System” and “Built-up Area” as established on Schedule D and D4 of the ROP, respectively. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The proposed Official Plan and Zoning By-law amendments implement by this proposal conforms to the following policies of the ROP:

5.3 The Urban System

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, services, 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.

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

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

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

5.5 Growth Management

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

5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.

5.5.3 Intensification

5.5.3.2 Facilitate and promote intensification.

5.8 Housing

5.8.1.1 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.

5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.

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

5.8.2.6 Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

5.9 The Transportation System in Peel

5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

5.9.10.2.3 Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network.

5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.

The proposed Zoning By-law Amendment will help achieve the objectives of the ROP by providing for gentle intensification on vacant lands within the “Built-up Area” in accordance with Policy 5.5.2.2.

The proposed development would promote walkability and the use of established transit services as the site is situated adjacent to a Primary Transit Corridor, and within 400 metres of a bus stop with access to existing Brampton Transit service. Based on the above, staff is satisfied that the proposed Zoning By-law amendment will help contribute to achieving complete communities and conforms to the ROP.

Official Plan:

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

The subject lands are designated ‘Residential’ on Schedule A (General Land Use Designations) of the Official Plan and are located within the ‘Communities’ and ‘Built Boundary Line’ designation as shown on Schedule 1 (City Concept) of the Official Plan. The subject lands are also located

adjacent to a 'Primary Transit Corridor' as identified on Schedule C (Transit Network). The proposed Zoning By-law amendment to be implement this proposal conforms to the following policies of the Official Plan:

4.2 Residential

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.

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

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

4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

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.

4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

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The proposal will result in the development of a currently vacant and underutilized site that will utilize existing infrastructure, including public transit. The new residential dwellings would be subject to Council approved *Architectural Control Guidelines for Ground-Related Residential Development*, which provide design criteria to improve the quality of residential development and ensure consistent standards when it comes to entrances, porches, roofs, signs and lighting. The Architectural Control process established by the City will ensure that the proposed single detached dwellings are appropriately integrated into the existing subdivision. This will ensure that the two single lots are developed in accordance with Policy 4.2.1.14 of the Official Plan.

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

Secondary Plan:

The Vales of Castlemore Secondary Plan (Secondary Plan) provides an in-depth overview of the land uses patterns within the area and outlines the goals and objectives, and guides future development in the community. The property is designated “Low Density 2” in the Vales of Castlemore Secondary Plan (Area 4). The Secondary Plan sections that are applicable to this application include:

3.1 Residential

• 3.1.1 *The various residential designations shown on Schedule SP42(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from single detached units to townhouse units. Complementary uses as set out in Part I, Section 4.1 of the Official Plan such as schools, places of worship, libraries, parks, community centres, health centres, day care centres, convenience retail and fire stations are also permitted in the various residential designations without further amendment to this Plan subject to Section 6.2.8, Chapter 42 or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.*

Housing Mix, Density and Plan Integration

• 3.1.3 *The density range for Secondary Plan Area 42 shall be 17 to 23 units per hectare (6.9 to 9.3 units per acre) of gross residential area.*

Low Density 2 Residential

• 3.1.24 *In areas designated Low Density 2 Residential on Schedule SP42(a), residential uses within the single family density range defined in Part I, section 5.0 of the Official Plan are permitted, subject to the policies of 3.1.2, 3.1.3, 3.1.7, 3.1.8, 3.1.26 and 3.1.27.*

• 3.1.25 *The density of the Low Density 2 Residential designation on Schedule SP42(a) shall not exceed 15 units per hectare (6.1 units per acre) of gross residential area. Minimum lot width in the Low Density 2 designation shall be 13.7 metres (45 feet).*

• 3.1.26 *Residential lots shall primarily be oriented toward and have access to the collector and local road system, to the greatest extent practicable.*

The proposed development aligns with the policies of the Secondary Plan by completing two single lots in an existing subdivision with access to an existing local road, and through intensification while maintaining the density limit of 15 units per hectare. The proposed housing typology of single detached units matches that of the surrounding neighbourhood and the dwelling typology identified for low density residential areas in the Official Plan. Furthermore, the lot widths for the proposed single lots exceeds the minimum lot width of 13.7 metres.

Staff is satisfied that the proposed Zoning By-law amendment aligns with the policies and requirements of the Secondary Plan.

Zoning By-law:

The subject lands are currently zoned “Agricultural - A” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to permit the proposed development, and the Residential Single Detached A – Section 1711 (R1A-1711) zoning designation is being proposed. The proposed R1A-1711 zone appropriately regulates the built form of the residential dwellings by ensuring the minimum height, setback requirements, and overall built form of the dwellings aligns with those in the surrounding neighbourhood.

Technical Requirements:

Planning Justification Report (Addendum)

The Planning Justification Report was prepared by Korsiak Urban Planning to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the ROP, the Official Plan, and the Secondary Plan are satisfied in the proposed Zoning By-law Amendment.

Noise Feasibility Study (Acoustical Report)

A Noise Feasibility Study was prepared by Valcoustics Canada Ltd. to determine noise impacts on the proposed development. The results of the study indicates that the residential development is feasible. Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.

Archaeological Assessment

A Stage 1 Archaeological Report prepared by Archaeological Services Inc. determined that there was potential for the presence of both Indigenous and Euro-Canadian archaeological resources on the subject property, but that the survival of any in situ archaeological resources was unlikely due to ground disturbances from previous developments. It was determined that and no further archaeological assessment of the site is warranted.

Environmental Site Assessment

A Phase One Environmental Site Assessment was completed by DS Consultants Ltd. to identify the presence of or absence of potentially contaminating activities. No issues of potential environmental concern were identified, and it was determined that no further environmental

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investigations were needed. Environmental Engineering staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.

Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc. to prepare an inventory of the trees over 15 cm on the subject property and evaluate tree saving opportunities. The findings of the study indicate a total of 18 trees on and within ten metres of the proposed development. The removal of 14 trees is required to accommodate the proposed development or at the request of the City. The remaining trees can be saved provided appropriate tree protection measures are installed prior to development. City staff is satisfied with the results of this study and find it capable of supporting the requested Zoning By-law amendment.