

## Detailed Planning Analysis

### Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Brampton Official Plan, the Countryside Villages Secondary Plan (48B) and other applicable City of Brampton Guidelines and priorities.

### **Planning Act:**

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

- 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,
- 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.

Regard for these sections is reflected in the proposed Official Plan and Zoning By-law amendment, the development proposal incorporates the following qualities:

- The proposal represents the orderly development of the area as it will make efficient use of the land that is currently occupied by a single detached residential dwelling unit.
- The proposal contemplates a total of one hundred and sixty eight (168) dwelling units, comprised of 114 one-bedroom units, 49 two-bedroom units and 5 three-bedroom units, adding a variety of housing types to the City.
- This proposal is within an appropriate location for growth and development.

### **Provincial Policy Statement (PPS):**

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

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;

The proposed development promotes efficient development and land use patterns over the long term by providing dwellings that will connect with municipal infrastructure, services, and amenities.

- 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;

This proposal will provide a total of one hundred and sixty-eight (168) residential dwelling units comprised of one, two and three bedroom units, along with indoor and outdoor amenities for residents.

- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

Environmental concerns have been addressed to the satisfaction of the Toronto Region Conservation Authority and City of Brampton Environmental Planning.

- 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;

The proposed development is located within a settlement area and has been developed in accordance with the Countryside Villages 48-1 Block Plan. An amendment to the Block Plan is proposed to redesignate the subject parcel from medium density to medium-high density residential. The amendment will make efficient use of the subject parcel, while being developed in a manner that is not invasive on the surrounding low-density residential development.

- f. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

This proposal provides housing with access to the necessary infrastructure and public service facilities to meet the projected needs of residents.

h. Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

As per the concept plan provided the proposed apartment dwelling maintains a ten (10) metre buffer to the abutting natural heritage feature.

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.

The proposed Official Plan and Zoning By-law amendment contemplates the intensification of the subject parcel from an existing single-detached home to the proposed 168 unit apartment structure, contributing to the City in meeting its residential unit forecast.

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.

The subject property fronts a portion of Bramalea Road which is designated as a “Secondary Transit Corridor” as per Schedule C of the City of Brampton Official Plan, south of countryside drive Bramalea Road transitions to a “Primary Transit Corridor”, characterized by high frequency transit service with peak headways between 5 to 7.5 minutes, which are linked to major grid services within the city and external destinations.

Section 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.

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.

The proposed development is located within a designated settlement area and will integrate with the abutting subdivisions to the west (C04E17.003 (21T-11005B) and C04E16.003 (21T-120053B), providing a mix of dwelling units and densities that support the surrounding area.

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;

City of Brampton engineering staff have confirmed that the proposed development can be adequately achieve the grading, storm servicing and stormwater management required. The Region of Peel has confirmed that the subject property can be adequately serviced with municipal water and sanitary services.

### **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 ‘Settlement Area’ and within the ‘Built-Up Area’ within the Growth Plan. The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) and it was determined that it conforms to the applicable policies of the Growth Plan.

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;

The proposal will direct growth toward an appropriate area that has been comprehensively planned through the approved Countryside Villages Secondary Plan and Block Plan. It is located within a settlement area with planned infrastructure and services that will service the proposed apartment structure.

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;
- 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;

This proposal supports the creation of a diverse mix of land uses, the apartment dwelling will provide a range of dwelling sizes consisting of one, two and three bedroom units. The proposed structure will integrate with the existing low-density subdivision to the west, providing residents with access to local amenities such as Sesquicentennial Park, retail shopping at the southeast corner of Mayfield Road and Bramalea Road and employment opportunities. The subject property is within walking distance to the bus stop located at Bramalea Road and Inspire Boulevard, providing access to Brampton Transit Bus route 15 and 207.

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);

The proposed development will allow the City of Brampton to make a notable contribution towards the Region of Peel minimum intensification targets. The proposed 168 units of varying sizes with a maximum density of 618 units per net residential hectare allow for a diverse range and density of housing options.

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.

Section 2.2.6.3 - 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.

The proposed development will be serviced by existing municipal infrastructure and services, such as, municipal right of ways, municipal water, sewer and storm water infrastructure, the site is located along a Secondary Transit Corridor, with integrated access to the City's Primary Transit Corridor system.

### **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" as per Schedule E-1 and "Designated Greenfield" as per Schedule E-3 of the Regional Official Plan. The proposal was evaluated against the Region of Peel Official Plan and it was determined that the proposed development satisfied the pertinent Official Plan policies.

Section 5.6 – 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 Regional Urban Boundary as shown on Schedule E-1 of this Plan. It includes lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

Section 5.6.2 - To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

The subject property is within 400 metres of a large commercial plaza located at the south east corner of Bramalea Road and Mayfield Road, recreational space in the form of Sesquicentennial Park is easily accessible to residents being located on the east side of Bramalea Road directly across from the subject property.

Section 5.6.3 - To achieve intensified and compact built 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.

Section 5.6.4 -To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 5.6.12 - 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 built forms of urban development and redevelopment.

Section 5.6.20.3 - To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.

Section 5.6.20.6 - To ensure that development of the Designated Greenfield Area is supported by a well connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

Section 5.6.20.7 - To ensure development in the Designated Greenfield Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

The proposed development will provide one hundred and sixty-eight new dwellings on the subject property, helping achieve a form and density that can support the local transit network without being invasive with respect to structure height and built form on the abutting low density subdivisions to the west. The apartment dwelling will incorporate a range of dwelling unit types (single, double- and three-bedroom units), giving Brampton residents of different ages, incomes, and household sizes an option to choose from. The development will be serviced with full municipal water and sanitary services

#### **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" and "Open Space" in Schedule A and the northern portion of the property is designated "Valleyland" in Schedule D of the City of Brampton Official Plan. The proposed development conforms with the intent of the this plan.

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.

The proposed Official Plan and Zoning By-law Amendment are seeking to permit a total of one hundred and sixty-eight (168) units, comprised of 114 1-bedroom, 49 2-bedroom and 5 3-bedroom units on the subject property, resulting in a floor space index (FSI) of 5.14 and overall density of 618 units per net hectare.

Section 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.

Section 4.2.1.15 - The City shall consider the following natural heritage planning principles in the design of residential development: (i) Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates; (ii) Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife; (iii) Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes; (iv) Protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development; (v) Protection, maintenance and restoration of remaining trees and woodlots; (vi) The need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements; (vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.

Section 4.6.7 - Within the City of Brampton, valleylands and watercourse corridors form an integral part of the land and water related ecosystem and creates a spine for the City’s overall open space network. There are five significant valley and watercourse corridors traversing the City the Credit River, Fletcher’s Creek, Etobicoke Creek, Mimico Creek and Humber River, providing a transition between the less defined headwater tributaries in the northern portions of the City to the well-defined valley corridors in the southern portions of the City.

It is the responsibility of the City, in consultation with the Region of Peel and the area Conservation Authorities to ensure that the natural heritage features, functions, linkages and hazards associated with the valleylands and watercourse corridors are respected. In addition to the policies included in this Official Plan, both Credit Valley Conservation and Toronto and

Region Conservation Authorities have policies with respect to valleyland and watercourse protection and management.

Lands designated as Valleylands/Watercourses Corridors on Schedule “D” of the Official Plan are intended primarily for the preservation and conservation of the natural features, functions and linkages. Although development is generally prohibited within valleylands and watercourse corridors, there are some existing uses and some permitted uses that must be recognized. Existing uses within these corridors include recreational uses such as parks and sports fields (for example Eldorado Park, Chris Gibson Park, Creditview City Wide Park) as well as private recreational uses including Castlemore Golf Course, and Lionhead Golf Course.

An Environmental Impact Study (EIS) prepared by Palmer dated March 21, 2023, the EIS confirms that the proposed development maintains adequate separation from the top of bank, vegetation along the slope, and that the overall health and function of the valleyland and natural features are protected from potential short term and long term impacts. The Toronto Region Conservation Authority (TRCA) indicated to City staff that they have no objection with the current proposal being approved for the purposes of an Official Plan and Zoning By-law amendment and will undertake a detailed review of the application through the forthcoming Site Plan Application and detailed design.

Section 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).

Section 4.6.7.4 - Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

Section 4.6.7.5 - All valleylands and watercourse corridors conveyed to the City of Brampton, including associated environmental hazards and defined conservation buffers, shall be in a condition satisfactory to the municipality. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites.

Section 4.6.7.7 - Where any land designated valleyland or watercourse is under private ownership, this Plan does not intend that these lands will remain under private ownership indefinitely, or that the municipality or any other public agency will purchase the land.

A Holding (H) provision has been included in the Draft Zoning By-law Amendment requiring confirmation that arrangements have been made to gratuitously convey the "Open Space" block to the Toronto Region Conservation Authority or the City of Brampton to the satisfaction of the Commissioner of Planning, Building and Growth Management. Prior to conveying the lands to the City of Brampton or the Toronto Region Conservation Authority confirmation will be required to ensure the land are free and clear of all encumbrances.

Section 4.6.7.8 - Through the formulation of community block plans, the City in consultation with the relevant Conservation Authority shall require an Environmental Implementation Report including Stormwater Management Report and/or Functional Servicing Study. Natural hazards must be adequately addressed in accordance with Provincial natural hazard standards and regulatory requirements. The extent of valleylands and watercourse corridors will be defined by these studies. If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan or Block Plan), refinement of the boundaries of natural features may be determined on a site by site basis through an Environmental Impact Study, subject to the approval of the City in consultation with the relevant Conservation Authority. Any such refinements to the boundaries of features or their buffers will not require an amendment to Schedule D.

The boundary of the natural features on the subject property were determined through a staking exercise with the Toronto and Region Conservation Authority. The concept plan prepared by Kirkor Architects and Planners includes a ten-metre setback from the top of bank to the apartment structure, there is however, an encroachment of approximately 2.56 square metres within the setback for the underground parking structure. Despite the minor encroachment staff are satisfied that the proposed development maintains an adequate buffer separation to abutting natural features.

Section 4.6.7.9 - In order to maintain the open character and linkage functions of valleylands, structures crossing a valley and/or watercourse shall provide for a suitable open span to accommodate the natural movement and functions of the feature as well as through movements of wildlife and pedestrians as appropriate.

Section 4.6.7.12 - To encourage the conservation of the valleylands and watercourse corridors, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

Section 4.7.4.1 - Where recreational open space lands include or abut natural heritage features such as woodlands, wetlands, valleylands and watercourse corridors, the relevant policies in Section 4.6 must be applied to ensure the protection of these features and the environmental functions and linkages they perform.

Section 5.5 - Community Block Plans implement the policies of Secondary Plans and the recommendations of the subwatershed study on a sub area basis by co-coordinating completion of detailed environmental, servicing, transportation, and urban design and growth management analysis and approvals.

Section 5.5.1 - Community Block Plans and Community Block Plan Amendments shall be adopted for the applicable Block Plan Areas shown on Schedule "H" in accordance with the policies of this Section prior to the approval of development applications and/or release of development capacity. Despite this policy, block planning shall not be required for Block Plan Area 40-4.

Section 5.5.3 - Key elements of the Community Block Plan shall be incorporated into a Community Block Plan Amendment, which will form part of the Official Plan and Secondary Plan and will be subject to the same administrative and public involvement procedures as an Official Plan amendment. Community Block Plan Amendments shall take the form of an amendment to the Secondary Plan and may be produced and consolidated as a further Chapter to the Secondary Plan.

Section 5.5.5 - In considering Community Block Plan Amendments, the City will prioritize block plan areas for approval and development in a manner that implements the growth target and limitations in Section 4.12.2.2.

The subject property is located within the Countryside Villages 48-1 Block Plan and designated 'Medium Density Residential', 'Buffer' and 'Special Policy Area 3', the draft secondary plan amendment proposes to re-designate the property from 'Medium Density Residential' to 'Medium high Density Residential'. The proposed residential development maintains the general intent of the Countryside Villages Block Plan with respect to land use and comprehensive development principles for the area. The 168 unit development will contribute to the implementation to the growth targets as set out in the City of Brampton Official Plan.

The subject property is located within the Countryside Villages Secondary Plan 48(b), the general secondary plan area is bound by Mayfield Road to the north, Countryside Drive to the south, Dixie Road to the west and the easterly edge of the west Branch West Humber Tributary F. As per Schedule SP48(a) the subject property is sub-designated 'Medium Density', 'Valleyland' and 'Special Policy Area 3'. The draft secondary plan amendment proposes to re-designate the property from 'Medium Density Residential' to 'Medium high Density Residential' and amend Special Policy Area 3 with site specific policies. There is no proposed amendment to the 'Valleyland' designation.

The existing 'Medium Density Residential' designation as per section 5.2.3 of the secondary plan permit the following uses: i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types; ii) a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted; iii) medium density residential is designated on either side of the east-west collector road on Schedule SP48(a). The boundary of the designation shall be interpreted as being approximate and shall be further refined at the Block Plan stage of approval; and, iv) Notwithstanding the above, high density residential uses in proximity to the intersection of arterial roads may be permitted in this designation in accordance with Section 4.1.1.1 of the Official Plan. Higher density residential will be identified at the block plan of approval stage and the density and related development policies shall be implemented through a block plan initiated official plan amendment.

Special Policy Area 3 (Section 6.3.1) outlines site specific uses permitted on the subject property, which include a Bed and Breakfast of no more than 6 bedrooms may be permitted at the property known as 11556 Bramalea Road. Notwithstanding Section 6.3.1, the following shall apply: i) permitted uses include townhouses, townhouse structure types and low to mid-rise apartments; and, ii) a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted.

The draft Secondary Plan amendment proposes to redesignate the subject lands as 'Medium High Density Residential'. As per section 5.2.5 of the Secondary Plan, the 'Medium High Density Residential' designation permits low and mid-rise apartments and medium-high density residential dwelling units, a maximum density of 95 units per net hectare and a maximum building height of eight stories. An amendment is proposed to Special Policy Area 3 to permit the following: i) townhouses, townhouse structure types, low to mid-rise apartments and high-rise apartments; and, ii) a maximum density of 618 units per net residential hectare (250 units per net residential acre) shall be permitted. iii) a maximum building height of 15 storeys.

Despite an increase to the proposed density to 618 units per net residential hectare and increased building height of 15 storeys, staff are satisfied that the subject property can adequately accommodate the additional density proposed through the Secondary Plan amendment. The subject parcel is large enough to accommodate the proposed structure while maintaining the required ten metre setback to the Valleyland area. To the west of the subject property is an expansive Valleyland Block, providing a naturalized buffer neighboring low-rise subdivisions (City file: C04E17.003 & C04E17.002), coupled with the stepped design of the structure helps mitigate shadowing and massing of the structure.

Section 5.4.2.1 - Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be

utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the Municipal Environmental Servicing Plan (MESP). The extent of the Valleylands and Watercourse Corridors system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton.

Section 5.4.2.2 - Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) includes natural stream corridors and headwater drainage features that currently contribute to the ecological integrity of the subwatersheds. The final limit of the Valleylands and Watercourse Corridors will be determined through an Environmental Impact Study to the satisfaction of the City of Brampton. The stream corridors and/or headwater drainage features may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert to the adjacent land use designation without the necessity of an amendment to this Chapter.

Section 5.4.2.3 - Appropriate environmental buffers in accordance with Section 4.5.13 of the Official Plan shall be imposed from the margin of valleylands and watercourse corridors so as to have regard for ecological functions and the extent and severity of existing and potential environmental hazards. All required setbacks and opportunity for stormwater management ponds to be located within such setbacks shall be determined through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

The proposed development maintains a ten-metre buffer to the Valleyland area north of the subject property. A Holding (H) provision has been included within the draft Zoning By-law amendment requiring confirmation that satisfactory arrangements have been made to gratuitously convey the environmentally sensitive lands to the City of Brampton to the satisfaction of the Commissioner of Planning, Building and Growth Management, this will ensure that the Valleyland Block will be preserved.

### **Zoning By-law**

The subject property is zoned "Agricultural (A)" by By-law 270-2004, the draft Zoning By-law proposes to redesignate the subject property to Residential Apartment B (4) and Open Space (OS) subject to a holding provision.

The residential special section includes site specific provisions such as a maximum floor space index of 5.4, maximum building height of 15 storeys and minimum side, front and rear yard setbacks and a maximum lot coverage of 35%. The site-specific performance standards will result in a built form that makes efficient use of the subject property while also providing a development form that is not intrusive on the low density neighboring property. The Open Space designation is provided for the lands that form the ten-metre buffer on the northern portion of the subject parcel, as per the holding provision the open space lands will eventually be conveyed to the City or the TRCA in perpetuity allowing for the protection of the natural feature.

A Holding (H) provisions have been included within the draft Zoning By-law amendment to ensure that the proposed development and the adjacent site to the south (upon any future redevelopment) will have a shared access arrangement to Bramalea Rd, and that arrangements

are made for any environmentally sensitive lands to be gratuitously dedicated to the City of Brampton. The Holding provisions are as follows:

- 1) Confirmation that arrangements for a mutual access easement with the abutting property to the south (11532 Bramalea Road) have been provided to the satisfaction of the Commissioner of Planning, Building and Growth Management.
- 2) Confirmation that arrangements have been made to gratuitously convey the “Open Space” block to the Toronto Region Conservation Authority or the City of Brampton to the satisfaction of the Commissioner of Planning, Building and Growth Management.

### **Technical Studies**

The following technical requirements have been satisfied:

#### **Planning Justification Report**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Countryside Villages Secondary Plan are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

#### **Functional Servicing Report**

Urban Works provided a Functional Servicing Report in support of this application dated September 2022 with a revised version dated March 2023. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing. The Functional Servicing Report was approved by City of Brampton Engineering Staff on March 29<sup>th</sup>, 2023 as staff were satisfied that the site can achieve grading, storm servicing and stormwater management proposed. The Region of Peel has completed the modelling of services and has confirmed that adequate servicing capacity will exist for the proposed development.

#### **Traffic Impact Study**

A Traffic Impact Study (TIS) submitted by the applicant to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The TIS was supported by City of Brampton Traffic Staff however, a holding provision is included within the implementing by-law requiring arrangements to be made for the establishment of a mutual access easement with the property to the south to accommodate its future redevelopment.

#### **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. Planning staff have evaluated the score and summary sheets, and have found it satisfactory.