

Detailed Planning Analysis
City File Number: OZS-2021-0026

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's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official 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 supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

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. Section 51(24) of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion of these sections.

Section 2:

(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;

(h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;

(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) The adequate provision of a full range of housing, including affordable housing;

(o) The protection of public health and safety;

(p) The appropriate location of growth and development

(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 high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment.

The proposal contemplates low, medium, and high-density residential uses, mixed use, open space and institutional uses, thus adding a variety of housing types, commercial uses, and institutional uses to the City of Brampton. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

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;*
- 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;

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;

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;

i. Preparing for the regional and local impacts of a changing climate.

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.

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 accommodate 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 1.1.3.4 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.

Section 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,*
- b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

Section 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Section 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:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*

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;

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 where it 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.

Section 1.5.1 Healthy, active communities should be by:

a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) Planning and providing for a full range and equitable distribution of accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 1.6.7.4 – A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7.1 Long-term economic prosperity should be supported by:

c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 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;

g) Maximize vegetation within settlement areas, where feasible.

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

Analysis: Provincial Policy Statement

The proposed development supports livable, supports livable, healthy communities by supporting commercial land uses within the surrounding area. The proposal is in proximity to a diverse range of land uses within the Block Plan 48-2 area, including recreational trails, park and open space facilities, commercial uses, services, and other uses to meet long-term needs in accordance with S. 1.1.1 (b) of the PPS. The proposed development is located in a settlement area in accordance with S. 1.1.3.1 of the PPS, and the proposed development implements residential densities which align with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities in accordance with S. 1.4.3 of the PPS.

The development proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by low-density residential dwellings. The proposed development is in proximity to future transit services on Mayfield Road, which is anticipated to be a Secondary Transit Corridor as per Schedule C of the City of Brampton Official Plan. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with S. 1.6.7.2 and S. 1.6.7.4 of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

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 'Urban Growth Centre' and within the 'Designated Greenfield 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.*

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 second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household size 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.*

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 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) Supports the achievement of complete communities;*
- b) Supports active transportation; and*
- c) Encourages the integration and sustained viability of transit services.*

Section 2.2.7.7 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Section 2.2.8.c) The timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.

Section 2.2.4.10 Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

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

The subject site is located within the 'Urban System' within the Growth Plan, in which infrastructure services and planned public transit already exists. The proposal will contribute to the establishment of complete communities in accordance with S. 2.2.1.2, S. 2.2.1.4, and S. 2.2.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of institutional and residential uses of varying densities.

The proposal conforms to S. 2.2.6.3 of the Growth Plan by contributing towards creating complete communities that feature a mix of land uses and convenient access to public service facilities and institutional uses within an underutilized and vacant area. In accordance with S. 2.2.1.4 and S. 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Park Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with S. 2.2.1.4(b).

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan facilitates decisions with regard to land use matters and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the "Urban System" in Schedule E-1: Regional Structure, and the 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel 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 proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.*

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a

housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are within the “Urban System” in Schedule E-1: Regional Structure, and the ‘Designated Greenfield Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of a designated greenfield area, utilize planned infrastructure and enhance the public open space system.

The proposal will contribute to complete communities through the provision of housing options including single detached and townhouse structural types, in close proximity to park facilities, and other uses in the Block Plan area such as retail and service uses in accordance with S. 5.4.10. The proposal includes residential uses at appropriate densities as determined through the block planning process in close proximity to Mayfield Road, which is identified as a Secondary Transit Corridor supporting medium frequency public transportation services in accordance with S. 5.4.12. The proposal directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The proposal will assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, rear lane townhouses, residential reserve lots and high-density blocks that will provide a mix of housing types and densities.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The plan incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated “Residential” and “Open Space” in Schedule A: General Land Use Designations of the Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

Section 2.4.2 Managing Growth in Brampton:

e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,

f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area,

including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
- v) There is sufficient existing or planned infrastructure to accommodate the development;*
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;*
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

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.

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. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY PERMITTED	HOUSING TYPES
• Low Density	• 30 units / net hectare • 12 units / net acre	• Single detached homes
• Medium Density	• 50 units / net hectare • 20 units / net acre	• Single detached homes • Semi-detached homes • Townhouses
• High Density	• 200 units / net hectare • 80 units / net acre	• Townhouses • Duplexes • Maisonettes • Apartments

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

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 4.2.1.14 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 and 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.*

Section 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.

Section 4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;*
- ii) Requiring the provision of adequate off-street private parking; and,*
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.*

Section 4.5.2.26 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.2.28 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

Section 4.5.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

Section 4.5.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.*

Section 4.7.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

Section 4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wide Cityscape.

Section 4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

Section 4.11.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*

- iii) *Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) *Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) *Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) *Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: City of Brampton Official Plan (2006)

The subject property is designated “Residential” and “Open Space” as per Schedule A: General Land Use Designations of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes detached dwellings, street townhouses, rear lane townhouses, high density dwellings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include two partial school blocks, a park, walkway block, open space, an environmental buffer, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the proposal is consistent with the “Residential” and “Open Space” land use designations. An amendment to the Official Plan is required to permit the proposed height and density at this location. The applicant has submitted a Secondary Plan

Amendment with the application. See below in the Secondary Plan Amendment section for details about the proposed amendment.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Countryside Villages Secondary Plan (Area 48b):

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The applicant has demonstrated that the proposed development meets most of the policies within the Secondary Plan. For the policies that the proposal does not conform to, a Secondary Plan Amendment has been submitted to address this. The subject lands are designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” as per SPA 48(b). An amendment to the Secondary Plan is required in order to increase the permitted density of the proposed low density and medium density-built form and amend a portion of the existing “Medium Density Residential” designation to “Medium-High Density Residential - Special Policy Section 4”.

The following policies are relevant to the proposed development:

Section 5.1.2 To ensure conformity with the Provincial Growth Plan and the City’s Growth Management objectives, Countryside Villages Secondary Plan shall be planned to achieve a population in the order of 20,000 persons and to provide approximately 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

Section 5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

Section 5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

Section 5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

Section 5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

Section 5.2.1.8 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

Section 5.2.2.1 - In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached, and townhouses structural types;*
- ii) A minimum density 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per new residential acre) shall be permitted.*

Section 5.2.3.1 – In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- 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 unit per net residential hectare (20 units per net residential acre) shall be permitted. In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.*

Section 5.3.6.1 - Areas designated Mixed-Use on Schedule SP48(a) shall be developed in accordance with Section 4.11.3.4 and other relevant policies of the Official Plan and this Chapter including the following provisions:

- i) The Mixed-Use sites on Schedule SP48(a) may be developed with office, commercial, retail, residential uses and limited institutional;*
- ii) A combined total of 9,290 square metres (100,000 square feet) of Gross Commercial Floor area is permitted at each of the sites designated Mixed-Use on Schedule SP48(a); and*
- iii) Uses, densities and related urban design and development policies shall be determined at the block plan stage of approval and be implemented as part of a block plan official plan amendment.*

- 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.*

Section 5.2.5 Medium-High Density Residential 5.2.5.1 In areas designated Medium-High Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include low and mid-rise apartments and medium-high density residential dwelling units;*
- ii) A maximum density of 95 units per net hectare (38.5 units per net residential acre) shall be permitted; and,*
- iii) A maximum building height of 8 storeys shall be permitted.*

Section 5.2.5.3 Notwithstanding Section 5.2.5.1(i), the lands designated “MediumHigh Density” along the north side of Inspire Boulevard, directly east of lands designated “District Retail,” shall only permit mid-rise apartments.

Section 5.4.1.1 Areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Implementation Report, as part of the Block Plan Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- x) An Environmental Implementation Report;*
- xi) An Environmental Impact Study;*
- xii) A Stormwater Management Study;*
- xiii) A Functional Servicing Report;*
- xiv) Woodlot Management;*
- xv) Vegetation Assessment Study;*
- xvi) Tree Preservation Plan.*

Section 5.4.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever practical.

Section 5.4.1.3 It is the intent of this Chapter to ensure that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Block Plan Process, including the Environmental Implementation Report, will confirm the extent of road frontage adjacent to such features.

Section 5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural heritage features of the open space system such as valleylands shall be defined during the Block Plan Process. • Section 5.4.1.5 The location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development Division. However, additional ecological studies prepared in support of block planning will need to determine if trails are appropriate in 20 consideration of adjacent environmental hazards and/or ecological sensitivities.

Section 5.5.2.1 The lands designated "City Park" on Schedule SP48(a) shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

Section 5.5.2.2 A 20 hectare (50 acre) expansion has been designated on the north and east sides of the existing City Park which shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

Section 5.5.2.3 Should the municipality not acquire the lands designated for expansion of the City Park described as Part of Lots 16 and 17, Concession 5, E.H.S. within 5 years from the time of draft plan of subdivision approval of the lands that include the City Park, the land designated City Park may be developed for Low/Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with adjacent development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the City Park may be provided at the sole discretion of the City provided that a parkland acquisition strategy with specific funding commitments is approved by City Council. The municipality shall require that this policy be implemented through a condition of draft plan approval for any subdivision containing the subject land.

Section 5.5.2.4 The City Park is traversed by Tributaries B and C of the West Branch of the West Humber River that are of the Countryside Villages natural heritage system. The environmental management of the Park shall be in accordance with Section 4.5 policies of the Official Plan, and sustainable best practices, as appropriate.

Section 5.5.3.5 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space network.

Section 5.6.2.1 - Areas designated Public Junior Elementary or Public Middle School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

Section 5.6.2.2 - Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary School and Public Middle School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

Section 8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report and Functional Servicing Report to the satisfaction of the City of Brampton. Despite this policy, stormwater management facilities such as ponds or channels within Open Space and Institutional (school site) designations may be located without an Official Plan Amendment. Such locations will not be accepted by the City of Brampton or the School Boards unless it can be demonstrated that the long term functionality of the park or school is not impaired or the effective usable area of the site is not reduced.

Analysis: Countryside Villages Secondary Plan (Area 48b)

The property is designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” in the Countryside Villages Secondary Plan (Area 48-2). An amendment to the Secondary Plan is required in order to increase the permitted density of the proposed low density and medium density-built form and amend a portion of the existing ‘Medium Density Residential’ designation to “Medium-High Density Residential - Special Policy Section 4”. The proposed additional height and density represents good planning as the proposed development is in proximity to planned and/or existing transit (i.e., Inspire Boulevard), parkland, and will be compatible with the surrounding areas. In addition, the proposal will also assist with the Provincial initiatives to create additional housing to help improve housing affordability.

An amendment to the Secondary Plan is required to amend some of the policies within the “Low/Medium Density Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

By adding to Section 5.2.1 Residential Policy: The Countryside Villages Secondary Plan Area 48(b) thereof, the following text:

i) For the purpose of this Subsection, the lands designated “Low/Medium Density Residential” outlined in Section 5.2.2, as shown on Schedule ‘A’ to this amendment, are permitted to develop with a density up to 58 units per net hectare (24 units per net residential acre).

ii) For the purpose of this Subsection, the lands designated “Medium Density Residential” outlined in Section 5.2.3, as shown on Schedule ‘A’ to this amendment, are permitted to develop with a density up to 58 units per net hectare (24 units per net residential acre).

iii) by changing Section SP48(b) of Chapter 7 of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule ‘A’ of this amendment from “Medium Density Residential” to “Medium-High Density Residential- Special Policy Section 4” to permit medium and high rise apartments to a maximum density of 929 units per net hectare (375 units per net residential acre) up to a maximum of 22 storeys on lands located south of Mayfield Road, west of Torbram Road legally described as Part of Lot 16 & 17, Concession 5 East of Hurontario (Chinguacousy).

iv) By amending Section 5.2.5.3, by deleting the requirement that lands located along the north side of Inspire Boulevard, directly east of the lands designated “District Retail” shall only permit mid-rise apartments.

The purpose of the proposed Secondary Plan Amendment is to allow for increased density within the “Low/Medium Density Residential” and “Medium-High Density Residential” designations. With ongoing concerns regarding housing affordability and housing supply, increased density in a residential Draft of Subdivision is crucial and essential in ensuring that the City of Brampton has enough housing to meet local and regional density targets and population targets. The proposal also contemplates a variety of housing types and tenures that will accommodate and provide different housing options for various family types.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the Countryside Villages Secondary Plan (Area 48b).

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as “Low / Medium Density Residential”, “Medium/High Density Residential”, “Mixed Use”, “Park”, “School” and “Compensation Area” in the Countryside Villages Block Plan (Area 48-2). The Block

Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

Section 3.0 The principles for the block plan area are set out below:

- a) To create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;*
- b) To create a distinct and attractive built form through superior urban design;*
- c) To incorporate and utilize alternative development standards, including rearlane townhouses, roundabouts, bike lanes and reduced right-of-ways;*
- d) To create a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;*
- e) To preserve, protect and restore the natural environmental features;*
- f) To provide linkages to natural features within a comprehensive community open space network together with parks, view vistas and storm water management ponds; and,*
- g) To provide for a phased development in accordance with the approved Growth Management Staging and Sequencing Strategy.*

Section 4.1.1 Schedule E illustrates the design attributes of the block plan area that addresses and implements the land use designations and policies of the Countryside Villages Secondary Plan (Chapter 48(b)). Minor adjustments and relocations of the land uses, community features and infrastructure shown on Schedule BP48-2 can be made without the need for an Official Plan amendment as long as the general intent and policy direction of the Countryside Villages Secondary Plan (Chapter 48(b)) is maintained.

Section 4.2.5.1 Development within the northwest quadrant designated “Mixed Use” shall provide for:

- a) A minimum 6-storey and maximum 8-storey built form along Inspire Boulevard and at the intersection of Torbram Road and Inspire Boulevard. Residential uses shall be in an apartment form;*
- b) ground floor commercial uses along Inspire Boulevard.*

Section 4.3.5 Notwithstanding the minimum density requirements of Section 5.2.5.2, on the “Medium-High” designated lands, apartment forms with a minimum height of 4-storeys and a maximum height of 8-storeys shall be provided along Inspire Boulevard. A building height of 6-storeys is encouraged. Other residential forms as permitted under the “Medium-High” designation may be developed on the balance of the lands.

Section 4.4.1 Notwithstanding Section 10.8.2 of the Official Plan, a “green edge” to the Countryside Villages Community shall be established along Mayfield Road. A vegetated buffer block with a minimum width of 1.5 metres in addition to any buffer block required for noise attenuation purposes shall be provided between all residential uses and Mayfield Road.

Section 4.4.2 Any proposal for residential development will have effective separation and buffering from Mayfield Road and other noise sources. Noise barriers, consisting of a combination of berming and acoustical fencing will be required to be provided along all portions of Mayfield Road in order to mitigate sensitive uses from traffic noise along the roadway.

Section 4.4.3 Where residential uses abut Mayfield Road, increased yard setbacks and physical building separation may be required.

Section 4.5.1 Built form and massing controls shall be implemented to achieve city development standards and ensure appropriate transition from higher-rise development to lower-rise development, including but not limited to height, setbacks, and glazing requirements.

Section 4.5.2 Along Torbram Road, south of the Torbram Road and Inspire Boulevard gateway, street-related townhouses shall be provided as a transition to the mixed use node.

Section 4.7.5 To ensure conformity with the Provincial Growth Plan and the City’s Growth Management objectives, Block Plan Area 48-2 shall be planned to achieve a population in the order of 12,200 persons and employment in the order of 1,300. Implementing zoning and plans of subdivision shall contain provisions to implement these targets.

Section 4.7.7 All development applications submitted shall conform to the approved recommendations of the Sub-Area 48-2 Environmental Implementation Report and Functional Servicing Report prepared by Beacon Environmental, Dillon Consulting and The Municipal Infrastructure Group.

Section 4.7.8 All development applications submitted within the boundaries of Sub Area 48-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Sub-Area 48-2. This report shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, schools, parks and engineering services.

Section 4.7.8.1 The completion of Inspire Boulevard is a key element in the staging of development and establishing the necessary transportation infrastructure for Block Plan Area 48-2. In this regard, the Growth Management Staging and Sequencing Strategy

shall set out requirements and implementing tools for the City and landowners to achieve completion of this road. The Staging and Sequencing Strategy shall provide for the construction of Inspire Boulevard in its entirety from Bramalea Road to Torbram Road in conjunction with the development of any lands located on the west side of Torbram Road.

Section 4.7.9 Prior to the issuance of draft plan approval of each draft plan of subdivision within Sub-Area 48-2, a Developer Cost Sharing Agreement, to the satisfaction of the City, shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations. The Cost Sharing Agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and gateway features).

Section 4.7.10 The owner shall contribute their proportionate share towards the full cost of the City's gateway features and streetscape enhancements within Sub-Area 48-2 in accordance with the City's Gateway Beautification Program. Each landowner's proportionate share within Block 48-2 shall be established in the Countryside Villages Cost Sharing Agreement.

Analysis: Block Plan for Sub Area 48-2:

The proposed development meets the sustainable development principles established for the block plan area. The proposal provides for a range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development. The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. An amendment to the Block Plan is not required. In accordance with S. 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment satisfies the policies of the Block Plan.

Zoning By-law

The subject properties are currently zoned 'Agricultural (A)' and Agricultural- Special Section 839 ('A-839'), as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. The Agricultural - Special Section 839 zone relates to the provision of a market garden centre in addition to purposes permitted by the Agricultural (A) zone. It permitted the additional use of a market garden centre from November 24, 1998 to November 24, 2001. This use is no longer permitted. An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F(H)- 11.0-3729, R1F(H)- 11.6-3730, R1F(H)-11.0-3568 & R1F(H)-11.6-3670), residential townhouse zones (R3E(H)-4.4-3731, R3E(H)-4.4-3732, R3E(H)-4.4-3569, R3E(H)-6.0-3570 & R3E(H)-6.0-3571), residential apartment zones (R4A(H)-3733 & R4A(H)- 3734), composite residential commercial zone (CRC(H)- 3735), as well as an institutional zone (I1(H) – 3574), and open space (OS). Provisions of these proposed zoning designations are listed in Appendix 11 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that vehicular access and servicing are satisfied prior to the as of right land use permissions being applied. This property is located in the northeast sector of Block Plan Area 48-2, and as such, servicing and roads will not be available to accommodate the proposed development in the short term. The (H) provision will be removed at a future time once the services are available.

Below are the proposed naming conventions that are being recommended and some of the highlights of each of the proposed zones:

Residential Single Detached F(H) – 11.0 – Section 3729 (R1F(H)-11.0-3729):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.0 metres.

Residential Single Detached F(H) – 11.0 – Section 3568 (R1F(H)-11.0-3568):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.0 metres.

Residential Single Detached F(H) – 11.6 – Section 3730 (R1F(H)-11.6-3730):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.6 metres.

Residential Single Detached F(H) – 11.6 – Section 3670 (R1F(H)-11.6-3670):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.6 metres.

Residential Townhouse E(H) – 4.4 – Section 3731 (R3E(H)-4.4-3731):

- Permits rear lane townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 4.4 – Section 3732 (R3E(H)-4.4-3732):

- Permits street townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 4.4 – Section 3569 (R3E(H)-4.4-3569):

- Permits street townhouse dwellings;
- Permits rear lane townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 6.0 – Section 3570 (R3E(H)- 6.0-3570):

- Permits street townhouse dwellings;
- Rear lane townhouse dwellings;
- Front yard width minimum requirement of 6.0 metres.

Residential Townhouse E(H) – 6.0 – Section 3571 (R3E(H)- 6.0-3571):

- Permits a live-work townhouse dwelling;
- Front yard width minimum requirement of 6.0 metres.

Residential Apartment A(H) – Section 3733 (R4A(H)- 3733):

- Permits a multiple residential dwelling;
- Permits an apartment building;
- Maximum of 15 storeys;
- Maximum Floor Space Index (FSI) of 5.45;
- Parking rate of 0.9 spaces per resident and 0.2 spaces per visitor.

Residential Apartment A(H) – Section 3734 (R4A(H)- 3734):

- Permits an apartment building;
- Permits a townhouse dwelling;
- Maximum building height of 22 storeys for an apartment building;
- Maximum Floor Space Index (FSI) of 6.50;
- Parking rate of 0.9 spaces per resident and 0.2 spaces per visitor.

Composite Residential Commercial (H) – Section 3735 (CRC(H)- 3735):

- Permits a multiple residential dwelling containing no more than 5 dwellings;
- Maximum building height of 12.0 metres.

Institutional One (H) – Section 3574 (I1(H)-3574):

- Permits purposes permitted in the I1 zone

Open Space (OS):

- Permits an outdoor recreation facility operated by, or licensed by, or leased from, or managed under an agreement with a public authority.

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 Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Urbantech in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Urban Design Brief

An Urban Design Brief was prepared by GSAI Inc. and Terraplan Landscape Architects. The Urban Design Brief provides design guidelines for the architectural landscape elements of the proposed development in order to assist in creating an attractive development that integrates into the surrounding context appropriately. Urban design staff have reviewed the design guidelines and have found the document to be satisfactory.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Cole Engineering 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 Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by ASI Architectural and Cultural Services in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Tree Inventory & Preservation Plan

A Tree Inventory & Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The Open Space department have reviewed the Tree Inventory & Preservation Plan and have found the document to be satisfactory.

Environmental Impact Study

An Environmental Impact Study was prepared by Beacon to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Noise Study

The Noise Control Feasibility Report was prepared by HGC Engineering to assess the potential impact of road traffic on Mayfield Road, Torbram Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Noise Control Feasibility Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 39 points (note: one point lower than the silver threshold) that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.