

**Detailed Planning Analysis
City File Number: OZS-2023-0002**

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 to these sections.

Section 2:

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (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 matters 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;*
- (k) the adequate provision of employment opportunities;*

(o) The protection of public health and safety;

(p) The appropriate location of growth and

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

(r) The promotion of built form that,

- i. Is well-designed,*
- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

Section 51(24) – Criteria for Approval of Subdivision Applications:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) conformity to the official plan and adjacent plans of subdivision, if any;

(d) suitability for the land for the purpose for which it is being subdivided;

(f) the dimensions and shapes of the proposed lots;

(i) the adequacy of utilities and municipal services; and

(j) the adequacy of school sites;

Analysis:

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates low density residential uses, an elementary school, and internal road network and walkway blocks. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed

development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential development in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision also has regard for the adjacent planned subdivisions as demonstrated through the consistency with the municipal Block Plan for the area, school sites and parks are also noted within this plan.

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

h. Promoting development and land use patterns that conserve biodiversity

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

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

a) Efficiently use land and resources;

b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) Prepare for the impacts of a changing climate;

e) Support active transportation;

f) Are transit-supportive, where transit is planned, exists or may be developed; and

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

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

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 promoted by:

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

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

d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

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 1.8.1 – 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:

b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

Analysis:

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of new low density residential greenfield development. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential development that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of residential development that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The subject property is also a part of the larger Block Plan 47-2 area which comprises a range and mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing and planned transit corridors along The Gore Road as well as the existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 1.4.3e), 1.6.7.2, and 1.81e) 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 for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

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

- a) The vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- b) Growth will be limited in settlement areas that:*
 - i. Are rural settlements;*
 - ii. Are not serviced by existing or planned municipal water and waste water systems*

c) Within settlement areas, growth will be focused in:

- i. delineated built-up 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;*

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; and*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

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 2.2.7.2 – The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as 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;*

Analysis:

The subject site is located within the 'Built-up Area - Conceptual' within the Growth Plan, in which infrastructure services and public transit are planned. The subject property and surrounding area are subject to the Block Plan 47-2 Servicing Strategy, which outlines how the area will be serviced for future development. Furthermore, the proposed development is in proximity to future transit corridors along The Gore Road, as well as the existing bus route along Castlemore Road. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of residential uses of varying built form typologies.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of residential land uses within an underutilized and vacant area. Furthermore, the proposed School Block will allow for convenient access to public service facilities that will help contribute to the achievement of a complete community in accordance with Section 2.2.1.4.

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

Region of Peel Official Plan (April 2022)

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' in Schedule E-1: Regional Structure, and the 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. 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.

5.3.1.2 - To achieve sustainable development within the Urban System.

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

5.3.1.4 - To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure, and public finances while taking into account the characteristics of existing communities and services.

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

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

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

5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, 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 services.

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

5.6.20.1 To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in Designated Greenfield Areas.

5.6.20.2 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and sustainable communities with strong neighbourhood centres.

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.

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.

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.

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.

5.8.2.1 Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment, and residential intensification in Peel Region in accordance with projected requirements and available land resources.

- a) maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and 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.*

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

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

5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure and '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 an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through being the first phase of development in Block 47-2, the proposal also complements and is integrated with the planned development on adjacent lands. The development has been designed taking into consideration the servicing capacity of both existing infrastructure as well as the proposed timing of required external municipal infrastructure to ensure availability capacity to facilitate the development satisfying Section 5.8.2.1, 5.8.2.2, 5.5.2.2, 5.3.1.2, 5.3.1.4.

The development proposal will ultimately 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. The property is within the 'Designated Greenfield' area within the Region of Peel Official Plan. the proposed development is in accordance with the City of Brampton's Block Plan, supports the framework of complete communities, and supports a range of residential housing options and densities in accordance with S. 5.6.20.2, 5.6.20.7, and 5.6.20.13.

In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes and residential reserve lots that will provide a mix of housing types. The proposed development has been designed to accommodate various forms of transportation. All streets will provide sidewalks on one or both sides of the street, thereby encouraging active transportation and pedestrian activity. Existing transit is accessible through a bus route on Castlemore Road, planned transit is available on The Gore Road which fulfills the requirements of Section 5.9. As a Greenfield development, the proposal transitions underutilized agricultural land to a complete community exceeding the Regional growth target of 51 residents and jobs per hectare

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

City of Brampton Official Plan (2006):

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 be planned to meet the current and future needs of its residents. The property is designated 'Communities' and 'Designated Greenfield Area' on Schedule 1 – City Concept; and 'Residential' on Schedule A – General Land Use Designations of the City of Brampton Official Plan and the proposed Zoning By-Law Amendment and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

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.

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

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.

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 4.2.1.9 – 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 4.5.6.15 - The City shall, in reviewing subdivision plans, ensure that pathways are designed in such a manner so as to promote active transportation by reducing the walking distance from dwelling units to transit, park, school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads

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 4.11.4.1 – 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 property is designated 'Residential' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses.

The proposal conforms to the 'Residential' designations of the Official Plan. The Draft Plan of Subdivision includes single detached homes of varying lot widths which adds to the diversity of the City's housing stock. The proposed housing types and densities are consistent with Schedule G. To the west of the subject site (beyond The Gore Road) there are lands designated as Estate Residential within Schedule A – General Land Use Designations of the City of Brampton Official Plan. The proposed Draft Plan of Subdivision demonstrates a consideration for the Estate Residential lands to the west through the residential lots being proposed along The Gore Road frontage having increase lot width arrangements. The purpose of these increased lot widths is to act as a gradual transition from the Estate Residential designation (which maintain wide lots and frontages) to the reduced frontage lots further East into the subdivision.

The subject property will be located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

As such, the proposal is consistent with the 'Residential' land use designation and an amendment to the Official Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The property is designated 'Executive Residential', 'Low Density Residential', 'Low/Medium Density Residential', Catholic Elementary School', and 'Neighbourhood Park' in the Highway 427 Industrial Secondary Plan (Area 47). The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

Section 4.1

i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;

iv) A full range of distinct and attractive built forms, including an upscale executive housing area, designated in a manner that responds to the unique location and natural attributes of the surrounding area and ensures that the context of the surrounding land use is protected, respected and reinforced;

v) A mixed-use corridor fronting Clarkway Drive anchored by a Community Park at the north end and a District Retail designation at the south end that collectively represent a community focus and a gateway into the secondary plan area and supports a safe, attractive pedestrian oriented community;

Section 4.2.10 - Create a continuous open space network to the extent practicable that connects neighbourhoods to community facilities and infrastructure, including but not limited to: a community park, neighbourhood parks, schools, stormwater management facilities and pedestrian/cyclist trails provided through natural areas and along landscaped boulevards

Section 5.1.2 - (Executive Residential)

Section 5.1.2.1 - The areas designated Executive Residential on Schedule SP47(a) are considered to have appropriate characteristics to accommodate the development of a successful upscale executive housing community. These areas shall be developed in accordance with the policies, principles and standards set out in Part I, Section 4.2 of the Official Plan, Section 5.1.1 of this Chapter and the "Design Workbook for Brampton's Upscale Executive Special Policy Areas (September, 2000)".

Section 5.1.2.2 - The areas designated Executive Residential are to be developed in accordance with a design vision that includes the following principles:

(i) Development of a Community Block Plan and Community Design Guidelines that integrate the natural environment and features, including maintaining visual and physical access to the valleylands, where appropriate;

(ii) Provision of a variety of enhanced housing choices in distinctive enclaves expressed through attention to detail in the architecture, choice of building materials, building elevations, roof lines, landscaping and garage siting to reduce its visual impact;

iii) Establishment of community gateways through the use of design features such as medians, gateway structures, roundabouts and special corner lots; and,

iv) Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including, but not limited to, medians, valley edge streets and vista blocks

Section 5.1.2.4 - In areas designated Executive Residential on Schedule SP47(a), the following policies shall apply:

- i) Single detached structural units shall be permitted in addition to upscale semi-detached and townhouses, subject to appropriate site design, architectural and streetscape;*
- iii) A maximum density of 19.77 units per net residential hectare (8 units per net residential acre) shall be permitted;*
- (iv) As a guideline, a minimum lot frontage for single detached units of 15 metres (50 feet) shall be encouraged where appropriate, especially adjacent to natural valley corridors; A range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;*

Section 5.1.3 - (Low Density)

Section 5.1.3.1 - Lands within the Low-Density Residential designation on Schedule SP47(a) shall be developed primarily for single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan, in accordance with Section 5.1.2 of this Chapter.

Section 5.1.3.2 - In areas designated Low Density Residential on Schedule SP47(a), the following shall apply, subject to Section 5.1.1 of this Chapter:

- (i) Single detached structural units shall be permitted in addition to upscale semi-detached and townhouses may be considered subject to superior site design, architecture, streetscape and appropriate location that shall be determined at the Draft Plan of Subdivision stage.*
- (ii) A maximum density of 27.18 units per net residential hectare (11 units per net residential acre) shall be permitted; and,*
- (iii) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet).*

5.1.3.3 Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage and superior façade treatment because of the visual importance of the entrances to the upscale executive housing community.

5.1.3.4 On those lands within the Low-Density designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 27.18 units per net residential hectare (11 units per net residential acre) is maintained.

Section 5.1.4.1 – (Low/Medium Density Residential)

- i. Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;*
- ii. A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;*
- iii. A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;*
- iv. A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;*
- v. Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.*

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall.

Section 5.4.3.1 – Neighbourhood Parks are intended to service the recreational needs of the immediate or local neighbourhood. Neighbourhood Parks in Area 47 shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons. The parks should be evenly distributed and be within a walking distance for the majority of the population.

Section 5.4.3.3 – The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

Section 5.4.3.4 – Entry / access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

Section 5.5.1.5 - In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The

designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

Section 5.5.2.1 – Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

Section 5.5.2.2 – Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the anticipated long term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

Section 5.5.2.3 – The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

Section 5.5.2.4 – If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.

Section 5.5.2.5 – Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

Section 5.4.4 - (Local Parks)

Section 5.4.4.1 - Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks shall be planned as community focal points and located, preferably at the corner of a minimum of two public roads. There shall be at least one Local Park per Block Plan area.

Section 5.4.4.2 - The street pattern will ensure significant frontage of the Local Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be

designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.

Section 5.4.4.3 - Entry/access points to Local Parks shall be located conveniently and incorporate a civic design theme.

Section 5.4.4.4 - Local Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size

Section 7.1.1 - Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules "B" and "B1" of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a).

Section 7.1.2 - Schedule SP47(a) identifies potential/conceptual access points that will be considered in determining Collector Road requirements as part of the preparation of tertiary plans in support of development applications within the Area 47 employment lands and in determining local road requirements as part of Block Planning within the residential Sub-areas of Area 47. Any Collector Road required within the Area 47 employment lands will be implemented without an official plan amendment as part of a draft plan of subdivision application.

Section 7.1.3 - Arterial Roads, Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathway (in the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe, access to transit services.

12.4.2 The City shall require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between all developers within each of Block Plan Area 47-1 and 47-2, respectively, for any draft plan of subdivision, site plan and/or rezoning. The City shall require, where it deems appropriate, having regard for the requirements of Section 5.2.1.2 herein, that Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between developers within the area comprising of the employment lands, for any draft plan of subdivision, site plan and/or rezoning. Where a Developer Cost Sharing Agreement has been required, the City shall require confirmation from the Developer Cost Share Trustee of:

- i) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto; and*
- ii) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation shall be provided to the City prior to the approval of any Draft Plan of Subdivision plan, site plan and/or rezoning within the Secondary Plan Area.*

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The property is designated 'Executive Residential', 'Low Density Residential', 'Low/Medium Density Residential', 'Catholic Elementary School', and 'Neighbourhood Park' the Highway 427 Industrial Secondary Plan (Area 47).

The proposal conforms to the 'Executive Residential', 'Low Density Residential', 'Low/Medium Density Residential', 'Catholic Elementary School', and 'Neighbourhood Park' designations of the Highway 427 Secondary Plan (SP47). The residential designations include 'Executive Residential', 'Low Density Residential', and 'Low/Medium Density Residential'. The Secondary Plan designates the lands along the west of the subject property adjacent to The Gore Road as 'Executive Residential'. The maximum density of this designation is 19.77 units per net residential hectare (Policy 5.1.2.4 iii) and 18.1 units per net residential hectare is being proposed which demonstrates conformity with the density permissions. The intent behind the designation is to demonstrate a consideration for the Estate Residential lands to the west through the residential lots being proposed along The Gore Road frontage having increase lot width arrangements. The purpose of these increased lot widths is to act as a gradual transition from the Estate Residential designation (which maintain wide lots and frontages) to the reduced frontage lots further East into the subdivision and subsequent developments within the Secondary Plan Area.

The subject property is largely designated 'Low Density Residential' in the Secondary Plan. The designation permits a maximum density of 27.18 units per net residential hectares, based on the site-specific lot configuration and lotting plan, the lands subject to the 'Low Density Residential' designation account for a density of approximately 28.3 units per net residential hectare. Within the 'Low Density Residential' designation, smaller lot frontages sizes of 9.8 metres and 11.0 metres have been allocated on 109 lots. The smaller lot frontages are permitted as long as the maximum density is respected. The density permissions are generally met. The subject property is also designated 'Low/Medium Density Residential'. A maximum density of 32.12 units per net residential hectare is permitted for the designation. A density of approximately 30.5 units per net residential hectare is proposed. The density permissions proposed respect the Secondary Plan policies.

The Draft Plan of Subdivision includes a planned partial school block consisting of 1.12 hectares (2.77 acres). The location and configuration of the school block has been reviewed by and planned in coordination with the Peel District School Board and the Dufferin-Peel Catholic District School Board. Under Policy 5.5.2.4 the School Sites will be dual zoned to allow for residential development with the standards of the adjacent residential zone should the School Board deem the land as surplus.

As such, the proposal is consistent with Secondary Plan land use designations and an amendment to the Secondary Plan is not required. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Highway 427 Secondary Plan (SP47).

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified as 'Executive Residential', 'Low / Medium Density Residential', 'Low Density Residential', 'Elementary School' in the Highway 427 Industrial 47-1 and 47-2 Block Plan. 'Collector Road' designations are also applicable. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 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 an amendment.

Additional Residential Units (ARU)

The city's ARU policies conform with the province's Bill 23, which aims to develop additional homes for people in creative ways. ARUs and garden suites have provisions for size dimensions, parking, setbacks and access in the by-law in order to regulate the status of dwelling units.

The subject development design may benefit from additional residential units since the residential mix of single detached dwellings opens opportunity for allocating space for additional units as an option. The driveways have been designed and appropriate provisions are in place to protect two parking spaces per unit, which would allow 3 Units on a subject property with the third requiring a parking space. The development proposes Model Options for sale that include basements which are designed and constructed as Secondary Dwelling Units in accordance with the City's Criteria for Secondary Dwelling Units in locations that are accessible to public transit and other Community infrastructure such as schools and parks. The additional units would improve affordable housing with a solution to meet current and future needs of residents to create a more sustainably diverse community.

Zoning By-law

The subject properties are currently zoned 'Agricultural - 1520 (A-1520)' by By-Law 270-2004, as amended.

Analysis: Zoning By-law

The 'Agricultural - 1520 (A-1520)' zone only permits agricultural uses, a single detached dwelling, a home occupation, and purposes accessory to the other permitted purposes.

An Amendment to the Zoning By-law is required to facilitate the proposed Draft Plan of Subdivision. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F-9.0-3747, R1F-13.0-3748, and R1F-9.0-3749), as well as an institutional zone (I1-3750). It is noted that some minor modifications will be required to the Zoning By-law prior to Council enactment, pending further discussions with the applicant. 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 amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions. 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 – 9.0 – Section 3747 (R1F-9.0-3747):

- Permits single detached dwellings;
- Front yard width minimum requirement of 9.0 metres;
- Rear yard setback of 7.0 metres;
- Minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.

Residential Single Detached F – 13.0 – Section 3748 (R1F-13.0-3748):

- Permits single detached dwellings;
- Front yard width minimum requirement of 13.0 metres;
- Rear yard setback of 7.5 metres;
- Minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.

Residential Single Detached F – 9.0 – Section 3749 (R1F-9.0-3749):

- Permits single detached dwellings;
- Front yard width minimum requirement of 9.0 metres;
- Rear yard setback of 7.5 metres;
- Minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.

Institutional One – Section 3750 (I1-3750):

- Permits purposes permitted in the I1 zone;
- Permits purposes permitted in the R1F-9.0-3749 zone.

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 Report was prepared by Candevcon Limited, dated October 2022. The Functional Servicing Report described the existing conditions and the proposed servicing for sanitary, storm and water systems, as well as the stormwater management infrastructure. The report also included preliminary grading information and outlines the required Erosion and Sediment Control Measures. Internal watermain sizes range from 150 to 300 mm and are subject to change at the detailed design stage. All watermains will be looped as per the Region of Peel standards.

The existing sanitary sewers adjacent to the Draft Plan of Subdivision lands have been sized to accommodate sanitary flows from the proposed development. Only one Development Charge related sanitary sewer is required to service the Draft Plan of Subdivision. This section of the sewer will be constructed as part of the internal servicing and will be in accordance with the Region's development charges schedule. Storm drainage will be accommodated within the proposed stormwater management ponds located adjacent to The Gore Road Tributaries. As a result of the new servicing infrastructure, it is determined that there is sufficient capacity to implement the Draft Plan of Subdivision and prioritize the first phase of Block Plan 47-2.

Traffic Impact Study

Candevcon Limited prepared a Traffic Impact and Road Design Brief to review the traffic generated by the proposed Draft Plan of Subdivision in comparison to the traffic analyzed in the Transportation Impact Study for Blocks 47-1 and 47-2 (2022). The Brief's findings for the residential land use determined the traffic generated by the proposed subdivision would be less than that assumed in the Block Plan Transportation Impact Study. The Brief concluded that the impacts to the traffic conditions produced by the proposed Draft Plan of Subdivision would be minor. It further concluded that the radii, daylighting and driveway locations comply with the City Brampton criteria.

Stage 1 and 2 Archaeological Assessment

D.R. Poulton & Associates prepared the Stage 1-2 Archaeological Assessments for Parcels 12 and 16, while AMICK Consultants Limited prepared the Stage 1-2 Archaeological Assessment for Parcel 14. Stage 1 background studies were conducted for each parcel to provide information about the property's geography, history, previous archeological fieldwork and current land conditions. Based on the property assessment, no archaeological resources were encountered and it was concluded that no further archaeological investigations or concerns were warranted for the properties and clearance was received from the Ministry on December 1, 2010.

Tree Inventory and Preservation Plan

Beacon Environmental prepared a Tree Inventory and Preservation Plan for the subject lands. A tree inventory was conducted and reviewed in the context of the proposed Draft Plan of Subdivision. The report includes the characterization of trees on the tableland portions of the subject lands and provides recommendations for tree removal, preservation, and replacement based on impacts associated with the proposed development and consideration of tree conditions. This report concluded that the removal of 39 trees from the tableland portion of the site is required to accommodate the proposed development. A total of 72 replacement trees are required to compensate for the removal of healthy tableland trees. It was further recommended that if there is insufficient space to plant the requisite number of replacement trees on-site, then the City may accept cash-in-lieu in the amount of \$500.00 per replacement tree.

Environmental Impact Study

Beacon Environmental prepared a Scoped Impact Study for the proposed development, dated September 2022. The Environmental Impact Study was prepared based on Terms of Reference as discussed with the Toronto Region Conservation Authority and City of Brampton and was prepared to review the ecological and natural features and functions of the subject site and to assess the impact of the proposed development on the adjacent Natural Heritage System in conjunction with the Block Plan EIS. The Environmental Impact Study concluded the proposed Draft Plan of Subdivision generally avoids the constrained areas, however, there are minor encroachments within the NHS which were previously addressed through the MESP and Block Plan EIS by establishing compensation areas throughout the Block Plan Area. The EIS concludes the proposed migration measures and compensation enhancement opportunities will maintain and enhance the natural features and ecological functions occurring on the development site.

Preliminary Noise Report

A Preliminary Noise Report was prepared by Candevcon Limited, dated October 4, 2022. The purpose of the report was to identify potential noise impacts on the proposed development and determine appropriate mitigation measures. It was determined that a

2.1-metre-high acoustical barrier is provided for selected lots along The Gore Road and a 2.0 metre high light duty acoustical barrier for lots adjacent to Street '1' and '2' as well as warning clauses. Warning clauses for all other lots are to be included in the Agreement of Purchase and Sale.

Geotechnical and Hydrogeological Reports

Geotechnical and Hydrogeological Reports were prepared by Soil Engineers Ltd. to examine surface conditions and engineering properties of the disclosed soils for the design and construction of a Draft Plan of Subdivision on the subject site as well as the Hydrogeological impacts of the proposed subdivision. Based on the results of the site investigation, the Geotechnical Report provides recommendation for placement of fill, dwelling foundation and basement floor slab construction and installation of services and construction methods. The reports confirmed that there were no unusual geotechnical and/or hydrogeological constraints and development and servicing for the subdivision can be achieved using conventional techniques

Phase I ESA

Soil Engineers Ltd. prepared a Phase I Environmental Site Assessment (Phase I ESA) for the subject site. The Phase I ESA was conducted to determine the contaminant(s), if any, effects on any land or water on, in or under the site, and determine whether there is a need for a Phase Two Environmental Site Assessment and if so, provide the preliminary information for completion of the Phase Two assessment.

The Phase One assessment concluded, based on evaluation of information gathered from research review, interviews, and site reconnaissance there were four (4) Areas of Potential Environmental Concern (APECs) on the subject site. These concerns consisted of potential presence pesticides due to the use of pesticides as part of agricultural activities. As a result of the findings, it has been determined that a Phase II ESA is required for further investigation.

Engineering Staff has confirmed that the Phase II ESA requirement can be deferred to a requirement of Registration of the Subdivision with acknowledgement of the risks associated with the deferral. The Applicant has provided confirmation and acknowledgement of the deferral of the Phase II ESA.

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 27 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.