

Detailed Planning Analysis
City File Number: OZS-2023-0010

The Planning Act, Provincial Planning Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, Brampton Plan and the Mount Pleasant Secondary Plan (Area 51) provide direction and policies that encourage the development of a transit-oriented community that promotes environmental sustainability, superior community design, and the protection of the natural heritage system. 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, c. P.13

The application will be evaluated against the *Planning Act* to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the *Planning Act* sections applicable to this application includes but is not limited to:

Section 2(c) - the conservation and management of natural resources and the mineral resource base;

Section 2(d) - the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Section 2(e) - the supply, efficient use and conservation of energy and water;

Section 2 (f) - the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

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

Section 2(j) – the adequate provision of a full range of housing, including affordable housing;

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

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

The proposed development takes into account the matters of provincial interest outlined in Section 2 of the Planning Act, as detailed above.

The proposed development contemplates a high-density mixed-use residential that includes four (4) high-rise mixed use buildings and three (3) back-to-back townhouse blocks with pedestrian connections, underground parking, landscaping treatments, indoor and outdoor amenity spaces, and a built form with architectural elements that is considerate of the planned area context.

To ensure the availability of municipal services, the full development of the Block 51-3 area will be cost-shared among the landowners in the area. For the subject lands, a direct watermain connection is planned from Bovaird Drive West, where municipal services are readily accessible. This includes finalizing the existing water system and establishing secondary connections within the local area. As a result, the proposed development makes efficient use of existing and planned infrastructure and will be adequately serviced by public service facilities.

The proposal supports the orderly development of safe and healthy communities by efficiently utilizing the land and nearby services to accommodate growth. The proposed development provides residents with nearby access to Mount Pleasant Go Station to the east, future Highway 413 to the west, future hospital to the south, Regional Police to the north, and secondary schools to the east and west of the subject lands. The development of the subject lands optimizes the use of underutilized lands and contributes to achieving a complete community.

The recommendations align with the above-noted matters by contributing to Brampton's housing stock through the intensification and redevelopment of the subject lands in a compact and efficient form. 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 (2024)

The Provincial Planning Statement (PPS), effective October 20, 2024, sets out key principles and policy direction on matters of provincial interest related to land use planning and development. The Province's vision is to increase housing supply by building at least 1.5 million homes to meet a wide range of affordability needs. It aims to support a strong economy, prioritize compact and transit-supportive design, and optimize infrastructure investments to ensure convenient access to housing, employment, services, and recreation for all Ontarians.

Section 3(5) of the Planning Act requires that planning decisions conform with the PPS. The policies in the PPS promote efficient land use and development patterns, contributing to the creation of strong communities.

The following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendment align with the PPS and support the Province's objectives of increasing housing supply, fostering economic growth, and promoting efficient, transit-oriented development. In this regard, the PPS states the following:

Section 2.1 - Planning for People and Homes

4. 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 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, including units in draft approved or registered plans.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected 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 additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2. To support the achievement of complete communities, a range of mix of housing options, intensification and more mixed-used development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal for education, commercial, recreational, and commercial uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit;
- d) to support affordable, accessible and equitable housing.

3. Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

3.1 General Policies for Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) leverage the capacity of development proponents, where appropriate; and*
 - c) are available to meet current and projected needs.*
- 2. Before consideration is given to developing new infrastructure and public service facilities:*
- a) the use of existing infrastructure and public service facilities should be optimized; and*
 - b) opportunities for adaptive re-use should be considered, wherever feasible.*

3.2 Transportation Systems

- 2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

The proposed development is consistent with the policy direction of the 2024 Provincial Policy Statement (PPS), which emphasizes building strong, healthy, and sustainable communities through efficient land use and infrastructure planning.

The proposed development contributes to compact urban growth by integrating residential and commercial uses in a high-density form on lands within a designated settlement area. This aligns with the PPS directive to promote efficient development patterns that optimize the use of land and resources while minimizing urban sprawl. The site's location within the Mount Pleasant area ensures it capitalizes on existing municipal infrastructure, reducing the need for costly expansions and adhering to principles of fiscal sustainability outlined in the PPS

The subject property is strategically located near key existing and planned transit infrastructure, including Mount Pleasant GO Station, the planned Highway 413 and MTO Transit Way (BRT), and future local BRT services. This proximity directly supports PPS policies that prioritize development near transit hubs and corridors to enhance connectivity and reduce dependence on automobiles. By encouraging the use of public transit and alternative transportation modes, the proposed development fosters sustainable mobility and reduces greenhouse gas emissions, consistent with the PPS focus on climate change mitigation and adaptation.

With 1,168 residential apartment units and 72 townhouse units comprising a mix of one-, two-, and three-bedroom options, the development addresses PPS objectives to provide an appropriate range and mix of housing types. This increase in housing supply will help meet the evolving needs of Brampton's growing population, ensuring access to affordable, diverse, and inclusive housing options. The development's focus on intensification within a settlement area aligns with the PPS directive to optimize the housing supply without encroaching on prime agricultural lands or natural heritage features.

The subject lands are located within a strategic growth area identified in the City of Brampton's Official Plan, envisioned to accommodate significant growth through intensification. The PPS prioritizes directing growth to settlement areas where infrastructure and public services are already in place. This development embodies this policy by optimizing underutilized land within the urban boundary while supporting the creation of complete communities.

The proposal contributes to a livable, healthy, and safe community by integrating residential uses with commercial opportunities, fostering a complete community where residents can live, work, and access essential services. The development's compact design reduces land consumption and promotes walkability, enhancing residents' quality of life and aligning with PPS goals for creating resilient and vibrant communities.

The development's design incorporates measures to protect heritage features, reflecting the PPS emphasis on conserving biodiversity and safeguarding ecological systems. By situating growth within a settlement area and minimizing environmental disruption, the project supports sustainable development objectives.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement.

City of Brampton Official Plan 2006 (Jan 2025 – In Effect)

In consultation with City Legal staff, it was confirmed that the Brampton Plan 2024 does not apply due to its current appeal before the Ontario Land Tribunal (OLT). As a result, the policies of the 2006 Official Plan (OP 2006) are applicable to the Official Plan Amendment.

The subject property is designated as 'Designated Greenfield Area,' within the 'North West Brampton Development Area' and 'Special Land Use Policy Area 18: Northwest Quadrant of Mississauga Road and Bovaird Drive West' in Schedule A – General Land Use Designations. The Subject Property has been added to the Mount Pleasant Secondary Plan (Area 51) and made subject to the policy framework set out below to ensure that all appropriate matters are considered in the processing of any application that might permit the development of the Subject Property.

As shown on Schedule 1 – City Concept, the subject lands are located with the Northwest Brampton Urban Development Area and within the Designated Greenfield Area and are located within Special Area Policy 4, which allows the existing agricultural/retail uses on the lands. Furthermore, the subject lands are located fronting Bovaird Drive West which is identified as a Primary Intensification Corridor.

The applicant is seeking to amend Schedule A – General Land Use Designation, to redesignate the lands from 'North-West Brampton Urban Development Area' to 'Residential' to facilitate the proposed development. Additionally, the Draft Official Plan Amendment (see Attachment 13) proposes to amend Schedule G – Secondary Plan Areas, applying the 'New Housing and Density Category' to the subject lands.

The application will be reviewed to ensure conformity with the City of Brampton Official Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

Built Boundary and Designated Greenfield Area

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City and places the subject site outside of the 'Built Boundary' and within the 'Communities' area. It also shows the subject lands as within the 'Designated Greenfield Area' overlay.

3.2.2 *Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.*

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.*

Corridor Protection Area – North West Brampton

4.14.2.11 Consent to sever, minor variance, subdivision, site plan and zoning applications and applications for approval of mineral aggregate operations within the Corridor Protection Area coincident with the Special Study Area designation identified on Schedule "A" to this Plan shall not be approved if it is determined that the development proposal may unduly restrict the alternatives for the planning or construction of a North-South higher order transportation facility as contemplated by Section 4.14.2 of this Plan.

The Ministry of Transportation (MTO) has reviewed the proposal and confirmed that the development is located outside the Focused Analysis Area (FAA 2020) land protection boundary for the Highway 413 project. As such, the Highway 413 project team has no objections to the proposal

Intensification Corridors

3.2.6 *Intensification corridors will accommodate a mix of residential, office, institutional, employment and commercial development which support the transit focus of these areas. The nature of and detailed uses permitted within each intensification corridor will vary depending upon the underlying*

land use designation. The detailed permitted land uses are further defined within the land use designations in this plan. To accomplish the intended vision for the City's intensification corridors, higher order uses which enhance the use of transit, and encourage walkability shall be promoted. Uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage are discouraged. Superior urban design is also required to achieve the intended vision for the City's corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

North West Brampton Urban Development Area

3.2.9 North West Brampton Urban Development Area is planned to be a compact, complete and connected community that is centered around a multi-modal transit node (Mount Pleasant GO Station). Opportunities for mixed-use development including a range of housing types, densities and tenures as well as employment lands will be planned. As a transit oriented community, North West Brampton will be generally planned at higher densities in accordance with the density targets of the Gateway Mobility Hub policies in order to maximize the use of transit.

Residential

4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect,*

enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, sub-watershed studies and block plans.

(vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.

(vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.

Affordable Housing

4.2.5 The Provincial Policy Statement requires that a suitable proportion of new housing within the City of Brampton be affordable housing. An appropriate amount of housing is to be provided to cater to the needs of present and future residents who are in the low to moderate income brackets. The City will ensure that the location of Affordable housing are well integrated and fit with the general design of the community.

Heritage

“4.10.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the Ontario Heritage Act to help ensure effective protection and their continuing maintenance, conservation and restoration.

4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority: i. On-site retention in the original use and integration with the surrounding or new development; ii. On site retention in an adaptive re-use; iii. Relocation to another site within the same development; and, iv. Relocation to a sympathetic site within the City.

4.10.4.3 *Cultural Heritage Character Impact Assessment shall be required for any development, redevelopment and alteration works proposed with the area.”*

The intersection of Bovaird Drive and Mississauga Road is identified as a ‘Gateway’ location, envisioned to enhance the public realm with high-quality, pedestrian-focused open spaces, public art, and amenities. These features may be defined by prominent building entrance designs, emphasizing the significance of this gateway location.

The proposed development contributes meaningfully to the City of Brampton’s housing targets, helping address long-term housing needs. While specific details of the contribution remain subject to negotiation with the City, the development aligns with Brampton’s housing strategy by providing appropriate infill development along a Primary Intensification Corridor, optimizing existing municipal services.

The proposal features a high-density, compact urban form with four high-rise mixed-use buildings: a 10-storey, a 22-storey, and a 35-storey building along Bovaird Drive, as well as a 23-storey building along Mississauga Road. The ground floors of these buildings will include commercial and office spaces, such as a daycare facility, providing employment opportunities within the Mount Pleasant Secondary Planning Area. The Zoning By-Law Amendment outlines additional special provisions for these commercial spaces (see Attachment 12).

In addition to high-rise buildings, the proposed development incorporates a diverse range of housing types, including townhouses and mid-rise structures, catering to various needs and preferences. Safe multi-use trail systems along Bovaird Drive will promote active transportation and recreational opportunities. Pedestrian sidewalks throughout the site will connect seamlessly to existing and future communities, as well as the Natural Heritage System, ensuring accessibility and integration. Traffic calming measures will be implemented to create a safe environment for cyclists, pedestrians, and vehicles, while the majority of parking spaces will be located underground to enhance the pedestrian experience and minimize surface parking.

The development will revitalize underutilized lands in the area, introducing aesthetically appealing built forms that coexist harmoniously with the existing neighborhood. The proposal enhances the public realm with landscaped treatments along Bovaird Drive and throughout the site, visually screening parking areas and essential maintenance structures (e.g., hydro transformers). Resident amenity areas will be thoughtfully landscaped to create a safe buffer from parking areas and potential secondary access points.

To ensure compatibility with the surrounding area, the proposed design considers massing, scale, and the use of similar building materials, facilitating a fluid transition with the existing neighborhood fabric. Stepped building features will provide sensitivity to the established built form, with neighboring apartments to the west and east offering appropriate transitions that align with local context.

The development supports key transit investments and reinforces the Major Transit Station Area as a hub for growth, high-quality development, urban placemaking, and transit-oriented uses. Situated approximately 1 km west of Mount Pleasant GO Station, the subject property benefits from regional connectivity provided by the Brampton Gateway Terminal, which includes local and rapid transit options.

The proposed development aligns with land-use policies for Major Transit Stations and Gateway Mobility Hubs by optimizing existing transit infrastructure with a compact, intensified built form. This transit-oriented development supports the City's density targets while promoting sustainable growth and creating a vibrant, connected community.

Brampton Plan 2024

On June 6, 2024, the Brampton Plan came into effect, with the exception of specific policies and sections currently under appeal. The Official Plan establishes clear direction and principles to guide city-building efforts, supporting Brampton's vision of becoming a vibrant urban city with a population exceeding 1 million by 2051.

The proposed development contributes to the growth forecasts and housing targets outlined in the Brampton Plan. According to Section 2.2.1.15, the Region of Peel is expected to grow by 985,000 residents, 355,000 jobs, and 290,000 households by 2051. This development proposes 15 new residential units, including a mix of single-detached homes and townhouses. These units will help achieve housing targets by addressing population growth needs and providing an appropriate range and mix of housing for residents of various ages, life stages, incomes, and abilities.

The subject property is designated as 'Community Area' and 'Support Corridor,' with a 'Gateways' overlay in Schedule 1A – City Structure of the Brampton Plan. Additionally, the site is located within a 'Designated Greenfield Area' and identified as 'Neighborhood' within the North West Brampton Development Area. It also falls under Area 51 – Mount Pleasant Secondary Plan Area, specifically within the Area 51-3 Precinct Plan Area. Bovaird Drive, adjacent to the subject lands, is designated as a 'Support Corridor' and a 'Potential Future Rapid Transit (Priority Bus or Zum)' route, pending further study.

'Community Areas' are designed to support mixed-use development where residents can live, work, shop, and play. These areas include a mix of residential, commercial, and institutional uses, along with amenities such as parks and open spaces. They aim to provide essential services and daily needs within a 15-minute walk or bike ride from residents' homes, fostering complete communities.

It is important to note that Schedule 2 of the Brampton Plan is currently under appeal. As a result, the application will need to amend the in-effect Brampton Plan 2006.

Mount Pleasant Secondary Plan Area 51

The property is designated 'Osmington Special Policy Area (Mixed Use Centre)' in the Mount Pleasant Secondary Plan Area 51.

Mixed Use (General Provisions)

5.2.1.1 Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this chapter. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage.

5.2.1.2 Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors' residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

Osmington Special Policy Area (Mixed Use Centre)

5.2.2 The processing of a development application for lands subject to the Special Policy Area (Mixed Use Centre), to permit the Proposal described in Section 4.14.3.17.1 of the Official Plan, shall require a further amendment to this secondary plan and will be guided in accordance with the policy framework established in Section 4.14.3.17 of the Official Plan, other policies of the Official Plan, and the policies of the Mount Pleasant Secondary Plan.

The proposed increase in density will contribute to Brampton's housing supply and help create a complete community by diversifying the range of housing types in the area. Future provisions, including public schools, transit services, pedestrian networks, and local amenities, will support both existing and future residents of the development. Additionally, the proposed mix of residential units will offer a variety of housing forms, types, tenures, sizes, and price ranges, addressing the City of Brampton's housing needs.

A subsequent site plan application will be required to support the proposed development. During the site plan application stage, City staff will collaborate with the applicant to ensure the proposed road works and design facilitate a smooth transition and physical integration with the surrounding area. The development will also be required to comply with the 45-degree angular plane, minimizing shadowing and overlooking of lower-density residential areas.

The proposed amendment will enable the redevelopment of the subject properties into a more complete and sustainable community, making efficient use of existing and planned infrastructure. Based on the above, staff is recommending approval of the Official Plan Amendment, generally in accordance with Attachment 13.

Mount Pleasant Precinct/ Block Plan 51-3

The subject lands are located within the Block 51-3 Area of the Mount Pleasant Secondary Plan, as outlined in Schedule 11 – Precinct Plan Areas of the Brampton Plan (2023). To ensure municipal services are available, the full development of the Block 51-3 Area will be cost-shared among the landowners in the area. The applicant is collaborating with adjacent landowners, including ARGO TFP Limited and Cortell Developments, to establish cost-sharing arrangements for public works within the Block 51-3 Precinct Area.

3.12.2 Mount Pleasant Heights Precinct/ Block Plan 51-3 will be largely developed as a high-density, transit-supportive, walkable mixed-use area, defied by its access to the Central Area Precinct GO Station, Mount Pleasant Village GO Station and the South Major Transit Station Area.

The full development of Block 51-3 represents the complete build-out of the Mount Pleasant Secondary Plan Area. The proposed high-density, mixed-use development will be implemented through a Phased Master Site Plan.

This development will kickstart growth on lands west of Mississauga Road, where existing infrastructure and services can be easily extended. Additionally, the Region's infrastructure improvements along Mississauga Road and Bovaird Drive West will further support and encourage future developments in the area.

Zoning By-law

The subject lands are currently zoned 'Commercial Agricultural (CA)'; 'Agricultural (A)'; and 'Industrial Four – 254 (M4-254)' which do not permit the proposed land use.

The applicant has applied for a Zoning By-law Amendment to permit the development of 72 townhouse and 4 high-rise mixed-use buildings on the subject lands.

The proposed zoning designation permits a range of residential and non-residential developments. The recommended By-law allows for the proposed housing types (apartments) and includes minimum gross floor area requirements for office (4,600 sq.m) and commercial (2,400 sq.m.) uses on the ground floor. The amount of office use may be reduced to 2,400 sq.m., once 5 years has passed if it is determined to the satisfaction of the Commissioner of Planning, Building and Growth Management that insufficient market demand exists for the office use. The Zoning By-law also establishes development standards, such as building setbacks, open space requirements, and parking standards, to ensure an appropriate built form and compatibility with adjacent land uses.

If the proposal is approved, the applicant will still be required to undergo the Site Plan Approval process to review the detailed design of the buildings.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of proposed development applications.

The application has demonstrated a contribution to the City of Brampton' Sustainable New Communities Program by achieving a score of 77 points at this time, which meets the "Gold" threshold. It should be noted that some metrics are subject to further verification, which may impact the final score. City Staff is committed to working with the applicant to confirm that the proposed development intends to achieve the metrics that have been submitted. Further refinement of the Sustainability Score is anticipated through the detailed design at Site Plan stage.

Technical Requirements

Land Use

This application seeks to amend the Official Plan and Zoning By-law to permit a mixed-use development consisting of:

- A 10-storey mid-rise apartment building along the western edge of the property.
- Three high-rise apartment buildings (22, 23, and 35 storeys) along Bovaird Drive and Mississauga Road.
- Three blocks of back-to-back stacked townhouses at the rear of the apartment buildings, totaling 72 townhouse units.

The residential apartment and back-to-back townhouse use, and accessory office and commercial uses in the lower storeys of the apartments are in line with the amended Official Plan and Mount Pleasant Secondary Plan Area 51(a) policies for mixed-use, high-density development.

Residential apartment dwelling types will be comprised of one and two bedroom unit types, and all 72 townhouse units will be three-bedroom units. In total, 94% of the proposed residential units will be smaller (one- and two-bedroom) units, which will provide more affordable housing options.

A total of 1,326 parking spaces (mostly underground), including 248 visitor parking spaces, and 128 retail parking spaces (24 surface and 104 underground parking spaces) will be provided. The total parking space number will include 27 accessible parking spaces. A total of 414 bicycle parking spaces (all underground) will also be provided. The development will be served with 1,180.3 square metres of indoor amenity space to be

provided within the apartment buildings, and five outdoor amenity areas totalling approximately 3,635.8 square metres located throughout the development.

The vehicular access to the site will be from two accesses, one located on Bovaird Drive West, and the other on Mississauga Road. The Mississauga Road access will be provided through a new municipal road which will run east-west along the northern periphery of the property between Mississauga Road to the east and Bluepond Drive to the west within the westerly subdivision. The municipal road will be delivered through a master site plan application which is to follow the current development application. The retail/office uses on the ground level of the apartment buildings will also have pedestrian access from Bovaird Drive and Mississauga Road. The mid-rise apartment building and the townhouse blocks will also be served with a private road located within the development.

The site forms part of the City's Designated Greenfield Area, where new communities will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

The property is located at the intersection of Bovaird Drive and Mississauga Road; each of them a BRT Corridor, which provides it with a high degree of connectivity and walkability. Additionally, the property is located generally in the proximity of the Mount Pleasant GO rail station which supports regional connectivity and contributes to the creation of complete communities. Furthermore, the site is connected to the existing and planned recreational facilities, park and open space in the area via existing/planned road network.

The proposal will result in a compact and intensified mixed-use development of a property which is served by the existing/planned municipal infrastructure, supports transit, and is pedestrian friendly. It will also add to the City's stock of housing to meet the current and future needs of the community, and meet the retail/commercial and office need of the area residents. The proposed gross floor area for retail and office uses will result in the creation of some employment opportunities in the area. In association with the surrounding existing/planned residential subdivisions, retail opportunities, and the current/future recreational and institutional facilities, the proposed development will constitute a complete community in accordance with the requirements of the policy framework for the Designated Greenfield Area.

From a density and intensification perspective, the proposal is a good fit for the key location of the property along Bovaird Drive (which is a Primary Intensification Corridor) at the intersection of Bovaird Drive/Mississauga Road, and served with BRT. Architecturally, it is intended that the proposed townhouses and mixed-use apartment buildings will be developed with an attractive architectural design to make them a landmark in the area. The development will be subject to a professionally prepared and City approved Urban Design Brief to ensure that appropriate and compatible building materials, colours and details are applied. Detail design matters will be addressed through future Site Plan approval process.

The proposed land uses described above are acceptable from a land-use perspective.

Public Road (Ad Road)

In order to provide access to the proposed development from Mississauga Road and connectivity with the Bluepond Drive within the TFP Argo plan of subdivision located to the west, the applicant has proposed a public road along the northern periphery of the site. A Master Site Plan approval process will accommodate the delivery of the road, as a subdivision application is not required to accommodate any other development blocks. The subdivision approval process is the typical process to accommodate road creation, but in this case staff are agreeable to the use of the site plan process for road creation purposes. Staff will review efficiencies associated with this process in relation to what we have experienced with the subdivision process and accommodate this process type in a regular manner in the future if it is demonstrated to have more efficiency than the subdivision process.

Market Impact Study/ Retail Planned Function Assessment

The proposed development originally proposed a gross floor area of approximately 3,691 square metres for non-residential uses at the ground floor of the mixed-use apartment buildings. In view of the property's strategic location at the intersection of major arterial roads, its proximity to both current and future transit stations, and the significant densities proposed in the proposed development, staff recommended that additional non-residential gross floor area (including but not limited to offices, medical offices, retail, private school, commercial services, and personal service uses) may be appropriate to be provided in this development. The purpose was to adequately satisfy the needs of the area residents by enhancing community convenience and supporting local employment; and creating a complete transit oriented community. This additional non-residential GFA could be integrated into upper storeys of the proposed high-rise buildings. In order to determine the optimal amount of non-residential/commercial gross floor area to be provided, staff required a Market Impact/Retail Planned Function Assessment to be submitted by the applicant.

In the revised/current development proposal, the applicant has proposed to deliver the following minimum quantum of office and commercial uses:

- 2,400 sq.m of commercial use
- 4,600 sq.m of office use, which may be reduced in 5 years at the discretion of the Commissioner of Planning, Building and Growth Management if it is determined that the market cannot support the minimum floor area for office use.

The Market Impact Study/Retail Planned Function Assessment submitted by the applicant in support of their proposal is dated September 24, 2024 and was prepared by MGP City Plan Ltd.

Urban Design Brief

An Urban Design Brief dated October 2024 prepared by Adesso Design Inc. was submitted in support of the proposed development to demonstrate its compatibility with and enhancement of the City's Development Design Guidelines. The proposed development the following principles and design objectives:

Built Form

- The mid-high density development will incorporate upscale architectural design, reflective of the cultural heritage known in the area;
- To encourage higher density and contribute to lower housing costs, this site features back-to-back townhouses and a variety unit sizes within the mid and high-rise buildings;
- Roof lines (e.g. 4-storey podium in Building 4 transition to 2-storey and 1-storey) and 3-storey back-to-back townhouses with rooftop terraces; and,
- To ensure vibrant aesthetics of the ground floor, all unit parking will be underground, with guest and short term parking for commercial units on the ground floor level.

Heritage

- Significant cultural and built heritage of the Mount Pleasant and Heritage Heights Secondary Plan existing districts will be integrated into the proposed architectural design of the units; and,
- The proposed built form will incorporate contemporary red masonry façade at the podium level as a node to the heritage home on site. The towers will be combined with modern finishes such as glass and white masonry and curved balconies to provide unique identities for the towers.

Environmental and Cultural Sustainability

- A vibrant and 'Green' community is to be achieved through street tree planting within the development and along major arterial roads and incorporating urban agriculture amenities;
- Establish a sustainable and healthy environment through incorporating predominately native plant species and sustainable materials;
- A contemporary style in both the architecture and landscape elements will reinforce district community character; and,
- Recognition for the heritage of the site will be incorporated through re-use of the heritage house materials and commemoration elements throughout the site and within the outdoor amenity spaces.

Accessibility

- Mixed-use buildings fronting close to Bovaird Drive and Mississauga Road to promote active realm and accessibility to public transportation; and,
- Incorporate AODA standards throughout the site.

Livability

- Provide a vibrant, safe, aesthetic and complete community that blends seamlessly with the surrounding approved subdivision to the northwest; and,
- Incorporate shared outdoor amenity spaces for residents and visitors to enjoy.

Active Transportation

- Promote a variety of housing styles and types, through proposed townhouses, mid-rise and high-rise buildings;
- Provide safe multi-use trail systems along Bovaird Drive;
- Intersection of Bovaird Drive and Mississauga Road to be developed as per City of Brampton Std. intersection detail No.244;
- Pedestrian sidewalks throughout proposed development will connect to existing and future communities, as well as Natural Heritage Systems;
- Traffic calming measures will be integrated to ensure proposed driveway network is a safe environment for cyclists, pedestrians, and vehicles.
- Site to be pedestrian focused with the majority of unit parking spaces located underground.

Streetscape

- Street tree planting and high quality street lights will be implemented to reinforce the residential community structure and street network;
- The streetscape will accommodate multiple modes of transport for cyclist, pedestrians and vehicular traffic through bike parking throughout the site, well connected pedestrian sidewalks and on-street parking for public amenity and retail users; and,
- Site furniture and plantings will be used to help create a pedestrian focused and comfortable streetscape.

Outdoor Amenity

- Differentiate between commercial and residential outdoor amenity spaces by introducing distinct typologies for each, such as different materials and design styles;
- Four proposed amenities are located throughout the site; one open space between the westerly townhouse block and the mid-rise apartment building; two landscaped amenities located between the proposed towers, and one landscaped amenity located on the eastern property line of the site;
- Each amenity space provides functionality throughout the four seasons through implementation of shade structures, community gardens, flexible open space and a variety of group and individual seating options. These spaces provide a range of both passive and active amenities; and,
- Create connections to the broader community with a network of pathways.

Parking

- Parking is predominately underground for residents. Commercial and short term parking is located on the ground floor and is not visible from Bovaird Drive and Mississauga Road.

Servicing Areas

- Garbage loading areas will be located in Building 1 and Building 4 on the ground floor. Garbage rooms will be located within the underground levels of the development. Bins will be brought to the loading areas via the underground ramp;
- Garbage rooms to be located in the P1 level for each building; and,
- The townhouses will have a central garbage chute at the surface.

Staff have reviewed the submitted Urban Design Brief and generally satisfied with the submission. However, there are certain minor issues to be resolved with the applicant. The applicant is currently working with the City staff to resolve the remaining issues. This matter will need to be resolved and clearance from the City staff for the Urban Design Brief issued prior to a draft zoning by-law amendment being brought to Council.

Shadow Study

The Urban Design Brief includes a Shadow Study dated November 2022 completed by Architecture Unfolded displaying the proposed development's shadow cast at various times of the year (March 21, June 21, September 21 and December 21) on the surrounding properties and public amenities. The study demonstrates that the shadow cast by the proposed development will not significantly impact the surrounding properties or public amenities. Staff have reviewed the study and found its findings to be satisfactory.

Wind Study

It was agreed with the applicant at the time of the application submission that they could delay the submission of a Wind Study to a later stage prior to the Recommendation Report going to a PDC meeting. The applicant has advised that their consultant is still working to finalize the study to determine if the proposal will result into any potential wind related impacts, and the manner they can be addressed. Staff will review the Wind Study when submitted and provide clearance as part of the site plan approval, to be submitted in the future. In order to ensure that a Wind Study is approved prior to the zoning by-law amendment becoming effective, staff recommends that the proposed amending Zoning By-law not be brought to Council for adoption until staff is satisfied that a Wind Study has been approved and the approved mitigation measures have been incorporated into the site plan prior to site plan approval.

Functional Servicing Report

A Functional Servicing & Storm Water Management Report (FSR) dated September 2024 prepared by URBANTECH was submitted in support of the proposed development which concluded that the development can be adequately serviced via a combination of existing and proposed infrastructure as follows:

- Stormwater quantity and quality control are generally provided by the Argo TFP Brampton Limited SWM Pond which has previously accounted for this

development. A separate oil-grit separator will control a portion of the new road which drains towards Mississauga Road culvert due to grading constraints.

- Sanitary servicing will be provided by the proposed sewers within the Argo TFP Brampton Limited site draining to the existing trunk sanitary sewer on Mississauga Road.
- Two water supply connections will be provided from Blue Pond Drive and Bovaird Drive as part of the Argo TFP Brampton Limited servicing program.
- Details of the stormwater management system will be finalized during the detailed design stage of the site plan.

The City and the Regional staff have reviewed the submitted Functional Servicing & Storm Water Management Report and generally agree with the above conclusions. City staff have highlighted that there is an elevation difference between the inlet headwall and the 100-year water elevation of the storm water pond, which suggests that backflow from the pond will occur during a 100-year storm event. The applicant is currently working with the City's Engineering staff to explore options to eliminate the backflow from the pond. This matter will need to be resolved and clearance from the City staff for the FSR issued prior to the proposed zoning by-law amendment being effective. Staff recommends that the proposed amending Zoning By-law not be brought to Council for adoption until the outstanding servicing issues have been resolved, and the FSR has been approved by staff.

Environmental Noise and Vibration Assessment

An Environmental Noise and Vibration Assessment dated December 2022 prepared by SLR Consulting (Canada) Ltd. has been submitted in support of the proposed development to assess the potential for noise impacts on and from the proposed development. Impacts of the environment on the development, the development on the surrounding area, and the development on itself have been considered. Based on the results of this assessment, the following conclusions have been reached:

- Impacts of the environment on the proposed development are expected to meet the applicable guideline limits with upgraded glazing, acoustic barriers, inclusion of ventilation and warning clause requirements, and without noise controls for surrounding stationary sources.
- Impacts of the proposed development on the surrounding area are anticipated to be adequately controlled by following the design guidance outlined in the report.
- Impacts of the proposed development on itself are anticipated to be adequately controlled by following the design guidance outlined in the report.

- The Noise Attenuation Statement included in the report summarizes the noise control requirements indicated above.
- As generic room dimensions were applied in the assessment, the final glazing requirements should be reviewed by an acoustical consultant once detailed suite layouts and elevation drawings are available.
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements indicated above should be confirmed by an acoustical consultant as part of the final building design.

Staff have reviewed the submitted Environmental Noise and Vibration Assessment and concluded that the study is capable of supporting the proposed development.

Environmental Impact Study

An Environmental Impact Study dated December 2022 prepared by Beacon Environmental Limited has been submitted in support of the proposed development. The report characterizes the existing biophysical conditions on the property based on the field studies and the available background information, assesses potential impacts to natural heritage features resulting from the proposed development, and recommends mitigation measures to prevent or minimize anticipated impacts.

According to the study, the property does not support any components of the City's Natural Heritage System or the Regional Greenland System. The property does not support habitat for threatened and endangered species, including Barn Swallow and contributing habitat for Redside Dace. The proposed development will require the removal of all existing vegetation, buildings and HDF HV81. The study recommends that:

- Compensation for tree removals should be provided in accordance with the City of Brampton's Tableland Tree Assessment Guidelines (2018);
- Vegetation clearing or removal of nesting bird habitat should be avoided between March 31 and August 31. For any clearing or removals proposed between these dates, it is recommended that an ecologist with appropriate avian knowledge survey the area to confirm lack of nesting.
- Barn Swallow nesting habitat may be removed in accordance with the requirements of Ontario Reg 830/21 of the Endangered Species Act. An overall benefit permit is required for the removal contributing habitat for Redside Dace.
- Further study of the buildings is recommended to determine if endangered bats/or Chimney Swift are present.

Staff have reviewed the study and found it to be satisfactory to support the proposed development.

Stage 1 & 2 Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment dated July 2022 prepared by ACC Archaeological Consultants Canada has been submitted in support of the proposed development. According to the study, the Stage 1 background research indicates that the subject property has general archaeological potential due to proximity to historic transportation routes, a tributary of the Credit River, and the presence of eighteen previously registered archaeological sites within 1 km. A visual property inspection determined that 1.93 ha, 66%, of the subject property has low to no archaeological potential because it has been previously disturbed by modern construction activities for commercial buildings and parking lots. 0.03 ha, 1%, is a pond and permanently wet and has low to no archaeological potential.

The balance of the subject property, 0.96 ha, 33%, consisted of greenspace that did not display evidence for disturbance that would have destroyed or removed archaeological resources. Therefore, Stage 2 assessment of the undisturbed portions of the subject property in the form of a Stage 2 archaeological assessment was conducted by test pit survey at 5 m intervals. Test pits indicated that the entirety of the study area has been extensively disturbed and did not retain archaeological potential. No artifacts or other archaeological resources were identified during the Stage 2 property assessment. The following recommendations are provided for consideration by the City of Brampton and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries:

- No artifacts or other archaeological resources were identified during the Stage 2 archaeological assessment. The subject property has now been fully assessed according to the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries' 2011 Standards and Guidelines for Consultant Archaeologists. No further archaeological assessment of the property is required.

The report has been submitted with the Ministry Compliance Letter with no further archaeological assessment of the property required. Staff reviewed the report and find it satisfactory for the purposes of the proposed development.

Heritage Impact Assessment

A Heritage Impact Assessment dated May 2023 prepared by ERA Architects Inc. has been submitted in support of the proposed development to assess the impact of the proposed development on the heritage resource located on the subject lands (10020 Mississauga Road), a one-and-a-half-storey brick farmhouse. According to the report, the property is designated under Part IV, Section 29 of the Ontario Heritage Act ("OHA"). In order to accommodate future growth in the area, the Region of Peel is planning to widen Mississauga Road from four to six lanes, necessitating the demolition or relocation of the farmhouse at 10020 Mississauga Road. As part of the proposed development, the farmhouse is proposed to be documented, salvaged, and demolished. While the proposed demolition constitutes a negative impact to the property's cultural heritage value and attributes, the farmhouse has been disconnected from both its on-site and surrounding agricultural context for many years. Currently, the farmhouse is the only remaining component of the historic farmstead on the Site, which originally included other built and

landscape features. As a result, the property has lost the integrity of its original design, and no longer possesses the elements necessary to express its cultural heritage value as an historic Ontario farmstead. The report concludes that:

- The recommended conservation and mitigation strategy is documentation, salvage, and interpretation of the existing heritage resource at 10020 Mississauga Road.
- This involves documenting the existing farmhouse through measured drawings and high-resolution photographs, salvaging materials (e.g. brick, stone), and interpreting the Site's agricultural heritage.
- A Commemoration Plan (with offsite - onsite strategies) is recommended.
- The documentation and salvage strategy needs to be detailed in a Documentation and Salvage Plan, prior to the issuance of a demolition permit for the farmhouse.
- A Commemoration Plan is also recommended as the development process moves forward to detail the full interpretation program.

Staff who have reviewed the study concur with its recommendations, and have required appropriate securities to ensure smooth implementation of its recommendations.

Phase 1 & 2 Environmental Site Assessment

As Phase 1 Environmental Site Assessment dated July 13, 2022 and a Phase 2 Environmental Site Assessment dated October 11, 2022 both prepared by DS Consultants Ltd. have been submitted in support of the proposed development. The Phase One Environmental Site Assessment (ESA) conducted on the subject property identified Potentially Contaminating Activities (PCAs) on and in the vicinity of the site, contributing to three Areas of Potential Environmental Concern (APECs) on the site. Subsequently, a Phase Two ESA was conducted on the subject property, to investigate the APECs identified on site.

The Phase Two investigation concluded that no exceedances of the applicable standards (Table 2 Ministry of Environment and Climate Change publication "Soil, Ground Water and Sediment Standards for Use Under Par XV.1 of the Environmental Protection act" for residential/parkland/institutional property use) were found, for select parameters in the soil and groundwater samples analyzed. Based on their review of these reports, staff support the proposed development subject to the following condition:

1. A Record of Site Condition (RSC) must be filed (the RSC property limits must match the limits of the proposed development) with the Ministry of Environment, Conservation and Parks (MECP), prior to site plan approval and a copy be provided to the City. The RSC shall certify that the subject site is suitable for the intended use.

2. The septic systems and domestic well on site must be decommissioned as part of the site development activities and a copy of the decommissioning report provided to the City prior to the issuance of a building permit.

Traffic Impact Study & Parking Justification Study

A Traffic Impact Study (TIS) dated December 2022 (along with an Addendum to Traffic Impact Study dated September 2024), and a Parking Justification Study (PJS) dated December 2022 (along with an Addendum to Parking Justification Study dated September 2024) prepared by C. F. Crozier & Associates Inc. have been submitted in support of the proposed development. The purpose of the TIS is to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted. Based on the study findings, the development application can be supported from a traffic operations perspective as the boundary road network is forecast to adequately accommodate the increase in traffic volumes attributable to the proposed development. Further, the proposed accesses are forecast to be functionally adequate.

The Parking Justification Study presents the municipal parking requirements associated with the proposed development and assesses the adequacy of the proposed parking supply. According to the study, based on the peak parking demand forecast of the ITE Parking Generation Manual and surrogate sites as well as the existing and planned TDM measures to reduce SOV trips, the proposed development can be supported from a parking justification perspective. The study recommends that the City of Brampton permit the proposed parking supply of 1454 spaces (as against a minimum of 1,616 parking spaces required by the Zoning By-law) for the site as it can accommodate the forecasted future peak parking demands at the site.

The City and Region of Peel staff have reviewed the TIS/PJS, and have required the applicant to revise the studies to address certain outstanding issues that staff have highlighted. Staff have required that an updated TIS be approved prior to the proposed zoning by-law amendment becoming effective. To achieve this, staff recommend that the approval of the TIS be added to the list of studies that must be approved by the City prior to bringing the proposed amending Zoning By-law to Council for adoption. These studies should be approved to the satisfaction of the Commissioner of Planning, Building, and Growth Management.

Tree Evaluation Report & Tree Protection Plan

A Tree Evaluation Report & Tree Protection Plan dated August 2024 prepared by Adesso Design Inc. have been submitted in support of the proposed development. According to the report, a total of 95 trees (86 on the subject site, 1 neighbouring, 8 boundary) have been inventoried and assessed for possible preservation in the context of the proposed work. One tree (neighbouring) is recommended for preservation and 94 trees (86 subject site, 8 boundary) are recommended for removal due to direct conflict with the proposed work. As per City of Brampton's Tree Preservation By-law (317-2012), a permit to Injure

or Remove Trees on Private Land is required for trees to be removed with a DBH of 30cm or greater.

A total of 131 trees are required as compensation for trees recommended for removal per the City of Brampton's Tableland Tree Assessment Guidelines (2018). If all required compensation trees cannot be planted within the subject site, the City may consider a cash-in-lieu payment at the rate of \$500.00 per compensation tree not planted. Compensation tree quantities and cash-in-lieu payment amounts are subject to the approval of the City of Brampton.

Staff have reviewed the Tree Evaluation Report and the Tree Protection Plan and agree with the report's recommendations. The cash-in-lieu, if required, will be collected through the site plan application approval process which is to follow the current Official Plan/Zoning By-law amendment application.

Conclusion

While key technical matters have been sufficiently addressed for staff to recommend approval of this development application, some technical studies still require revisions. Prior to staff advancing the amending by-laws (official plan amendment and zoning by-law amendment) to Council, we will require revisions to the existing Wind Study, Functional Servicing Report (FSR), Traffic Impact Study (TIS), and Parking Study. Alternatively, a Holding (H) symbol can be used in conjunction with the zoning by-law amendment to ensure these documents are completed to the satisfaction of the Commissioner of Planning, Building and Growth Management