

Detailed Planning Analysis
City File Number: OZS-2024-0026

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Planning Statement (2024), the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), 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 for.

This proposal is consistent and conforms with the following specific matters of provincial interest:

Section 2

(a) the protection of ecological systems, including natural areas, features and functions;

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

(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;

- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
- i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The proposed Zoning By-law Amendment reflects regard for these sections and demonstrate compatibility with Provincial land use planning through the following qualities:

- **Efficient Use of Land:** The proposed development will optimize the use of the currently underutilized and vacant land.
- **Strategic Location:** The proposal is situated in a designated area for growth and development, and within the City's gateway feature, aligning with the city's planning objectives.
- **Accessibility and Connectivity:** The proposed development is located at a Gateway location, being accessible and connecting to residents of both Brampton and Caledon. The proposed development is also located adjacent to a Residential subdivision, providing retail uses at walking distance.
- **Design:** The proposed development will feature a well-designed commercial building that will integrate seamlessly with the existing neighborhood, fostering a strong sense of community.

- **Consistency with Provincial Interests:** The proposal is consistent with matters of provincial interest, representing orderly development in an appropriate area.
- **Public Interest:** This development serves an existing area and provides commercial, and office uses to the public.
- **Conformity to Official Plan:** The proposal conforms to the City of Brampton's Official Plan designations and their respective policies.
- **Traffic and Roadway Design:** The proposal will include several accesses designed to accommodate local traffic.
- **Lot Dimensions and Shapes:** The dimensions and shape of the proposed lots are deemed to be appropriate for the development.

The application fulfills the requirements as identified within the Planning Act, specifically Section 2 and 51(24). The application is generally consistent and conforms with Provincial land use planning policies and is deemed suitable for the subject lands.

Provincial Planning Statement (2024)

The Provincial Planning Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The current Provincial Planning Statement (PPS) came into effect as of October 20, 2024. The proposal will be reviewed for its compliance with matters of provincial interest as identified in the Provincial Planning Statement (PPS). Section 3(5) of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Through staff review it was determined that the proposed development is consistent and confirms with the following pertinent PPS policies that are applicable to this application:

2.1 – Planning for People and Homes

- 2.1.1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.
- 2.1.2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning
- 2.1.3 At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of

at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.8.1 – Supporting a Modern Employment

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses

2.8.1.3 In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.

2.8.2 – Employment Areas

2.8.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.

2.8.2.2 Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.

2.8.2.3 Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:

- a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
- b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
- c) prohibiting retail and office uses that are not associated with the primary employment use;
- d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

2.8.2.4 Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in

accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

2.8.2.5 Planning authorities may remove lands from employment areas only where it has been demonstrated that:

- a) there is an identified need for the removal and the land is not required for employment area uses over the long term;
- b) the proposed uses would not negatively impact the overall viability of the employment area by:
 - 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;
 - 2. maintaining access to major goods movement facilities and corridors;
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The proposal meets the requirements of the Provincial Planning Statement (2024) by the efficient use of existing infrastructure through the development of vacant employment lands, and use of existing municipal servicing such as stormwater, water and sewage and existing bus stops which are within 400 – 800 metres from the intersection of Airport Road and Mayfield Road. The development application further promotes economic development and competitiveness as per section 2.8.1.1 by providing a mix and range of employment through commercial and office uses, while allowing for land use compatibility by providing a transition to the adjacent residential uses. Staff note that section 2.8.2.3(c) prohibits retail and office uses as a primary use, however, as per the subject site is located at a Gateway in the City's Official Plan which promotes office and retail uses and allows for a seamless transition from the adjacent Residential uses.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement (2024).

City of Brampton Official Plan (2006)

The City of Brampton Official Plan charts the course for land use decision-making within the municipality. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and

the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated "Business Corridor" in Schedule A General Land Use Designations in the Official Plan, and an "Employment Area" in Schedule 1 City Concept. Airport Road is designated a "Primary Corridor" with the intersection of Airport and Mayfield Road identified as a "Gateway" on Schedule 2 Flower City Strategy Street Corridor Master Plan. The "Business Corridor" designation permits a broad range of employment and employment-related uses. The proposal been evaluated for conformity with the Official Plan. The Official Plan policies that are applicable to this application include:

- *4.11.2.3.4 Gateway intersections shall be designed as an integral component of primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning.*
- *4.11.2.3.5 Community image and identity shall be conveyed through the detailed design of the built form and entrance features. These shall include orienting the primary building to face the intersection/corner, and the use of special architectural elements and landscape features.*
- *4.11.2.3.6 Gateway design shall be co-ordinated with the City's Gateway Beautification Program to promote the Flower City image.*
- *4.11.2.3.7 Entrance features may be provided at the initiative and expense of development proponents and with the City's approval, to mark the entrance of the local street to the neighbourhood and reinforce their identity.*
- *4.4.2.24 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.*
- *4.5.4.5 The City will monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements including that of persons with disabilities in accordance with Section 4.11 Urban Design policies of this Plan, and the City of Brampton Accessibility Technical Standards.*
- *4.5.4.6 The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*

- *4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- *4.5.4.26 The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.*
- *4.11.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.*
- *4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.*
- *4.11.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.*

The proposed development includes the provision of superior built form in a visually prominent area by incorporating a building to the larger commercial plaza of varying heights of parapets to accentuate building design, with the use of varying materials such as brick, stone, stucco and glass to add additional aesthetic appeal. The proposed development adequately satisfies the policies in the Official Plan through the implementation of the Design of Public Spaces Standard which ensures the adequate flow of pedestrian movements on the subject property for people with disabilities.

The proposed development supports transit use within the City as it proposes employment uses and commercial services with pedestrian access to bus stops on Mayfield Road and Airport Road. The proposed design of the development provides a clear circulation system to support walkability, and cycling access throughout the site. The layout of the site is designed to optimize the use of existing transit facilities and supports a pedestrian-friendly streetscape by ensuring the location of proposed buildings are in close proximity to the multi-use pathway on Airport Road and municipal sidewalk on Mayfield Road. The buildings at the

periphery of the site are located to maximize proximity to the bus stops on Airport Road and Mayfield Road, and create a sense of entrance to the City of Brampton. The building is oriented to face the intersection, and has included features such as a clock tower to animate the Gateway. The buildings at the interior of the site are well connected to internal pedestrian and cycling routes throughout the site, as well as the municipal sidewalks and multi-use pathways along Mayfield Road and Airport Road to support pedestrian-friendly development and streetscape design.

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

Brampton Plan (2023)

On May 16th, 2024, the Region of Peel formally issued a notice of approval with modifications for the City of Brampton's new Official Plan, known as the 'Brampton Plan.' The Plan was scheduled to take effect on June 6th, 2024, except for any sections that may be subject to appeal. Schedules 1A and 2 have been appealed on a city-wide basis and therefore the 2006 Official Plan designations are in effect until the appeal is resolved.

The subject lands are located within the 'Employment' designation on Schedule 1A of the Brampton Plan. As per the Brampton Plan definition, employment area means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. The proposed development allows people to live close to work, contributing to 15-minute communities. The subject lands are designated 'Mixed-Use Employment' on Schedule 2, which is characterized by a mix of employment uses that support predominantly major office employment uses.

Employment and Mixed-Use Employment

2.1.2.33 Brampton Plan will use the employment forecasts in Table 1 for employment land use planning in the city.

2.1.2.34 Employment Areas will be planned to meet or exceed a minimum of 30 jobs per hectare.

2.1.2.35 Employment Areas will be planned and designed to be easily accessible by a range of transportation modes, including active transportation, transit and the automobile.

2.1.2.36 Streets in Employment Areas will be designed to achieve the principles of complete streets described in the Mobility and connectivity policies of this plan.

2.1.2.37 Employment Areas will be designed such that the placement and orientation of buildings, entrances, access points, parking and landscaping enhances the public realm, promotes walkability, cycling and transit. Key gateways in Employment Areas will be designed to recognize the importance of these areas in the city.

2.1.2.38 Notwithstanding any policies in this plan, Employment Area policies and mapping will prevail over any overlay in the event of a conflict.

2.2.8.12 Existing clusters of office are designated Mixed-Use Employment, reflecting the need to retain these areas as places of business while developing and intensifying job growth, especially when these areas are supported by transit.

2.2.8.14 The following uses are permitted on lands designated Mixed-Use Employment on Schedule 2:

- a. Major Office will be the predominant use in the Mixed-Use Employment designation
- b. Where the Mixed-Use Employment designation is located in an Overlay, the form policies of the Overlay will prevail.
- c. Commercial uses, such as commercial recreation, hotels, convention centres, motels and entertainment uses that support major office employment, including ground floor commercial uses, may be considered in multi-storey mixed-use office buildings in accordance with the Region of Peel Official Plan.
- d. Retail, restaurant and other service uses which are below the Major Retail threshold may be permitted in these areas to support the function of Employment Areas. Such uses will be located on the periphery of the Mixed-Use Employment designation, provide a buffer to sensitive land uses to maintain land use compatibility, and maintain adjacency to an arterial road.
- e. A limited range of light industrial uses may be permitted that are compatible with the permitted commercial uses.
- f. Service commercial uses will generally be located along the edge of the Mixed-Use Employment designation abutting Neighbourhoods.
- g. Public facilities such as bus depots and emergency facilities.

2.2.8.15 Development will contribute to the creation of competitive, attractive, highly functional Employment and Mixed-Use Employment Areas by:

- b. Integrating development into the Mobility Network, including prioritizing and establishing connections to the Transit Network and Active Transportation Network, which will help to minimize the need for surface parking, and establishing new segments to these networks where appropriate;
- c. Mitigating potential negative impacts from traffic generated by development within Employment and Mixed-Use Employment designation;
- d. Sharing driveways and parking areas wherever possible;
- e. Designing Employment Areas to accommodate passive recreation spaces and integrated trails within the Natural System, in accordance with the policies of this Plan;
- f. In consultation with the Province, encouraging improvements to the visual quality of the public realm adjacent to Highways 407 and 410. City Council may establish incentives to induce these improvements and the beautification of these areas including public art, signage and landscape improvements;
- g. Mitigating the potential adverse effects of noise, dust, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies;
- h. Encouraging office along the frontage of arterial roads or in places of higher visibility;
- i. Providing landscaping on the front and flanking yards adjacent to a public street and open space to create an attractive streetscape, and screening parking, loading and service areas including large open storage areas; and,
- j. Open storage areas will not be permitted fronting onto a street. Where open storage and/or outdoor processing of goods and materials as accessory/ancillary uses are permitted, the zoning by-law will ensure that the open storage and/or processing is:
 - i. As appropriate limited in extent;
 - ii. Generally located on an area of the property where adverse effects on sensitive land uses are avoided and where avoidance is not possible, mitigated in accordance with the Provincial policy and Province's land use compatibility guidelines; and
 - iii. Screened by fencing and landscaping, where viewed from adjacent streets and neighbouring land uses.
- k. New major retail development that includes one or more stores totaling 3,000 square metres or more of retail gross floor area or 1,000 square metres for individual units may only be permitted in the Mixed-Use

employment designation through an amendment to this Plan and in accordance with the Region of Peel Official Plan if:

- a. The property is outside of a Centre or Boulevard;
- b. The property is on a lot that fronts onto a Major Street identified on Schedule 2; and
- c. The following matters are addressed:
 - i. The transportation demands and impacts generated by the development, particularly upon nearby Neighbourhoods and the Mixed-Use Employment designations, are reviewed and approved by the City, and necessary improvements and mitigation measures can be implemented;
 - ii. It is demonstrated to the satisfaction of the city that the existing and planned function of the Mixed-Use Employment designation and any nearby Employment designation, including the movement of goods and employees, is not adversely affected;
 - iii. It is demonstrated to the satisfaction of the City that the economic health and planned function of nearby retail shopping districts are not adversely affected;
 - iv. New public and private streets, as deemed to be appropriate by the City, are provided to complement the area street network and provide improved pedestrian access and amenity; and,
 - v. Retail buildings are clearly visible and directly accessible from the sidewalks of the public and private streets;
 - vi. Urban and compact format; and,
 - vii. Parking is integrated within and/or located behind or at the side of the building.

2.2.8.17 Places of worship less than 3,000 square metres will be permitted on lands designated Mixed-Use Employment that are located within 500 metre radius from a Neighbourhoods designation.

The proposed development is consistent with the Mixed-Use Employment policies as it proposes retail at grade and second and third storey office uses. The proposed development seeks to permit a three-storey commercial building, with retail uses on the ground floor and office uses above. The subject lands are also located within a 400-metre radius to existing bus stops, integrating the proposed development into the existing Mobility Network, and providing connections to and from the development. Furthermore, the development also proposes to share driveways with the approved larger commercial plaza and provide inter-connectivity to both the approved site. The proposal also implements the Urban

Design policies of this Plan, any applicable Secondary-Level Plans, and the City-Wide Urban Design Guidelines by providing adequate landscaping along the street frontage of Mayfield Road and locating parking behind the building away from street frontages.

The subject lands are identified as a 'Gateway' on Schedule 2 of the Brampton Plan. Gateways are prominent sites located at the entry points into the city, nodes and districts. They are visually prominent locations or are part of a landmark that may have historic importance. The following policies apply to the proposed development:

3.1.1.36 Gateway intersections will be designed as integral components of the public realm. At these locations, the sense of entrance, arrival and movement will be reinforced and achieved through the surrounding built form and site planning.

3.1.1.37 For mid-rise and high-rise buildings, development should be designed and oriented towards the road to help define and reinforce the streetscape.

3.1.1.38 Community image and identity for gateway and street edges will be reinforced through the design of built form and entrance features. These will include orienting the primary building to face the street edge and use the special architectural elements and landscape features to signify their importance.

3.1.1.39 Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to enhance the safety and comfort of pedestrians, and to create an attractive and interesting public realm.

3.1.1.40 A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and arrangement of buildings with appropriate separation distances within a site and to surrounding uses, and transition in height and massing.

3.1.1.41 Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, waste storage, storage areas, and utilities to minimize their negative visual impact from the street or detract from pedestrian connection and improve the safety and attractiveness of the public realm, the site and its surrounding context.

3.1.1.42 The sharing of building services, service entrances and electrical services among buildings, and among development complexes is encouraged and should be located below grade where feasible.

3.1.1.43 Parking should be coordinated with surrounding sites to accommodate opportunities for shared parking facilities and to minimize the amount of surface parking.

3.1.1.44 Main building entrances, where possible will be located on the prominent building facades so that they front onto a public street, park or open spaces, and will be clearly visible and directly accessible from a public street.

3.1.1.57 Recognizing the role that commercial, institutional and employment lands can provide in contributing to a sense of place, the design of non-residential development will conform with all of the applicable and relevant policies of this Plan, with particular focus on all of the Urban Design and Land Use Compatibility policies of this Plan, and will:

- a. Minimize surface parking in Employment Areas;
- b. Minimize the urban heat island impacts of paved surfaces, roofs, and other hardscape areas through planting, complying with minimum open space requirements, and incorporation of Low Impact Development measures, where appropriate;
- c. Comply with updated criteria and standards for tree planting and soil quality for new commercial and employment areas;
- d. Encourage the use of green infrastructure , including green roofs in all new commercial and employment developments;
- e. The Urban Design and Land Use Compatibility policies of this Plan will apply to non-residential, and employment uses.

The proposed development conforms to the Gateway and Built Form policies by animating the intersection of Airport and Mayfield Road with a three-storey L-shaped building and enhanced landscaping along the street frontages. The development also proposes to screen vehicular parking from the street by locating it to the rear of the building. Additionally, the development seeks to share parking, vehicular access, servicing, storage and utilities with the adjacent larger commercial development. Through the site plan application, the development will also be assessed against the Urban Design Guidelines and the City's Gateway Beautification Program.

Staff are satisfied that the proposal conforms and is consistent with the Brampton Plan.

Vales of Castlemore North Secondary Plan:

The property is designated “Highway and Service Commercial” in the Vales of Castlemore North Secondary Plan (Area 49). The “Highway and Service Commercial” designation permits a range of Highway and Service Commercial uses including retail, supermarket, restaurant, pharmacy, office, and financial institutions. The Secondary Plan policies that are applicable to this application include, but are not limited to:

- *4.2.3 Development within Commercial designations, the Institutional-Special Policy Area, and commercial development within the Residential Special Policy Area shall respect the following principles:*
 - *No outdoor storage of goods or materials shall be permitted; Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping, buffer treatments and appropriate placement of buildings. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;*
 - *Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, with due consideration for safety;*
 - *Buildings and landscaping shall be used to define the street edge. Buildings are encouraged to have an active facade along the street line and vehicular parking areas shall be screened from public roads;*
 - *All intersection and access points shall be defined with distinctive landscaping, lighting, and streetscape features;*
 - *Service and loading areas shall be located away from public view and incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping. Loading doors shall not face any public road;*
 - *Parking lots shall not be permitted between a building and the street that it fronts;*
 - *Drive-throughs shall not be permitted to abut a public street;*

- *All intersection and access points shall be opportunities to locate higher order built form with a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities;*
- *Location of access points shall conform to the Region of Peel Access Control By-Law. To achieve this, common access and linked parking areas amongst land owners may be required and established in accordance with the requirements of the City and the Region of Peel;*
- *All development shall give due consideration to Crime Prevention through Environmental Design (CPTED) as per Section 6.7.1 of this Secondary Plan;*
- *Site design and building layout shall incorporate an integrated pedestrian network;*
- *Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls;*
- *Appropriate buffering from the adjacent residential community in order to provide appropriate visual separation shall be provided as determined through development approvals and may include setbacks, berming, fencing, and landscaped buffers*

Airport Road/Mayfield Road Gateway

The intersection of Mayfield Road and Airport Road is a major entry point into the City and is identified as a Gateway on Schedule 2 of the Official Plan. This Gateway shall develop in accordance with the policies of Section 4.11.2 of the Official Plan and shall respect the following:

- *Superior urban form is required to achieve the intended vision for the Gateway, especially at major entry points in accordance with the Official Plan;*
- *The sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning; Development in the vicinity of the Gateway shall create a sense of entry into the community and act as an important identifier that provides an opportunity to communicate the community image and identity;*

- *The Gateway shall be subject to a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities. These performance standards will be specified in the implementing Zoning By-Law;*
- *The Gateway intersection shall be coordinated with the City's Gateway Beautification Program;*
- *Buildings at Gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point;*
- *All intersection and access points within the vicinity of the Gateway shall be defined with distinctive landscaping, lighting, and streetscape features that reflect the gateway character;*
- *New auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-throughs shall not be permitted to abut a public street.*

Tertiary Plan

Notwithstanding Section 7.0 of the Vales North Secondary Plan, a Tertiary Plan and related background studies (including a design brief), shall be prepared to the satisfaction of the City, prior to development approval in order to ensure comprehensive and integrated development of the following areas:

- *The lands fronting both sides of Airport Road extending south from Mayfield Road, from the valley on the west side of Airport Road to the edge of the existing residential community but excluding the Neighbourhood Retail site on the northeast corner of LaCoste Boulevard and Airport Road.*

The Tertiary Plan shall demonstrate how the designated area can be comprehensively developed and shall have regard for the overall principles of the Sustainable City Concept set out in Section 3.1 of the Official Plan, as well as including location of access points. The Tertiary Plan for the Airport Road lands will address the relationship of the full moves access and how it relates to development on either side of Airport Road. The Tertiary Plan for lands on the west side of Airport Road shall examine the opportunity for a trail located within the valleyland buffer area along the east edge of the valley.

- *4.2.13 Land designated as Highway and Service Commercial on Schedule SP49(a) is comprised of a 8.5 hectare (21 acre) parcel located at the southeast corner of Mayfield Road and Airport Road and is generally intended for uses which accommodate the travelling public which require a high degree of exposure.*

This designation shall permit a range of Highway and Service Commercial uses and be developed in accordance with the policies of Part I, Section 4.3 and other relevant policies of the Official Plan. Permitted uses include retail establishments such as a home improvement store or an automotive retail store with associated garden centre, a supermarket, restaurant, pharmacy, office, financial institution, and one gas bar with associated uses (that shall not be located at the intersection of Mayfield Road and Airport Road).

- *4.2.14 The lands designated Highway and Service Commercial shall not permit motor vehicle sales, repair, service, a body shop, a car washing establishment or any other type of motor vehicle use except that a motor vehicle repair shop shall be permitted as part of the automotive retail store. Motor vehicle sales/leasing and motor vehicle repair, detailing and body shops shall not be permitted. A motor vehicle washing establishment shall only be permitted as an accessory use to a gas bar.*

Uses which may have a negative noise, odour or other impact on the adjacent residential community shall not be permitted. This includes but is not limited to uses such as a tavern or a banquet hall.

- *4.2.15 Lands designated Highway and Service Commercial shall develop in accordance Section 4.2.3 and with the following principles in order to contribute to a distinctive Gateway character:*

i) Auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-through restaurants shall be developed in accordance with the policies of Part 1, Section 4.11 and other relevant policies of the Official Plan as well as the policies of the Development Design Guidelines. Drive throughs shall not be permitted to abut a public street. The visual impact of drive-through facilities shall be minimized through appropriate siting and landscape screening, and shall be directed away from adjacent residential areas or public streets.

ii) Outside storage of goods and materials shall not be permitted. Outdoor storage shall be permitted only in conjunction with a garden centre sales

establishment, shall not be permitted abutting public roads, and shall be screened from view of the adjacent residential community through site design, including location and landscaping.

iii) To generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community to the east.

iv) 11903 Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.

Cost Sharing

7.2.7 The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners as appropriate to implement development of the Secondary Plan area and equalize the cost of development for common studies, infrastructure, facilities and works, including the establishment of school sites and retention of the designated woodlot. However, the City will not be a party to this agreement nor be involved in its negotiation or administration.

7.2.8 The City shall require that such a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Plan is executed and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreement deals with all pertinent matters equitably and can reasonably be imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions on subdivision or development approval.

The application has been reviewed for conformity with the Vales of Castlemore North Secondary Plan, and is in accordance with the policies and design standards as outlined in the Secondary Plan. The proposed development conforms with S. 4.2.3 by ensuring that no outside storage will be permitted on the subject property (see Appendix 12). The proposed commercial development reduces impacts on adjacent residential neighbourhoods through the establishment of a 6-metre setback from the abutting Residential zone, with the appropriate landscape buffers

to screen the use from the existing neighbourhood, and masonry wall to provide additional noise protection from the proposed commercial and office uses as part of the larger commercial plaza development. The siting of buildings reinforces street edges by ensuring that most buildings have frontages parallel to the street to promote pedestrian scale development. Building entrances are directly connected to street sidewalks to enhance walkability and the pedestrian streetscape.

Lighting design on the subject property has been designed to reduce spill over into the neighbouring sites, and in particular, the existing residential community, and has been integrated into the overall architectural design of the proposed development. Loading and parking areas are located towards the interior of the subject property to reduce visual impacts at the streetscape, and loading zones are located out of public view, where possible. Main drive aisles are delineated by landscaped medians and islands, and landscaped islands are provided throughout the site to add visual interest to the parking area and improve the permeability of the site. Staff are supportive of the design and layout of the site.

The appropriate urban design performance standards have been integrated into the Zoning By-law Amendment, such as minimum building setbacks and landscaped buffer areas (see Appendix 12). Staff also note that the applicant must enter into the cost sharing agreement prior to Site Plan Approval.

Staff are satisfied that the application satisfies the policies of the Vales of Castlemore North Secondary Plan.

Zoning By-law:

The site is zoned “Residential Hamlet One (RHm1)” by By-law 270-2004, as amended. This current zone permits single detached dwellings and Supportive Housing Residence Type 1 uses, as well as greenhouse, nursing home, or cemetery, as well as other non-residential uses. An amendment to the Zoning By-law is required to permit the proposed commercial development.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 12 of this report.

Permitted Uses:

The proposed rezoning permits the uses permitted in the Service Commercial (SC) Zone, such as a retail establishment, service shop, personal service shop, bank, office, dry cleaning station, laundromat, parking lot, dining room establishment,

printing establishment, garden centre sales establishment, community club, health or fitness centre, custom workshop, convenience store, place of worship, day nursery, or animal hospital. The permitted uses align with those outlined in the “Highway and Service Commercial” designation in the Vales of Castlemore North Secondary Plan.

Built Form:

The implementing Zoning By-law includes appropriate provisions to ensure the appropriate landscape buffers are integrated into the proposed development, and that adequate setbacks are provided to ensure the built form is integrated into the existing development.

Parking:

A minimum parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates employees and visitors to the proposed commercial and office development. Although, parking spaces are permitted to be shared with the lands zoned SC-3656, the greater commercial plaza.

Technical Requirements:

Planning Justification Report

The planning justification report prepared by Weston Consulting was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Vales of Castlemore North Secondary Plan are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

Tertiary Plan

Baldassarra Architects Inc. prepared a Tertiary Plan for the application to ensure the subject property can be comprehensively developed with adjacent properties. Staff are satisfied that the Tertiary Plan incorporates the appropriate elements as outlined in S. 5.35 of the Official Plan, and is satisfactory to support the proposed Zoning By-law Amendment.

Traffic Impact Study and Parking Study

A Traffic Impact Study was prepared by Urban Trans and was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network and traffic conditions, future traffic growth and trip generation from the proposed development. It was determined through the Traffic Impact Study that the levels of service for the key intersections are anticipated to be acceptable during the peak hours under the 2031 horizon year in consideration for recommendations outlined in the summary of the report. The proposed development a total of 97 parking spaces, as the subject site will be part of the adjacent large scale commercial development which will provide 870 parking spaces. Staff are supportive of the parking reduction given that the site will be sharing parking with the adjacent commercial plaza, for a total of 967 parking spaces. Transportation staff from the City of Brampton and Region of Peel are satisfied with the results of the Transportation Impact Study.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and it is determined that a score of 39 is the result for the greater commercial plaza, achieving the City's Bronze Threshold.

Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by Archeoworks Inc. to explore the potential for archaeological resources to be found on the site. With archaeological potential having been entirely removed within the study area, no further archaeological work was recommended.

Urban Design Brief

An Urban Design Brief was submitted in support of the application, prepared by Weston Consulting. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly commercial development. The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

Functional Servicing Report

A Functional Servicing Report was submitted in support of the application, prepared by Candevcon Ltd. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Phase I and Phase II Environmental Site Assessment

The Phase I Environmental Site Assessments (ESA) were carried out in accordance with Canadian Standards Association Standards Z768-01 and Z76900, respectively. Staff concur with the conclusion that the results of the Phase II ESAs indicated that no exceedances of the applicable standards were found, for parameters in soil and groundwater samples analyzed.

There is no mandatory requirement for filing of a Record of Site Condition (RSC) based on past uses, and the proposed future use at the site. Given the preceding, staff provide clearance with respect to the ESA, to support the proposed development. However, a RSC will be required by the City of Brampton for all land conveyances/dedications to the City (if planned) and the Record of Site condition shall certify the lands to be conveyed as being suitable for the intended use. The Phase 1 and Phase 2 Environmental Site Assessment has been approved by City Staff.

Geotechnical and Soils Report

A Geotechnical and Soils Report was developed by Terrapex Environmental Ltd. The purpose of this investigation was to characterize the subsurface soil and groundwater conditions, to determine the engineering properties of the various soil deposits underlying the site, and to provide geotechnical engineering recommendations pertaining to the proposed development. Staff has reviewed the Geotechnical Investigation and found it to be generally satisfactory.