

**Detailed Planning Analysis
City File Number: OZS-2024-0031**

Overview

The Planning Act, Provincial Planning Statement (PPS), the City's Official Plan, Brampton Plan and the Bram West 40(d) Secondary 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.

Matters of Provincial Interest***Planning Act:***

The application has been reviewed for compliance with, and regard for, matters of Provincial interest as set out in Section 2 of the *Planning Act, R.S.O. 1990*. The proposed Official Plan and Zoning By-law Amendments represent orderly, well-planned development in a location designated for urban growth.

The application demonstrates regard for, among other matters of Provincial interest, the following:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.*

The proposal supports the efficient use of planned infrastructure within the approved draft plan of subdivision. Although the subdivision is not yet registered or built, the necessary servicing infrastructure, including transportation, water, wastewater, and waste management systems, has been planned for and will be implemented as part of the subdivision build-out. Supporting technical studies such as the "Traffic Impact Study (TIS)" and "Functional Servicing Report (FSR)" have been submitted to confirm that the proposed commercial development can be adequately serviced, consistent with the intent of this policy.

- h) The orderly development of safe and healthy communities.*

The proposal facilitates the orderly development of safe and healthy communities by making efficient use of the land. This application supports the planned build-out of a commercial plaza in a manner that aligns with the approved subdivision design. The separation from sensitive land use of Maple Lodge Farms) ensures that the proposed development occurs in a safe, coordinated, and healthy way.

- p) The appropriate location of growth and development.*

Residential uses are restricted on these lands due to their location within a 150-metre land use compatibility buffer from the Maple Lodge Farms facility. The proposal to develop these blocks for neighbourhood-serving commercial uses is therefore a strategic and appropriate reuse of constrained lands. This aligns with the Provincial goal of directing growth to appropriate, serviceable, and compatible locations.

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

The proposed commercial plaza is strategically located to serve the planned residential population and future surrounding neighbourhoods. Its overall layout, in relation to the surrounding road network, presents opportunities for strong pedestrian integration and future transit access along Heritage Road. Further refinements at the Site Plan stage will help to enhance alignment with walkability and sustainability objectives.

- r) *The promotion of built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

The proposed site layout provides a functional and visually coherent commercial node within the subdivision. While detailed architectural design will be addressed at the Site Plan stage, the general configuration of buildings and open spaces sets the stage for a well-designed commercial area that contributes positively to the surrounding community and enhances the pedestrian environment.

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

Provincial Planning Statement (PPS), 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 PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The policies in the PPS contains policies that provide directions to build strong communities through efficient development and land use patterns. As required by Sections 2 and 3 of the Planning Act, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

2.3.1 General Policies for Settlement 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.*

The subject lands are located within a planned settlement area and are part of a broader approved subdivision that provides municipal services. The lands are constrained from residential use due to their proximity to the Maple Lodge Farms poultry processing facility, a major facility requiring a minimum separation distance. The proposed commercial development that will generate employment, provide goods and services to local residents, and optimize the use of land within a planned subdivision. It helps build out a diversified, compact, and resilient community.

3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

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.*

The proposed plaza will be serviced through infrastructure planned and approved as part of the broader subdivision. The submitted “Functional Servicing Report” demonstrate that servicing is available and coordinated with land use. The development represents an efficient and cost-effective approach to growth, fully integrating land use and infrastructure planning in accordance with Section 3.1.

3.5: Land Use Compatibility

1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The subject lands are located within approximately 150 metres of the Maple Lodge Farms (MLF) poultry processing facility, a known source of odour and noise. Due to compatibility concerns, residential uses were restricted in this area. As part of the associated subdivision application, an “Odour Assessment” was prepared, which concluded that the proposed commercial development would not introduce sensitive receptors and would

not compromise the operational viability of MLF. Commercial uses are considered more compatible with MLF operations than residential uses due to their lower sensitivity to odour impacts.

The development incorporates a 6-metre setback, landscaped buffer, and masonry wall along the interface with adjacent residential uses to further mitigate visual and noise impacts. To address potential noise from rooftop HVAC units, rooftop parapets are recommended as acoustic barriers. In addition, waste collection activities are to be restricted to daytime hours to minimize disturbances. Collectively, these measures support a compatible and appropriate land use transition and uphold public health and operational objectives in accordance with provincial land use compatibility policies.

City of Brampton Official Plan

The City of Brampton's Official Plan contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper-level planning policies of the PPS. The subject lands are designated as 'Communities' and 'Support Corridor' in *Schedule 1 – City Concept* and 'Residential' within *Schedule A – General Land Use Designation* of the Official Plan.

The *Communities* designations are the basic living units of the City that the residents can most relate to and take ownership of. Communities are made up of both existing development and new communities and must be planned using an ecosystem approach and the principles of sustainability.

The Official Plan sections that are applicable to this application include, but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

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

The proposed Official Plan and Zoning By-law Amendments conform to Section 2.4.2(e) by converting constrained Future Development Blocks into productive commercial lands that will support local employment and mixed-use community objectives. The introduction of a neighbourhood-scale plaza enhances Brampton's employment land supply and contributes to improved live/work ratios by providing services and job opportunities within walking distance of residential areas. This supports economic prosperity and strengthens the economic integrity of the municipality through efficient land use and integration with planned infrastructure.

Section 3.1 of the Brampton Official Plan, Sustainable Planning Framework reads:

The City's sustainable planning framework is built on:

- *Complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities;*
- *A robust commercial and employment land use strategy that promotes economic stability, vitality, and diversity and caters to the changing needs of the market and the residents of Brampton;*
- *Integrate economic development with the existing and planned infrastructure and*
- *transportation facilities to achieve economy of scale and sustainable goods and people movement;*
- *Promote place making and human scale development that is also environmentally sustainable;*
- *Integrate multi-modal transportation closely with land uses to minimize the need for and length of travel to help conserve energy and reduce potential impacts on the environment;*
- *Promote retention, integration and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the Ontario Heritage Act and the use of all available financial incentives; and,*
- *Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.*

The proposed commercial plaza supports the City of Brampton's vision for complete, compact, and transit-supportive communities by introducing neighbourhood-serving employment and retail uses within an approved residential subdivision. Located along Hurontario Street, which is identified as a 'Secondary Transit Corridor', the proposal aligns with the City's long-term objectives for transit-oriented and pedestrian-friendly development, notwithstanding that certain transit infrastructure is still forthcoming.

The application contributes to local economic vitality by diversifying the commercial base, responding to market needs, and leveraging planned infrastructure. The development is integrated with the approved subdivision's servicing network and street layout, facilitating the efficient movement of people and goods and supporting sustainable transportation options.

Through its scale, land use compatibility, and design, the proposal advances placemaking objectives and reinforces the development of a walkable, human-scaled neighbourhood. Overall, the application conforms with the goals of the Official Plan by supporting the creation of attractive, functional, and environmentally responsible communities that foster a strong sense of place and community character, while contributing to long-term economic resilience.

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types

ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

The subject lands are designated 'Residential' on Schedule "A" of the Official Plan. While Section 4.2.1.1 states that 'Residential' designations are intended to accommodate a predominantly residential land use structure, it also allows for complementary uses, such as 'Neighbourhood Retail' and 'Convenience Retail', subject to the applicable Secondary Plan policies. The *Bram West Secondary Plan (Area 40(d))* permits these commercial designations within the subject area, thereby supporting the introduction of a neighbourhood-scale commercial plaza. As such, the proposed development conforms to the intent of Section 4.2.1.1 by introducing a complementary, non-residential use that is appropriate within the broader residential context and is conforms with the permissions provided in the Secondary Plan.

Section 4.3.1 General Commercial Policies:

4.3.1.2. Human scale commercial development shall be encouraged through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan.

4.3.1.3. The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.

4.3.2.2. The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.

4.3.2.7 The City shall, in considering applications for retail centres adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.

4.3.2.12 Where retail uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development,

the City may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.

4.3.5 Local Retail

Local Retail centers consist of Neighbourhood Retail and Convenience Retail sites as designated on Schedule "A2". These sites are usually located in residential areas in order to serve the shopping needs of the community.

4.3.5.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.5 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.

4.3.5.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.

4.3.5.5 The Local Retail uses are defined as follows:

a) Neighbourhood Retail: A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.

b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).

4.3.5.8 The City shall designate Local Retail use areas in appropriate locations in the Secondary Plan. An Official Plan Amendment will be required to permit the development of a new Local Retail centre in a location not designated for such a use in the relevant Secondary Plan or to permit an extension to an existing Local Retail centre.

The proposed local retail plaza is located at the intersection of Heritage Road and the future Brasstown Valley Trail, within an emerging residential area. The site is well-situated to serve the daily and weekly needs of future residents and aligns with the policy direction of Section 4.3.5.2, which encourages the placement of Local Retail uses at intersections with transit stops and in conjunction with open space, higher-density housing, or public amenities. The proposed location has been reviewed and determined not to be within the immediate trade area of any existing retail centres, thereby contributing to a balanced and coordinated distribution of commercial services in accordance with Section 4.3.2.2.

In accordance with Sections 4.3.1.3 and 4.3.2.7, the proposal gives due regard to compatibility with adjacent future residential uses. A 6-metre building setback has been incorporated along residential interfaces, and the site design includes building placement and landscape buffering to address potential noise, overlook, and visual impacts. These mitigation measures reflect the intent of the Urban Design and Natural Heritage and Environmental Management policies of the Official Plan, with further refinements to be secured through the Site Plan Approval process.

The proposed layout also considers future integration with adjacent blocks, in keeping with Section 4.3.2.12, which encourages coordinated design, access, and site layout between new and existing developments. The integration of the site with surrounding lands is addressed through the approved Tertiary Plan, included as Appendix 15, which outlines a coordinated development framework for the area, including street connections, access points, and compatible land uses. Through the Site Plan Control process, the City retains the ability to secure appropriate site-level design details, circulation patterns, and urban form. In accordance with Section 4.3.1.2, the development will also be subject to urban design and architectural controls to ensure a human-scaled, pedestrian-oriented commercial environment.

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*

There is an existing cultural heritage resource on the Subject Lands (McClure Farmhouse). Appropriate measures have been taken to document, dismantle, salvage, and interpret this resource through an interpretative feature wall, as outlined through the “Heritage Commemoration Report”, prepared by ATA Architects Inc. The interpretative feature wall will articulate the pedestrian pathway and provide an area landmark for the Riverview Heights community. As such, it will celebrate the area’s historic past while supporting the area’s future as a commercial destination and neighbourhood gateway.

As such, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan, (2023):

The Brampton Plan came into effect on June 6, 2024, with the exception of certain policies and schedules that remain under appeal. The Brampton Plan establishes a comprehensive policy framework to guide city-building efforts, supporting Brampton's transition into a vibrant urban municipality with a projected population of over one million residents by 2051.

The subject lands are designated 'Community Area' and 'Support Corridor' in *Schedule 1A – City Structure*, and are further designated 'Mixed-Use' and 'Neighbourhoods' in *Schedule 2 – Designations* of the Brampton Plan.

Community Areas represent locations where residents live, work, shop, and play, supported by a mix of residential, commercial, and institutional uses, as well as parks and open spaces. These areas are intended to facilitate access to daily amenities within a 15-minute walk or bike ride, promoting the development of complete communities.

2.2.1.1(a) The Mixed-Use designation concentrates a diversity of functions, a higher density of development, a greater degree of mixed-uses, and higher level of transit connectivity. The Mixed-Use designation generally comprises portions of Major Transit Station Areas, Major Institutional Anchors, the Provincial Urban Growth Centre, Commercial and Retail Areas, and may be expanded through Secondary Planning processes for Centres and Boulevards.

A portion of the subject lands is designated 'Commercial'. The proposed development contributes to the objectives of this designation by introducing a community-scale commercial plaza that provides goods and services to support surrounding and future residential neighbourhoods. Although the proposal does not include vertically integrated mixed-use built form, it is consistent with the intent of the designation, particularly in low-to mid-density contexts outside of MTSA or UGC areas. The development supports a balanced mix of land uses, enhances neighbourhood vitality, and promotes connectivity with the active transportation network.

2.2.1.1(b) The Neighbourhoods designation is found throughout the city and will support the achievement of 15-minute neighbourhoods. Neighbourhoods include a broad range of residential uses together with neighbourhood-supportive commercial and community services and facilities, such as libraries, recreation centres, schools and child care centres, that serve and support the residents of these neighbourhoods. The intensity of development and range of uses that may be permitted in Neighbourhoods varies depending on the street typology that a property fronts onto, in addition to other factors described in this section

The 'Neighbourhoods' designation (Section 2.2.1.1(b)) applies to another portion of the subject lands and supports the development of 15-minute neighbourhoods. These areas permit a range of residential uses along with supporting commercial and community facilities such as libraries, schools, child care centres, and recreation centres. While the subject lands are located within a Special Policy Area that prohibits residential development, the proposed commercial plaza aligns with the intent of the 'Neighbourhoods' designation by providing neighbourhood-serving retail uses that enhance walkability and meet the daily needs of area residents. The scale and form of the development are appropriate for its context along planned local roads and within an emerging residential subdivision.

It should be noted that *Schedule 2 – Designations* of the *Brampton Plan* is currently under appeal; however, even if it were in full force and effect, an Official Plan Amendment would not be required, as the proposed commercial development conforms to the applicable land use designations, permitted built form, and policy intent of the Brampton Plan.

Bram West 40(d) Secondary Plan

the *Bram West Secondary Plan* area is currently under review by the City. However, as such document is still in a conceptual phase, the Proposed Development will be assessed for conformity against the existing, in-effect *Bram West 40(d) Secondary Plan*.

The Subject Lands are generally designated 'Convenience Commercial' and 'Low/Medium Density Residential' on the Secondary Plan. The proposal has been evaluated against the Secondary Plan policies to ensure that it conforms to the Plan. The Secondary Plan policies that are applicable to the application include but are not limited to:

3.4.15 In areas designated Low and Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 30.1 units per net residential hectare (12.2 units per net residential acre), subject to policies 3.4.2 and 3.4.18. In addition, at least 60% of the overall development within the Low and Medium Density Residential designation shall be single detached structural units.

The proposed commercial plaza does not include any residential component and instead proposes entirely non-residential uses, which are not permitted under the current designation. Since the proposed development is not for residential uses, does not meet the density structure, and does not satisfy the housing form and unit mix requirements outlined in Section 3.4.15, the application represents a fundamental shift in land use intent. As such, an amendment to the Secondary Plan is required to redesignate the affected portion of the lands to a commercial designation that reflects the proposed use and brings the site into policy conformity.

Relevant additional policies include:

3.5.4 The lands designated Neighbourhood Commercial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan.

3.5.5 The size of the Neighbourhood Commercial site on the west side of Mississauga Road generally located at Lots 2 and 3, Concession 5, W.H.S. will be limited to a maximum of 7.9 hectares and a maximum of 20,000 square metres of gross floor area notwithstanding the range set out by the Official Plan. This site shall be subject to a high standard of design, landscaping and/or setbacks appropriate for its location in an executive residential community and subject to the satisfaction of the City. In addition, a gas bar in conjunction with a car wash may be permitted on this site , provided the gas bar does not have direct frontage on Mississauga Road and is set back a minimum of 30 metres from the road right-of-way.

While the subject lands are designated as 'Convenience Commercial', this designation permits a maximum of 40,000 square feet of commercial gross floor area (GFA). The southern portion of the site proposes 40,289 square feet of GFA, which exceeds this threshold. As such, the accompanying Official Plan Amendment proposes to redesignate the southern boundary to 'Neighbourhood Commercial' to reflect the proposed scale of development.

3.5.6 Lands designated Convenience Commercial as shown on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan, and the following principles:

- (i) no outdoor storage of goods or materials shall be permitted;*
- (ii) provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;*
- (iii) adequate off street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations; and,*
- (iv) The land use permissions for the Convenience Commercial lands located south of Financial Drive and abutting the east side of Heritage Road may need to be restricted and or phased. Supplemental land use, design, and transportation information shall be submitted in support of the size and scope of commercial development that can be accommodated on these lands, and shall determine if phasing restrictions are necessary. In this regard, a market analysis shall also be*

required to evaluate the market demand for this commercial development in relation to the primary commercial corridor that is planned along Mississauga Road. In addition, a Tertiary Plan shall be required to demonstrate that these lands can be comprehensively developed.

To address these requirements, a “Market Impact Study” prepared by Urban Metrics confirms that sufficient market demand exists to support the proposed development, without negatively impacting the planned commercial corridor along Mississauga Road.

In addition to the “Market Impact Study”, a Tertiary Plan was prepared by Glen Schnarr & Associates Inc. (GSAI), dated November 27, 2023, accompanied by a Tertiary Plan Brief, dated December 2023. In accordance with the Secondary Plan policy requirements, a letter was sent on October 18, 2023, to the adjacent landowner at 8273 Heritage Road inviting participation in the preparation of the Tertiary Plan. The letter provided a 30-day response window, which expired on November 17, 2023. No comments or submissions were received from the adjacent landowner within the prescribed timeframe.

The submitted Tertiary Plan demonstrates a coordinated development framework that integrates the subject site with the adjacent lands to the south, including the area under the same ownership but not part of this application. The plan illustrates how future development areas will be connected through a coordinated internal road network, shared access points, and compatible building forms and siting. Based on the materials submitted and reviewed, City staff are satisfied that the adjacent lands have been appropriately addressed within the broader development concept, supporting the objectives of comprehensive planning and a logical extension of the emerging community along Heritage Road.

Further detail regarding the southern portion under the same ownership will be required at the Site Plan stage. The applicant will need to demonstrate how landscaping treatment in that area, currently identified as ‘Future Development’ in the Draft Plan of Subdivision, will be coordinated with the proposed development, including the design, maintenance, and implementation of any interim or ultimate landscape features. It must also be clarified whether these elements will be maintained entirely through this application or if additional arrangements will be made under a future development phase. This will ensure cohesive integration and contribute to a high-quality public realm.

The subject lands are located in Special Policy Area 16 (Maple Lodge Farm Separation) and they are subject to the policies in section 3.8.6:

- *detailed review of technical studies that support a separation distance between the fields and residential areas within Special Policy Area 16 which is less than what is normally required at the present time ;*
- *establishing alternative land uses within Special Policy Area 16 which are less sensitive to environmental impacts and require a separation distance between the*

fields and residential areas which is less than the 450 metres normally required at the present time.

Maple Lodge Farms, a large food processing operation, is located to the west of Block 40-3, in Concession 6, WHS. The use of the agricultural fields west of Heritage Road for the spreading of biosolids as part of Maple Lodge Farm's operations has the potential to negatively impact sensitive land uses in the area. The area of Special Policy Area 16 is based upon the separation distance of 450 metres between the fields and residential areas that, at the present time, is normally required as a condition of issuance of a certificate of Approval for the spreading of biosolids pursuant to the Ministry of the Environment's "Guidelines for the Utilization of Biosolids and other Wastes on Agricultural Land"

The subject lands are associated with Draft Plan of Subdivision #21T-19015B, which was approved with modifications by the Ontario Land Tribunal (OLT) to establish a minimum 150-metre separation distance between residential uses and the Maple Lodge Farms (MLF) facility (OLT Case No. 22-002419). This represents a reduction from the original 450-metre setback requirement established under Special Policy Area 16 (SPA 16) of the Bram West Secondary Plan. The revised setback and resulting modifications to the draft plan led to a reconfiguration of the subdivision layout, including a slight increase in the size of the Future Development Blocks adjacent to Heritage Road.

The proposed commercial plaza is considered a compatible alternative land use within Special Policy Area 16, as it is less sensitive to environmental impacts than residential development. It also serves as an effective non-residential transition along Heritage Road, providing an appropriate buffer between Maple Lodge Farms and future residential neighbourhoods to the east.

5.3.2 Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans which may be prepared for such development

5.3.3 Where a development proposal may impact a heritage resource, the City may require the preparation of a Cultural Heritage Resource Assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on identified heritage resources

5.3.4 In accordance with the Block Planning requirements for this Chapter, a Heritage Impact Assessment shall be undertaken for all identified heritage resources in accordance with the Terms of Reference set out by the City. The location of the known buildings and/or sites of heritage interest have been identified on Schedule BP403 of Part III, Chapter 403 of the Official Plan

The existing two-storey heritage house on the Subject Lands will be documented, dismantled, salvaged, and interpreted through an interpretative feature wall on the northern side of the Brasstown Valley Trail Road. The feature wall and commemorative plaque will provide a pedestrian rest area and is oriented towards the Brasstown Valley Trail pedestrian pathway. A “Heritage Commemoration Plan”, prepared by ATA Architects Inc. and reviewed by the Heritage staff.

City staff are currently undertaking a review of the *Bram West Secondary Plan*, which includes the subject lands. The proposed commercial land use will be reflected in the draft revised Secondary Plan. At this time, the land use designation and applicable policies for this area remain unchanged, and continue to support the proposed development.

Based on the above, an amendment to the Secondary Plan is required to designate the southern portion of the site as ‘Neighbourhood Commercial’ to reflect the higher gross floor area proposed, and expand the northern portion as ‘Convenience Commercial’ to facilitate the proposed development. Given the above staff is recommending approval of the Secondary Plan Amendment, generally in accordance with the Appendix 13.

Riverview Heights(40-3) Block Plan

The Official Plan Amendment for the *Riverview Heights Block Plan* (being the larger planning area that includes the subject lands) was appealed and subsequently approved at the Ontario Municipal Board (OMB) in 2010.

The subject site is associated with Draft Plan of Subdivision #21T-19015B, which was approved with modifications required by the Ontario Land Tribunal (OLT) to establish a minimum 150-metre separation distance between residential uses and the Maple Lodge Farms (MLF) facility (OLT Case No. 22-002419). This requirement resulted in a reconfiguration of the road network and the creation of Future Development Blocks adjacent to Heritage Road. As such, the proposed development will be guided by the most recent subdivision approvals, which reflect updated land use designations and road alignments. Therefore, a Block Plan amendment is not required to facilitate the proposed development.

City of Brampton Zoning By-law:

The subject property’s zoning by-law no. 270-2004 was amended, and OLT approved an amended zoning by-law titled OLT ZB 4-2022. Within this zoning by law, the subject lands are zoned Future Development (FD) and shall only be used for the listed heritage building referred to as the McClure Heritage Farmhouse.

Proposed Zoning By-law Amendment

An amendment to the Zoning By-law is required to facilitate the proposed development. The Zoning By-law Amendment submitted with this application proposes to rezone the

subject lands to ‘Commercial Three – Section 3836 (C3 – 3836)’. Site-specific provisions are included to permit reduced yard depths, allowing for a more urban commercial form that engages the street and promotes efficient land use.

Given the above staff is recommending approval of the Zoning By-law Amendment, generally in accordance with the Appendix 14.

Technical Requirements

The following technical requirements have been satisfied.

Community Design Guidelines (CDG) Addendum

A CDG Addendum for the *Riverview Heights Block Plan (40-3)* was prepared by John G. Williams Limited, Architect, dated December 11, 2023 and approved on December 19, 2024. This document updates the existing diagrams within the Block Plan to reflect the layout of the OLT-approved Draft Plan of Subdivision #21T-19015B. As outlined in the Addendum, the proposed development maintains consistency with the City of Brampton’s Development Design Guidelines and upholds the design vision and built form objectives established for the Riverview Heights Community. The proposed development will adhere to the principles set out in the Addendum throughout both the design and construction phases.

Market Impact Study (MIS)

A “Market Impact Study (MIS)”, prepared by Urban Metrics and dated December 8, 2023, was submitted in support of the proposed development. The study identifies a three-kilometre trade area surrounding the subject lands, which generally corresponds with the *Bram West Secondary Plan (Area 40)* boundary and aligns with the City’s Terms of Reference for evaluating ‘Neighbourhood Commercial’ and ‘Convenience Commercial’ uses. The MIS concludes that the proposed commercial space is appropriately scaled to serve the projected population within both the immediate vicinity and the broader community. It further confirms that the development will not generate any significant negative impacts on existing or planned commercial facilities in the area. The subject lands are considered a suitable location to support additional retail and service commercial uses that respond to anticipated growth in Bram West.

Tree Evaluation Report

A “Tree Evaluation Report”, prepared by SLR and dated April 2021, was submitted in support of this application. This report was originally prepared for Draft Plan of Subdivision #21T-19015B, which includes the subject lands, and also serves as an addendum to the broader 2010 “Vegetation Assessment Report” for the “Riverview Heights Block Plan (40-3)”. Based on discussions with City staff, the 2021 report is considered suitable for use with this application.

Within the study area, 69 trees were inventoried, including 18 trees to be preserved, 30 trees to be removed, and 21 trees requiring further evaluation. As compensation, 71 new trees are proposed, in accordance with the City's Tableland Tree Assessment Guidelines (2018), with cash-in-lieu as an alternative where necessary. On the subject site itself, approximately 12 trees are identified for removal, as shown on the Tree Inventory and Preservation Plan (TP1).

As the application advances through the detailed design stage, a tree removal permit will be prepared and submitted to the City. Prior to any construction, tree protection hoarding will be installed as per the report's recommendations and to the satisfaction of staff.

Functional Servicing & Stormwater Management Report (FSR)

The "Functional Servicing and Stormwater Management Report", prepared by Skira & Associates Ltd. and dated March 12, 2025, outlines the proposed servicing strategy for this commercial development. The site will be serviced by existing municipal infrastructure, including sanitary sewers, a 300mm watermain, and storm sewers discharging to the existing *Stormwater Management Facility L-4*. Stormwater quantity control will be provided through underground Cultec stormwater chamber systems beneath the parking areas, and water balance targets will be met through the use of permeable paving. Quality control for stormwater will be achieved using a combination of permeable pavers and HydroStorm HS-4 oil/grit separators to meet the City's TSS removal requirements.

The sanitary drainage system will utilize existing connections to Brasstown Valley Trail, and domestic and fire protection water demands will be met through the existing watermain and hydrants, supplemented by internal servicing where needed. A fire flow test is planned post-construction to verify system adequacy. The report concludes that the proposed development can be fully serviced with the available infrastructure, subject to detailed design approvals during the engineering submission, site plan, and building permit stages.

Environmental Noise Report

An "Environmental Noise Report" was prepared by Jade Acoustics Inc., originally dated April 25, 2023, and revised on December 11, 2023, in support of this application. The report identifies the primary noise source associated with the proposed development as rooftop HVAC units, which are expected to exceed applicable sound level thresholds. To address this, mitigation in the form of acoustic barriers, specifically rooftop parapets, has been recommended. With these measures in place, the development is anticipated to comply with all relevant noise limits. Additionally, the report recommends the installation of an architectural wall or fence between commercial and adjacent residential uses to further buffer sound, and that garbage collection activities be restricted to daytime hours to minimize potential disturbances.

The report advises that a detailed “Environmental Noise Study” should be completed once final site, grading, and mechanical plans are available. Additionally, prior to building permit issuance and occupancy, an acoustical consultant must review the mechanical equipment and inspect installed mitigation measures to ensure compliance. A separate noise study will be required for the future development of the block that will be developed as part of the adjacent lands.

Planning Justification Report

The “Planning Justification Report” prepared by Glen Schnarr & Associates Inc. (July 2021) was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, and the general intent and vision of the City of Brampton Official Plan, the *Bram West 40(d) Secondary Plan* are satisfied, and that the development represents good planning.

Sustainability Score and Summary

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. In support of the application, the applicant submitted a “Sustainability Score and Summary Report”, achieving a score of 46 points, which meets the City’s Bronze threshold (refer to Appendix 12 for a snapshot of the Sustainability Score).

The applicant notes that many sustainability measures will be addressed at the Site Plan Approval stage, and the interim Bronze score reflects the current level of design. A full Site Plan Approval application will follow, allowing for further enhancements to the sustainability performance. The proposed commercial plaza is classified as an “Other Part 3 Building” under the City’s Sustainable New Communities Program. In accordance with requirement *IB12 – Building Energy Efficiency, Greenhouse Gas Reduction*, and Resilience, a letter of commitment has been provided confirming that an Energy Modeling Report will be submitted at the Site Plan stage, demonstrating at least a 15% improvement in energy efficiency over the *Ontario Building Code (OBC) SB-10, Division 3 (2017)* reference building.

Environmental Site Assessment (ESA)

A “Phase I Environmental Site Assessment (ESA)”, prepared by Bruce A. Brown Associates Limited and dated November 7, 2022, was submitted in support of this application. The report serves as a supplementary reassessment, given the time elapsed since the previous investigation. Supporting documentation includes a Record of Site Condition (dated April 8, 2019), the original Phase I ESA (April 8, 2019), and a Phase II ESA (September 9, 2020), all appended to the current submission.

The initial Phase I ESA identified a former orchard on the site as a potential area of concern, prompting the need for a Phase II ESA to evaluate soil and groundwater quality. The Phase II investigation concluded that the soil met Table 1 standards and revealed no further environmental issues. The updated Phase I ESA confirms that site conditions

remain unchanged, except for restoration of the land to full agricultural use. No new issues were identified, and no further soil or groundwater investigations are recommended.

If, during the detailed design for Heritage Road and Brasstown Valley Drive, any additional land is required for the southbound left-turn lane, raised median, or auxiliary lanes, all right-of-way conveyances must be obtained from the east side of Heritage Road due to heritage constraints on the west side, and a “Record of Site Condition (RSC)” will be required for any additional lands to be conveyed.

Heritage Commemoration Report

A “Heritage Commemoration Report” was prepared by ATA Architects Inc., dated December 2023, in support of this application. The report evaluates the McClure Farmhouse, located on the subject lands, which has been identified as having cultural heritage value or interest. The report supports an approach that includes documentation, dismantling, salvage, and commemoration of the structure through an interpretive feature wall.

The wall will incorporate salvaged materials such as brick, fieldstone, and architectural elements, and will be accompanied by a commemorative plaque featuring images and interpretive text. The commemorative feature will be enhanced with landscaping and bench seating to support pedestrian activity and public engagement. It is proposed to be located north of Brasstown Valley Trail, oriented toward the pedestrian pathway and integrated with the streetscape near Building “B” along the northern boundary of the site.

Traffic Impact Study (TIS)

“A Traffic Impact Study (TIS)” was prepared by Paradigm Transportation Solutions Ltd., dated December 7, 2023, identifying that the proposed development will increase area traffic and require mitigation measures. The study recommends implementing an exclusive southbound left-turn lane and separated left- and right-turn lanes at the Heritage Road and Brasstown Valley Trail intersection. Based on 2033 traffic projections, a 15-metre southbound left-turn lane is warranted, which may require additional land if the existing right-of-way is insufficient. Signalization is not currently warranted but may be needed when Heritage Road is widened, which is planned by 2041.

To address these requirements, prior to Site Plan approval, the applicant must submit a functional design for the ultimate Heritage Road and Brasstown Valley Drive intersection, showing any changes to the existing Environmental Assessment (EA) design and identifying any additional land needed for the southbound left-turn lane, raised median, or auxiliary lanes. All right-of-way conveyances must be obtained from the east side of Heritage Road due to heritage constraints on the west side. Any additional lands to be conveyed will require a “Record of Site Condition (RSC)”. As the City's detailed design for Heritage Road widening is currently at 30% completion, applicants are encouraged to submit their functional design early, preferably at the pre-consultation stage, to avoid delays.