

APPENDIX 8: Information Summary

Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the Planning Act. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- (h) the orderly development of safe and healthy communities;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities
- (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; and,
- (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.

Provincial Policy Statement (2020)

The proposal will be evaluated as to whether it is consistent with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). A preliminary assessment of the PPS sections applicable to this application include, but are not limited to:

- 1.1.1 Healthy, Liveable and safe communities are sustained by:
 - (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - (h) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - (a) efficiently use land and resources;

- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- (c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- (d) prepare for the impacts of a changing climate;
- (e) support active transportation;
- (f) are transit-supportive, where transit is planned, exists or may be developed; and
- (g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment and institutional 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;
- (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities

Growth Plan for the Greater Golden Horseshoe (2020)

The application will be evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

2.2.1 (2) Forecasted growth to the horizon of this Plan will be allocated based on the following:

- c) within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth area*;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;

- 2.2.1 (4) Applying the policies of this Plan will support the achievement of *complete communities* that:
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
 - e) provide for a more *compact built form* and a vibrant *public realm* including public open spaces;
- 2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
- a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
 - b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
 - c) encourage intensification generally throughout the delineated built up area;
 - d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
 - e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
 - f) be implemented through official plan policies and designations, updated zoning and other supporting documents.
- 2.2.5 (3) Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

Region of Peel Official Plan

The application will be evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.
- 5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:
 - a) support the Urban System objectives and policies in this plan;

- b) support pedestrian-friendly and transit-supportive urban development;
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

Official Plan and Springdale Secondary Plan (SPA 2)

The subject lands are designated as “Residential” on Schedule A and as “Communities” and “Designated Greenfield Area” on Schedule 1 in the Official Plan.

The residential designation in the Official Plan generally contemplates residential and neighbourhood-oriented uses at low to mid densities. Commercial and other non-residential uses may be contemplated within the residential designation, subject to specific secondary plan policies or designations.

The subject lands are designated as ‘Highway Commercial’ in the Springdale Secondary Plan (SPA 2). This designation contemplates uses that are primarily oriented to the travelling public, including service stations, gas bars, etc.

An amendment to the Official Plan and Secondary Plan is required for the proposed development, as the proposed uses are considered to be ‘convenience commercial’ uses, whereas ‘highway commercial’ is contemplated in the Secondary Plan, and this site is not identified on Schedule A2 (Retail Structure) in the Official Plan.

Conformity with other provisions of the Official Plan and Secondary Plan will be evaluated in the future recommendation report.

Zoning By-law

The subject lands are Zoned Highway Commercial 2 – Section 1399 by By-law 270-2004, as amended. This zone permits a service station or gas bar, motor vehicle washing establishment, and associated accessory retail or restaurant uses in conjunction with a service station.

An Amendment to the Zoning By-law is required in order to permit a Day Nursery, Convenience Restaurant, and other Convenience Retail type uses.

Sustainability Score and Summary

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 26 points, which does not yet meet the City’s Bronze threshold at this stage of the application review.

Documents Submitted in Support of the Application

The applicant has submitted the following studies in support of the application:

- Acoustical Report
- Archaeological Assessment
- Concept Plan and Architectural Plans
- Cover Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report and Stormwater Management Brief
- Geotechnical Report
- Phase 1 and 2 Environmental Site Assessment
- Planning Justification Report
- Public Consultation Strategy
- Sediment and Erosion Control Plan
- Site Servicing and Grading Plans
- Survey
- Sustainability Score and Summary
- Traffic Impact Study
- Urban Design Brief