

APPENDIX 9

DETAILED PLANNING ANALYSIS CITY FILE NUMBERS: C04W08.007

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Credit View Secondary Plan (Area 45) provide direction and policies that encourage the development of a high quality, efficient, orderly and ecologically responsible urban development. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of the following:

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

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

Section 2(k) – the adequate provision of employment opportunities;

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

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

Section 2(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.*

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

Provincial Policy Statement (2020)

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement:

- *Healthy, liveable and safe communities are sustained by (section 1.1.1 a, b, d to h):*
 - *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
 - *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
 - *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);*
- *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);*
- *Planning authorities shall promote economic development and competitiveness by (section 1.3.1 a, d and e):*
 - *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*

- *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,*
- *ensuring the necessary infrastructure is provided to support current and projected needs;*
- *Healthy, active communities should be promoted by (section 1.5.1 a):*
 - *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (section 1.6.7.4);*
- *Significant built heritage resources and significant heritage landscapes shall be conserved (section 2.6.1);*
- *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 2.6.3);*

This property is located within a designated growth area as defined in provincial and municipal planning documents. The subject lands are designated “Residential” in the Official Plan which permits a range of residential uses as well as complementary uses such as commercial, institutional and public uses. While the “Residential” designation permits the proposed use, the proposed official plan amendment will add the “Convenience Commercial” designation on Schedule A2 – Retail Structure Map, designate the lands from “Low Density 2 Residential” to “Convenience Commercial” in the Secondary Plan as well as zone the lands to a site-specific “Commercial” zone.

The proposed amendments will accommodate the proposed employment use to meet the long-term needs of the municipality. The proposed development will utilize the existing infrastructure capacity that will service this development. This development will occur in an orderly manner by ensuring that there is minimum impact to the adjacent cemetery to the north by incorporating adequate landscape buffers and setback in the site design; by providing adequate acoustic treatment to minimize noise impact to the future development to the northeast; as well as ensuring that the site access accommodates traffic safely. It will have a compact built form that will allow for the efficient use of land, infrastructure and public service facilities. The proposed development will utilize the existing transit infrastructure on Williams Parkway and Mississauga Road as well as support active transportation by connecting to the Major Pathway Network as indicated on Schedule C1 of the Official Plan. In addition, the

proposed development will provide an appropriate transition of commercial uses from the existing district retail uses to the south and introduce convenience commercial uses to service the surrounding area. Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), b), d), e), f) g), h), 1.1.3.4, 1.1.3.6, 1.3.1 a), d), e), 1.5.1 a), 1.6.7.4, 2.6.1 and 2.6.3 of the Provincial Policy Statement.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan (2020) promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposed development demonstrates conformity to the following sections of the Growth Plan:

- *Forecasted growth to the horizon of this Plan will be allocated based on the following (section 2.2.1.2 c ii, iii, iv):*
 - *within settlement areas, growth will be focused in:*
 - *strategic growth areas;*
 - *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - *areas with existing or planned public service facilities;*
- *Applying the policies of this Plan will support the achievement of complete communities that (section 2.2.1.4. a, b, d, e):*
 - *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - *expand convenient access to (i, ii):*
 - *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - *public service facilities, co-located and integrated in community hubs;*
 - *provide for a more compact built form and a vibrant public realm, including public open spaces.*

- *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit (section 2.2.5.3);*
- *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities (section 2.2.5.15);*
- *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):*
 - *supports the achievement of complete communities;*
 - *supports active transportation; and,*
 - *encourages the integration and sustained viability of transit services;*

This property is located within a settlement area as defined in provincial and municipal planning documents. The development is taking place within a designated greenfield area that has access to existing transit network as well as municipal water and wastewater systems. This satisfies Section 2.2.1.2 c ii, iii, iv of the Growth Plan.

The proposed development will add to the diverse mix of land uses in the municipality by providing convenience commercial uses. The proposed uses will include a range of commercial uses, including restaurant, gas bar, retail commercial, office and day care uses. The proposed commercial uses will offer services to a diverse range of age and income groups. The barrier-free infrastructure incorporated in the site design will provide access to users with wheelchairs. There will be access to the existing transit network at Mississauga Road and Williams Parkway as well as access to the City's major pathway network. This satisfies Section 2.2.1.4 a, b, d and e of the Growth Plan.

The gas bar will be situated at the back of the site and the proposed commercial buildings will be sited close to the street frontage to provide a comfortable pedestrian scale massing and provide direct access from the street, which will contribute to a vibrant public realm. The commercial buildings located along the street will have direct pedestrian access from the transit stops that are located in front of the proposed buildings. This satisfies Sections 2.2.5.3, 2.2.5.15 and 2.2.7.1 (a) to (c) of the Growth Plan.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment conform to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. The policies of this plan guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth.

The site is designated “Urban System” on ‘Schedule D – Regional Structure’ of the Region of Peel Official Plan. The site is also designated “Greenfield Area” on ‘Schedule D4 – The Growth Plan Policy Areas in Peel’ of the Region of Peel Official Plan. Further, this portion of Mississauga Road along which the site is located, is designated “Major Road” on ‘Schedule E – Major Road Network’ and “Other Potential Rapid Transit Corridor” on ‘Schedule G – Rapid Transit Corridors’, respectively.

The proposed Official Plan and Zoning By-law Amendment to implement this proposal conform to the following policies of the Region of Peel Official Plan:

- *Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region’s objectives with respect to Cultural Heritage resources (section 3.6.2.7);*
- *Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 3.6.2.8);*
- *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 (section 5.3.2.2);*
- *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 (section 5.3.2.3);*
- *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services (section 5.3.2.4);*
- *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):*
 - *support the Urban System objectives and policies in this Plan;*
 - *support pedestrian-friendly and transit-supportive urban development;*

- *provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,*
- *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design principles;*
- *Develop compact, transit supportive communities in designated greenfield areas (section 5.5.2.3);*
- *Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan (section 5.5.4.2.7);*
- *Require the area municipalities to include a range of employment designations in their official plans for employment areas within the Urban System and Rural Service Centres, Industrial/Commercial Centres, as appropriate, to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses (section 5.6.2.2);*
- *Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction (section 5.9.2.5);*
- *Control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws (section 5.9.4.2.11);*
- *Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality (section 5.9.4.2.12);*
- *Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3);*
- *Encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.5);*

The proposed development is located within the Regional Urban Boundary and a designated greenfield area. The proposal will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. Staff is satisfied that the site design will have a compact built form while providing access to transit and opportunities for active transportation by connecting to the City's major pathway network. The site design also incorporates adequate setbacks from the adjacent cemetery to minimize any impacts from this development. A commemorative plaque will be installed at the site to inform the residents about the history of the adjacent

cemetery. The site design will be further refined at the detailed design stage. Principles of Crime Prevention through Environmental Design will be incorporated to ensure a safe and comfortable public realm. As such, the proposed development conforms to Sections 3.6.2.7, 3.6.2.8, 5.3.2.2, 5.3.2.3, 5.3.2.4, 5.3.2.6 a to d, 5.5.2.3, 5.9.2.5, 5.9.10.2.3 and 5.9.10.2.5, of the Region of Peel Official Plan.

Region of Peel staff have reviewed the traffic impact study and is satisfied with the proposed access from Mississauga Road. The proposed development is consistent with Sections 5.9.4.2.11 and 5.9.4.2.12.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conform to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The subject property is designated “Residential” on Schedule A – General Land Use Designations and “Designated Greenfield Area” on Schedule 1 – City Concept.

The following Official Plan policies are applicable to this application:

- *Sustainable Planning Framework (section 3.1):*
 - *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;*

Economic Development

- *Promote place making and human scale development that is also environmentally sustainable;*

Urban Design

- *Achieve and sustain a physical environment that is attractive, safe, functional efficient, sensitive to the City’s evolving character, environmentally responsible and that instils a sense of civic pride;*

- *Encourage innovative, diverse and high quality urban design committed to sustainable management practices which supports a framework for environmentally sustainable development;*
- *The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations and incorporate design standards and criteria in accordance with Section 4.10 Urban Design of this plan and the Development Design Guidelines (section 4.2.7.2);*
- *The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility (section 4.2.7.3);*
- *Human scale commercial development shall be encourages through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan (section 4.3.1.2);*
- *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 (section 4.3.1.3);*
- *Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall (section 4.3.1.5 i to vi, viii to xiv):*
 - *Require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;*
 - *Promote an appropriate massing and conceptual design of buildings;*
 - *Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
 - *Encourage the provision of safe and attractive built environments;*
 - *Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers-by;*
 - *Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*

- *Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;*
- *Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- *Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- *Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading, include test management practices to address stormwater runoff and its impact on water quality and infrastructure;*
- *Encourage best management practices for commercial development in terms of waste reduction, and water, soil, air and energy conservation (i.e. green urban and building design standards) and promoting green development and the principles of Leadership in Energy and Environmental Design (LEED) standards) which supports a framework for environmentally sustainable development;*
- *Implement the Flower City Strategy, and;*
- *Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.*
- *The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.3.2.6 d):*
 - *The City may require the submission of appropriate studies to support proposals to designate new small scale business, retail, office or service commercial sites or clusters in Secondary Plans;*
- *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 (section 4.3.2.7);*

- *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 (section 4.3.5.1);*
- *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 (section 4.3.5.2);*
- *Local Retail sites shall be well served by public transit (section 4.3.5.3);*
- *Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas (section 4.3.5.4);*
- *The Local Retail uses are defined as follows (section 4.3.5.5 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).*
- *The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses (section 4.3.5.7);*
- *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 (section 4.5.4.19);*
- *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development (section 4.5.4.24);*
- *A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or*

development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications (section 4.10.1.10 i to vi):

- The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
 - The current condition and use of the building or structure and its potential for future adaptive re-use;*
 - The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
 - Demonstrations of the community's interest and investment (e.g. past grants);*
 - Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
 - Planning and other land use considerations;*
- A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications (section 4.10.1.11);*
 - Archaeological and Heritage Impact Assessments, prepared by qualified heritage conservation professionals, shall be required for land use planning activities and development proposals on lands adjacent to cemeteries. Appropriate mitigation measures may include permanent "no disturbance" buffer zones, appropriate fencing and/or alternative development approaches, as well as temporary protection measures during construction and other activities, as part of the approval conditions to ameliorate any potential adverse impacts that may be caused (section 4.10.5.5);*
 - Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);*

- *The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);*
- *Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);*
- *The design of the major arterial road streetscape will be in accordance with the City’s Street Corridor Master Plan to create a strong, distinct and recognizable image with emphasis on creating strong links with the Flower City Strategy. The City will establish a program for implementing civic design and streetscape treatments for arterial corridors and gateways. Priority will be set in accordance with the hierarchy illustrated in Schedule “2” and the capital road programs of the City and the Region to achieve the most cost effective and visible impacts within the resources available (section 4.11.2.1.6);*
- *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 (section 4.11.2.3.4);*
- *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 (section 4.11.2.3.5);*
- *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 (section 4.11.3.3.4);*
- *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 (section 4.11.3.3.5);*

The proposed development aligns directly with the Official Plan policies concerning the creation of complete communities, that are transit-oriented, pedestrian-friendly and human-scaled. Staff have reviewed and approved the Urban Design Brief submitted with the application. The Urban Design Brief creates a vision for this development by providing design principles that will be implemented at the detailed design stage. The

brief requires the commercial development to be situated at the corner of the intersection of Mississauga Road and Williams Parkway to provide an animated streetscape that is human-scaled. It requires the proposed gas bar and car-wash facility as well as the parking spaces to be located at the rear of the site to ensure that auto-centred uses are not the focus of this development. The site design includes direct pedestrian access to the site from the existing transit stops at the intersection of Mississauga Road and Williams Parkway as well as through the City's major pathway network. The site design incorporates the accessibility standards. Further, the brief also requires the development to provide a high quality landscape treatment that will contribute to an attractive public realm along the street. The landscape treatment also includes vegetative buffers along the northern and eastern property boundaries to provide adequate setbacks from the heritage cemetery and the future residential uses, respectively. Further, the brief also includes design principles for roofscape design, signage, electrical utilities, built form and entrance features. Based on the foregoing, the proposed development is consistent with the Sections 3.1, 4.2.7.2, 4.2.7.3, 4.3.1.2, 4.3.1.5 i to vi, viii to xiv, 4.11.2.13, 4.11.2.1.4, 4.11.2.1.5, 4.11.2.1.6, 4.11.2.3.4, 4.11.2.3.5, 4.11.3.3.4 and 4.11.3.3.5 of the Official Plan.

The subject site is located at the intersection of Mississauga Road and Williams Parkway. Mississauga Road is designated as a "Major Road" in the Regional Official Plan and Williams Parkway is designated as an "Urban Collector Road" in the City Official Plan. Further, there are two transit-stops at this intersection, along both street frontages. As such, this proposal is consistent with Sections 4.3.5.1, 4.3.5.2, 4.3.5.3, 4.5.4.19 and 4.5.4.24 of the Official Plan.

Several studies were required at the time of this application, such as archaeological assessment, traffic impact study, heritage impact study, noise impact study, urban design brief, functional servicing report and planning justification report. These studies have now been approved which satisfies Section 4.3.2.6 d of the Official Plan.

The development proposes a gas bar, a car wash facility and a drive-through restaurant among other commercial uses. Through the review and approval of noise impact study with this application, staff is satisfied that the appropriate measures will minimize noise and visual impact to the future residential uses to the east. These measures include a 4.5 metre high 90 metre long noise barrier fence along the eastern property boundary behind the car wash; a 4.5 metre high 35 metre long noise barrier fence along the northern property boundary; 2 metre high, 3-sided rooftop acoustic screens above the top of the roof for the two HVAC units on the Tim Horton's building; and silencers on the car wash dryer fans. The noise report also recommends a 2.2 metre high fence for the outdoor play area associated with the proposed day care use. This satisfies Sections 4.3.1.3 and 4.3.2.7 and 4.3.5.4 of the Official Plan.

As this site is adjacent to a designated cemetery, a heritage impact study was required with this application. Staff has reviewed and approved the heritage impact study. The study recommends that a vegetative buffer be implemented along the northern property boundary, a heritage plaque be provided by the applicant at the intersection adjacent to

the pedestrian walkway to the site, a decorative metal fence with masonry end pillars be provided along the north property boundary and the principles envisioned in the urban design brief shall be respectful of the adjacent cemetery. These recommendations will be implemented at the detailed design stage. An archaeological assessment Report Stage 1-3 was submitted with this application. No archaeological sites were identified on the subject property and the assessment report was entered into the Ontario Public Register of Archaeological Report. As such, this proposal is consistent with the Sections 4.10.1.10 i to vi, 4.10.1.11 and 4.10.5.5 of the Official Plan.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent of the City of Brampton Official Plan.

Official Plan Amendment

While the “Residential” designation permits commercial uses such as this proposal, the Schedule A2 – Retail Structure does not include the subject site.

The Official Plan Amendment proposes to add the “Convenience Commercial” designation to Schedule A2 (Appendix 12). Based on the foregoing analysis in the Official Plan section, staff is satisfied with the proposed official plan amendment.

Credit Valley Secondary Plan (Area 45)

The property is designated “Low Density 2 Residential” on Schedule 45(a) of the Credit Valley Secondary Plan (Area 45).

The development is subject to the following policies of the Secondary Plan:

- *Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter (section 5.2.4.1);*
- *In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter (section 5.2.4.2 i to iii):*
 - *primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;*

- *limited development of the following complementary uses shall also be permitted without an amendment to this Plan: • private education facilities; • libraries; • day care centres; • health centres; and • public recreation facilities;*
- *a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,*

Credit Valley Block Plan (Sub Areas 1 & 3)

The property is designated “Highway Commercial” in the Credit Valley Block Plan (Sub Areas 1 & 3)

This Block Plan provides design direction for the implementation of the vision and intent identified within the Credit Valley Secondary Plan (Area 45). This Block Plan serves as a supplement to the City’s Development Design Guidelines (DDG), and represents a detailed refinement of the adopted Secondary Plan.

The development proposes to amend the Secondary Plan to re-designate the site from “Highway Commercial” to “Convenience Commercial” Designation.

An Urban Design Brief was submitted with the application to meet the design objectives of the Block Plan and Development Design Guidelines. Staff has reviewed and are satisfied with the Urban Design Brief.

Secondary Plan and Block Plan Amendment

The following is an overview and rationale for the key requirements and restrictions contained in the secondary plan amendment recommended for approval in Appendix 12 of this report that is required to implement the proposed residential uses.

The development proposes to amend the Secondary Plan and Block Plan to re-designate the site from “Low Density 2 Residential” to “Convenience Commercial” Designation. The below criteria is listed in the Credit Valley Secondary Plan to ensure proposals for commercial development satisfy the functionality and land use compatibility component of this plan:

- *To ensure functionality and land use compatibility, the development of commercial designations on Schedule SP 45(a) shall be subject to the following (section 5.3.1.3 i to viii):*
 - *Enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;*
 - *Sites shall be planned as one integrated entity, regardless of ownership or proposed phasing of development, and no portion of any site shall be developed until an integrated plan for the site has been approved by the City;*

- *No outdoor storage of goods or materials shall be permitted;*
- *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;*
- *No commercial development shall be permitted that is bounded by roads on all four sides;*
- *Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;*
- *Commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall have a superior standard of architectural massing and design that is compatible with the upscale character of the immediate area. Conventional large multi-occupant plaza blocks shall not be permitted. Commercial units shall be arranged in smaller buildings of residential proportions and residential-type roof treatment. Innovative and discrete sign treatments shall be encouraged and corporate façade treatments shall be reviewed for compatibility; and,*
- *Commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", or such other guidelines/policies, which supplement or replace it;*

The proposed development will provide retail commercial uses with no outdoor storage. Staff is satisfied that the urban design brief reviewed for this development includes adequate architectural and streetscape treatment that is consistent with City's design guidelines. This development proposes to satisfy the parking requirements of the Zoning By-law. The concept site plan submitted with this application shows 88 parking spaces, which exceeds the Zoning By-law requirement. The proposed commercial buildings will be situated along the intersection of Mississauga Road and Williams Parkway to provide a low-rise building oriented towards the street. The gas bar and associated convenience store will be located at the rear of the development to minimize visibility of auto-oriented uses from the street. Based on the above criteria, staff is satisfied with the proposed secondary plan and block plan amendment.

Zoning By-law Amendment

The subject property is zoned "Agricultural (A)" by By-law 270-2004, as amended. This zoning designation does not permit the proposed commercial uses.

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 13 of this report that is required to implement the proposed commercial uses.

Commercial Zoning Permissions

The Zoning By-law amendment initiates a new site specific “Commercial Three – Section 3014 (C3-3014)” zoning designation that is contained in the Zoning By-law recommended for approval (Appendix 13). The various use permissions, building setbacks and yard requirements, landscaping, along with other commercial requirements, are appropriate in this context in implementing built form objectives and principles outlined in the applicant’s approved urban design brief.

Technical Requirements

The following technical requirements have been satisfied.

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan and City of Brampton Official Plan are satisfied and the development represents good planning.

Transportation Impact Study

A transportation impact study 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, traffic volumes, parking requirements and provisions, vehicle manoeuvring and circulation. The assessment found that traffic generated by the proposal is not expected to have significant impact on the existing roadway operations. Both site accesses are planned to be right-in/right-out accesses and are expected to operate with no operational concerns. The bus bay located along Mississauga Road is expected to have minor impact on the entry access as vehicles will either be queued briefly behind a bus or will have sufficient space to make a right turn into the site after overtaking the bus bay. With a total of 88 parking spaces, the proposed parking spaces exceed the minimum required parking spaces according to City Zoning requirements. Both City and Regional transportation department staff are satisfied with the results of the Traffic Impact Study.

Urban Design Brief

The Urban Design Brief was prepared in compliance with the City of Brampton’s Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive,

transit-supportive and pedestrian friendly development with a well-designed public realm.

Functional Servicing and Stormwater Management Report

The applicant prepared a Functional Servicing and Stormwater Management Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing and Stormwater Management Report concludes that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management.

Stormwater Servicing

The proposed development will discharge the storm flows into an existing 525 mm storm sewer along Williams Parkway. Flows will then be conveyed easterly towards an 1800 mm storm sewer that runs along Royal West Drive, ultimately discharging flow into the stormwater management pond H3.

Sanitary Servicing

The existing sanitary sewer connections located at Royal West Drive via an 8 metre wide servicing easement will service the proposed development. There will be no negative impacts on the downstream sanitary sewers. The report estimates a total sanitary flow of 13.2 L/s for the population of 46 persons.

Water Servicing

The proposed development will connect to an existing 400 millimetre pipe along Williams Parkway and the total of maximum day and fire flow will be 150.2 L/s.

Water Balance

29.85 cubic metres of infiltration must be provided in order to mitigate the water balance requirement for the proposed development. The proposed development utilizes bio swales and an underground stormtech chamber to capture this deficit volume.

Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the development will satisfy MECP's noise guidelines, Region of Peel and City of

Brampton noise guideline limits to determine the need for noise mitigation. The noise mitigation measures will include the following:

- a 4.5 metre high 90 metre long noise barrier fence along the eastern property boundary behind the car wash;
- a 4.5 metre high 35 metre long noise barrier fence along the northern property boundary;
- 2 metre high, 3-sided rooftop acoustic screens above the top of the roof for the two HVAC units on the Tim Horton's building; and silencers on the car wash dryer fans; and,
- A 2.2 metre high acoustic fence along the Mississauga Road boundary of the proposed outdoor play area with the daycare.

Arborist Report and Tree Inventory and Tree Preservation Plan

The applicant prepared an Arborist Report and a Tree Inventory and Tree Preservation Plan which contains an inventory of all tree resources over 15 cm diameter at breast height (DBH) on or within 10 metres of the proposed development on private lands, and which evaluates potential tree saving opportunities. The study found a total of 17 trees meeting this definition and 10 trees will be removed to accommodate the proposed development.

Heritage Impact Assessment

The applicant prepared a Heritage Impact Assessment (HIA) to determine the impact of the proposed development on the heritage value of the Huttonville Cemetery, a part IV designated property, located adjacent to the proposed development. The HIA recommends certain measures that will avoid direct and indirect impacts to the heritage attributes associated with the Huttonville Cemetery. The measures include the site design to incorporate a vegetative buffer along the northern property boundary and a retaining wall along a specific section of the northern property boundary to avoid indirect impact to the trees on the cemetery. The measures also require the inclusion of certain design principles in the urban design brief that aim to avoid direct and indirect impact to the cemetery. Finally, the measures require the installation of a heritage plaque at the intersection of Mississauga Road and Williams Parkway to inform pedestrians about the significance of this cemetery.

Phase I and II Environmental Site Assessment

The applicant prepared a Phase I and II Environmental Site Assessment (ESA) to determine the soil quality at the subject site. The Phase II ESA concludes that appropriate remedial actions were completed and the subject property is suitable for the proposed development.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 48 points that satisfies the City's Bronze Threshold. Staff will work closely with the applicant to in an effort to raise the sustainability score for this development.