

### Information Summary

Notwithstanding the information summary provided below, staff advise 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 (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

#### Planning Act R.S.O 1990 and Provincial Policy Statement (2020)

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- (h) The orderly development of safe and healthy communities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) The promotion of built form that,
  - (i) Is well-designed,
  - (ii) Encourages a sense of place, and
  - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The site is within a Settlement Area as defined by the PPS. The PPS policies that are applicable to this application are as follows:

#### 1.1.1

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable 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;

- e) 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;
  - f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.
- 1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.
- 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.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

- 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
  - e) requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.
- 1.6.7.4 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.
- 1.7.1 b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Built-up Area" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure its conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on following:
- a) the vast majority of growth will be directed to settlement areas that:
    - i. have a delineated built boundary;
    - ii. have existing or planned municipal water and wastewater systems; and
    - iii. can support the achievement of complete communities;
  - c) within settlement areas, growth will be focused in
    - i. delineated built-up areas;
    - 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;
  - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- 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;
  - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.
- e) provide for a more compact built form and a vibrant public realm, including public open spaces.

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are designated “Urban System” and identified as “North West Brampton Urban Development Area” on *Schedule D – Regional Structure* in the Regional of Peel Official Plan.

The applicable sections of the Regional Official Plan for this development application include:

Urban System Objectives:

- 5.3.1.2 To achieve sustainable development within the Urban System.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel

Urban System Policies:

- 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.
- 5.3.2.6 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;

5.3.4 North West Brampton Urban Development Area

5.3.4.1 Objectives

- 5.3.4.1.1 To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region.

5.3.4.1.2 To develop complete and transit supportive communities.

5.3.4.1.5 To achieve orderly, cost effective and timely development.

#### Growth Management Objectives:

5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

#### 5.8 Housing

##### 5.8.1 General Objectives

5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.

5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.

5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.

##### 5.8.2 General Policies

5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

#### **City of Brampton Official Plan:**

The City of Brampton's 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 property is designated "Residential" on *Schedule A: General Land Use Designations*. It is also identified as "Designated Greenfield Area" on *Schedule 1: City Concept* and "Convenience Retail" on *Schedule A2: Retail Structure* in the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 3.2.8 New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided
- 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.
- 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:
- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
  - (ii) The development contributes to the City's desired housing mix;
  - (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
  - (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
  - (v) There is sufficient existing or planned infrastructure to accommodate the development;
  - (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
  - (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
  - (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height,

massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

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

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the

regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

It is the objective of the Residential Policies to:

- b) Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;
- c) Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;

#### 4.2.7 Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;

#### 4.3.2 Retail

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.

- b) Proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or

planned function, environmental, design and traffic impact of such a change in designation;

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

4.3.2.9 The City shall interpret the location of Retail designations on Schedule “A2” of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including livework units in a residential area to be designated in Secondary Plans, where applicable.

#### 4.3.5 Local Retail

4.3.5.4 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.

4.3.5.5 The Local Retail uses are defined as follows:

- 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).

### **Mount Pleasant Secondary Plan (Area 51)**

The property is designated “Motor Vehicle Commercial” and “Convenience Retail” in the Mount Pleasant Secondary Plan (Area 51A). The east portion of the property is also located in the “Mixed-Use Areas 1”. The applicable Secondary Plan policies include but are not limited to:

5.2.1.1 Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will

be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage.

- 5.2.1.2 Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, LiveWork units, seniors' residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.
- 5.2.1.6 A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.
- 5.2.1.7 The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.
- 5.2.1.9 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines.
- 5.2.1.10 Provision of on-street parking should be encouraged wherever feasible.
- 5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the Secondary Plans adjacent to the Mount Pleasant Secondary Plan, the commercial designations shown on Schedule SP 51(a) together with the Commercial designations in the Mixed-Use Areas, are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP 51(a) shall be permitted
- 5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations and commercial uses within the "Mixed-Use" designations on Schedule SP51 (a) shall be subject to the following policies:
  - i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of the Official Plan and this Chapter;
  - ii) Outdoor storage or display of goods or materials as the principal use shall be prohibited;

- iii) Provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffering treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
  - iv) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.
- 5.3.4.1 The lands designated Convenience Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.
- 5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.
- 5.3.4.3 The lands at the north-east intersection of Sandalwood Parkway West and Mississauga Road, designated “Convenience Retail” on Schedule SP 51- 1, shall have a maximum floor area of 4,645 square metres (50,000 square feet) and a supermarket shall not be permitted. Food related retail uses other than a supermarket are permitted up to a maximum floor area of 1,393 square metres (15,000 square feet).
- 5.3.5.1 Motor Vehicle Commercial Sites cannot be located within the centre of any Mixed-Use Nodes/Areas.
- 5.3.5.2 The lands designated Motor Vehicle Commercial on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.13 of the Official Plan, this Chapter and other relevant policies of the Official Plan.
- 5.3.5.3 Where a Motor Vehicle Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Natural Heritage System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

The proposal is to facilitate a mixed use development consisting of significant number of residential units that is located on a portion of the site that is designated for commercial uses. An Amendment to the Secondary Plan is required.

### **Block Plan Area No. 51-1**

The lands are designated “Convenience Retail” and “Motor Vehicle Commercial” in the Mount Pleasant (Area 51-1) Block Plan. An Amendment to the Block Plan is required based to facilitate this proposal.

### **Zoning By-law:**

The subject site is zoned “Commercial Three – Section 2294 (C3-2294)” and “Highway Commercial One – Special Section 2295 (HC1-2295)” in the City of Brampton Zoning By-law 270-2004. The “C3-2294” Zone permits a variety of commercial uses such as restaurants, offices, retail establishments, commercial schools, and supermarkets. Residential uses of any kind are not permitted. An Amendment to the Zoning By-law is required to facilitate the proposed development.

### **Sustainability Score & 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 35 points, which achieves the City’s Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

### **Documents Submitted in Support of the Application**

- Concept Plan
- Shadow Study
- Phasing Plan
- Survey / Legal Plan
- Public Consultation Strategy
- Planning Justification Report
- Urban Design Brief
- Sustainability Score and Summary
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Noise Study
- Functional Servicing Report
- Tree Inventory Preservation Plan
- Geotechnical/ Soils Report
- Environmental Site Assessment (Phase 1)

- Record of Site Condition
- Archaeological Assessment
- Traffic Impact Study/ Parking Study
- Landscape Concept

The City may request further technical information necessary for its review, based on agency circulation or public input. Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.