

Detailed Planning Analysis OZS-2021-0007

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 Mount Pleasant Secondary Plan (Area 51) provides direction that supports land use planning in a logical and well designed manner, and supports sustainable long term economic viability. A summary of how this proposal satisfies the intent of these policies is outlined below.

The Planning Act:

As set out in Section 2 of the Planning Act, this proposal has regard for the following matters of Provincial interest:

- Section 2(a) - The protection of ecological systems, including natural areas, features and functions;*
- 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(j) - The adequate provision of a full range of housing;*
- 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;*

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 as outlined below.

- 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;*
 - b) 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;*

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.*

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;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

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.

1.1.3.4 *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; and

- 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:

- 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;*
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5.1 Healthy, active communities should be promoted by:

- 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;*
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.*

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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 Long-term economic prosperity should be supported by:

- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems,

should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

2.6.4 *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.*

This property is located within a settlement area that is defined in provincial and municipal planning documents. The proposal is intended to be an extension of the existing development in the area and utilizes a largely medium density form with some low density to provide a range of housing types while making efficient use of existing and planned infrastructure capacity and services so that there is no unforeseen land consumption and servicing costs.

This development accommodates a range of land-uses by delivering a mix of residential typologies and includes a mixed use commercial block in relatively close proximity to existing and planned transit options, recreational opportunities, and community and commercial services. The development of this site and the use of planned services satisfy sections intensification of the property and the use of existing services satisfy Sections 1.1.1(a-c, e and g), 1.1.2, 1.1.3.1, 1.1.3.2(a, b, e and f), 1.4.1, 1.4.3(c and d), 1.4.3(f), 1.6.7.2, and 1.6.7.4 of the Provincial Policy Statement.

There are no expected environmental or public health concerns associated with this proposal. There is a limited amount of natural heritage features on the site. A natural heritage block will be provided on the southwest corner of the site and will connect visually, physically and functionally to the existing natural heritage channel to the west and to the south. This natural heritage block will also provide walkways that will connect to the rest of the community. In addition, proposed open space blocks, walkways and active street frontages create inviting spaces for people to interact, supports pedestrian connectivity and encourages active transportation. This satisfies 1.1.1(c), 1.1.3.4, 1.5.1 and 2.1.2 of the Provincial Policy statement.

The proposed Official Plan and Zoning By-Law amendment will support a mix of uses, densities and built form that will utilize stronger massing and height. The increase in population will help support existing commercial development in the area, as well as the planned mixed-use residential/commercial which is planned as part of this proposal. This reinforces the vibrancy, character, and sense of place and overall importance of the Clockwork Drive and Chinguacousy Road intersection. To enhance this, the area will also benefit from the existing Robert Hall House, a heritage resource, which is proposed to be preserved and relocated to the southeast corner of Chinguacousy Road and Clockwork Drive adjacent to an open space block. This will complement the 'heritage campus' on the neighbouring lands to the west of Chinguacousy (Keith Monkman Park and Beechwood House) and contribute to the character, identity and sense of place of the local community. This satisfies 1.7.1(d), 2.6.1 and 2.6.4 of the Provincial Policy statement.

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

Growth Plan for the Greater Golden Horseshoe (2020)

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe. The Growth Plan is designed to support economic prosperity and help communities achieve a high quality of life by planning for complete communities that prioritize intensification, support a range of housing options, and use land efficiently. This application conforms to the Growth Plan as outlined below.

2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the 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 waste water systems; and*
 - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth 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;*
- c) *provide a diverse range and mix of housing options, including additional residential 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;*

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.*

4.2.2.6 *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*

a) *will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS.*

4.2.7.1 *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*

This property is located within a settlement area that is defined in provincial and municipal planning documents. The development is proposed to be located in a designated greenfield boundary that has access to existing municipal water, wastewater and storm services. The cost of the connections to the site will be borne by the developer.

The proposed development achieves a desirable compact built form and mix of residential typologies, and convenience commercial uses that will support the achievement of a complete community. The proposed development is well designed to accommodate pedestrian connectivity and provides convenient access between residential uses, commercial uses, open space blocks and public transit, all of which will support the use of active transportation. The development will support future high density residential on the mixed use residential/commercial block. This will provide additional choices for people and provides additional opportunities for housing for people at different stages of life, household sizes and incomes. The location of the development places future residents within walking distance of commercial establishments, transit as well as open spaces and parks facilitating the achievement of complete and healthy communities. The overall density will also help achieve the Growth Plan target of 50 residents and jobs combined per hectare for designated greenfield areas.

The location of the mixed-use residential/commercial block at the northeast corner of Chinguacousy Road and Clockwork Drive is located near existing transit and pathways that will encourage active transportation. Integrating residential and commercial on this site supports complete and walkable communities. Detail design of the mixed-use residential/commercial block will be reviewed through a formal site plan approval process.

This proposal intends to relocate a heritage resource, and will provide a natural heritage feature that will connect to the features in the surrounding development. This enhances the preservation of cultural and natural heritage features that are important to the City.

The proposed density forms on the property in close proximity to planned amenities, the proposed form, the provision of commercial, and the delivery of a range of housing choices satisfy Sections 2.2.1.2 (a, c and d), 2.2.1.4 (a, c, d and e), 2.2.5.3, 2.2.5.4, 2.2.5.15, 2.2.6.1a, 2.2.6.2(a to d), 2.2.6.3, 2.2.7.1(a-c), 2.2.7.2, 4.2.2.6 and 4.2.7.1 of the Growth Plan.

Based on the above, staff is satisfied that the proposed Official Plan amendment and Zoning By-law conforms 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. It is intended to 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 located within the *Urban Boundary* and is designated *Urban System* in the Region of Peel Official Plan. The proposed Zoning by-law Amendment to implement this proposal conforms to the Regional Official Plan as outlined below.

The 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.*

Urban System Policies

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary 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.*

North West Brampton Urban Development Policies

- 5.3.4.1.1 *To accommodate a significant portion of future growth of the designated areas of Peel Region.*
- 5.3.4.1.2 *To develop complete and transit supportive communities.*
- 5.3.4.1.4 *To ensure the provision of major infrastructure while minimizing the financial impact on Peel Region and member area municipalities.*
- 5.3.3.1.5 *To achieve orderly, cost effective and timely development.*
- 5.3.4.2.1 *The policies of the Growth Plan apply to the Northwest Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional council to ensure that the applicable requirements of the Growth Plan are met in planning and development of Northwest Brampton.*
- 5.3.4.2.2 *In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:*
 - b) *That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary, and in accordance with the City's Growth Management Program;*
 - c) *That a Phase 1 area and amount of development within North West Brampton be defined in the Brampton Official Plan based on the amount of development that can be supported by the existing and planned arterial road network and transit systems, exclusive of a North-South Transportation Corridor;*
 - h) *Provide measures to minimize the financial impact of major infrastructure development on the Region and member area municipalities."*

Growth Management Objectives

- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*
- 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.*

Growth Management Policies

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities 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 public open space and easy access to retail and services.*

Intensification Objectives:

- 5.5.3.1.1 *To achieve compact and efficient urban forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

Intensification Policies

- 5.5.3.2.2 *Facilitate and promote intensification.*

Greenfield Density Objectives

- 5.5.4.1.1 *To plan and designate greenfield to contribute to complete communities.*
- 5.5.4.1.2 *To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.*
- 5.5.4.1.3 *To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*
- 5.5.4.1.4 *To optimize the use of designated greenfield area.*
- 5.5.4.1.6 *To manage greenfield growth to support Peel's economy.*

Greenfield Density Policies

- 5.5.4.2.2 *Development with the designated greenfield areas shall be designed to meet or exceed the following minimum densities:*
City of Brampton: 51 residents and jobs combined per hectare.
- 5.5.4.2.6 *Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling*

Housing 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.*

Housing Policies:

- 5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*
- b) *cost-effective development standards for new residential development, redevelopment and intensification.*
- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of the Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

Transportation System Objectives:

- 5.9.1.2 *To develop and promote a sustainable, safe, efficient and integrated multi-modal transportation system.*
- 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation.*
- 5.9.1.5 *To optimize the use of the Region's transportation infrastructure and services.*
- 5.9.1.10 *To support the integration of transportation planning, transportation investment and land use planning.*

Major Road Network Policies

- 5.9.4.2.12 *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.*

The Regional Official Plan indicates that this site is located within the Region's Urban System as well as a *Designated Greenfield Area*. The objectives of the Regional Official Plan is to achieve sustainable development by establishing healthy, complete, compact communities that offer a wide range and mix of housing, employment, recreational and cultural activities as well as supporting multi-modal transportation. The Regional Plan promotes sustainable development and intensification opportunities while optimizing the use of land and planned infrastructure, as well as planning for complete and transit supportive densities with the designated greenfield area.

The proposed development contributes to the establishment of healthy complete urban

communities by improving access to a range of housing options and maintains convenient access to existing and planned services including but not limited to, public transit, schools, active transportation infrastructure, and commercial services. The proposed development seeks to maintain the local-serving retail function on the subject lands while also integrating a greater range of residential uses and built form (low-rise to potential mid-rise).

The proposal represents a form of development that optimizes the use of land and infrastructure through intensification and a mix of land uses. Further, the proposed residential and commercial densities will contribute to the achievement of the minimum density requirements established by the Regional Official Plan for greenfield areas.

The proposed development better supports opportunity for integration of transportation planning, transportation investment and land use planning than what would be permitted under the existing land use policy framework. Achieving higher densities will support transit usage and investment in the area. The proposed mix of uses, including the mixed-use residential/commercial block and use of walkway blocks and pedestrian connections will encourage the use of active transportation to access local needs and will support the viability of existing transit and future potential service improvements.

With respect to traffic, the approved Traffic Operations Review submitted in support of this application has determined that the trip generation, trip distribution and subsequent traffic analysis confirms that the intersections of Mayfield Road and Chinguacousy Road, Chinguacousy Road and Clockwork Drive, and Clockwork Drive and the site accesses will operate under satisfactory conditions. No access to the internal street network is proposed from Mayfield Road.

The proposed development is located within the Mount Pleasant Secondary Plan Area (SPA51), which has been planned to facilitate development in support of a transit oriented mixed-use community. The proposed development contemplates a compact mix of residential and commercial uses that will support the creation of a complete and transit supportive community in northwest Brampton. This will contribute to the growth and intensification in northwest Brampton, support the efficient use and investment in infrastructure, and will support the objectives of the Growth Plan.

As demonstrated by the supporting studies filed with the first submission of the application, the proposed development can be supported by existing and planned infrastructure, including transportation systems and has been planned to not conflict with planned infrastructure improvements. Further, the redevelopment of the subject lands will facilitate the completion of a portion of the East Central NHS Channel that will connect the broader community.

The proposed development proposal helps promote the Urban System Objectives 5.3.1.2, 5.3.1.3, 5.3.1.4, 5.3.1.5, Urban System Policies 5.3.2.2, 5.3.2.3, 5.3.2.6 (a-d), Northwest Brampton Urban Development Policies 5.3.4.1.1, 5.3.4.1.2, 5.3.4.1.4, 5.3.4.1.5, 5.3.4.2.1, 5.3.4.2.2(b, c and h), Growth Management Objectives 5.5.1.5, 5.5.1.6, Growth Management Policies 5.5.2.1, Intensification Objectives 5.5.3.1.1, 5.5.3.1.2, 5.5.3.1.3, 5.5.3.1.4, 5.5.3.1.6, 5.5.3.1.5, 5.5.3.1.6, 5.5.3.1.8, Intensification Policies 5.5.3.2.2, Greenfield Density Objectives 5.5.4.1.1, 5.5.4.1.2, 5.5.4.1.3, 5.5.4.1.4, 5.5.4.1.6, Greenfield Density Policies 5.5.4.2.2, 5.5.4.2.6, Housing Objectives 5.8.1.1,

Housing Policies 5.8.2.2(b), 5.8.2.6, Transportation System Objectives 5.9.1.2, 5.9.1.3, 5.9.1.4, 5.9.1.5, 5.9.1.10, Major Road Network Policies 5.9.4.2.12.

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

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 Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Plan.

The site is designated *Residential* in the Official Plan. This designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary commercial, institutional and public uses are also permitted.

The Official Plan indicates that the property is within a *Designated Greenfield Area*. Lands within this designation is expected to contribute to the creation of complete communities by providing a diverse mix of land-uses and creating an urban form that supports walking, cycling and transit. A minimum density target of 50 people and jobs per hectare should be achieved. Notwithstanding this minimum target, the Mount Pleasant Block Plan 51-2 is to achieve a density of approximately 64 people and jobs combined per net hectare over the entire Mount Pleasant Block Plan area.

The City's Retail Structure in the Official Plan identifies the location of land uses primarily involving commercial establishments. This site is designated *Neighbourhood Retail* within the retail structure as shown on *Schedule A2 – Retail Structure*. Proposals to change the intent of the policies related to this designation requires a market impact/planned function analysis that demonstrates that there is limited need for neighbourhood retail at this location, and the need is satisfied elsewhere. This was submitted in support of this development application.

The Official Plan also indicates that this site exhibits heritage value and is designated as a *Class B Heritage Resource*. On-site retention of heritage resources is preferred before resorting to relocation. Appropriate measures to mitigate impacts on the heritage resource shall be implemented as part of this development approval.

The following Official Plan policies are applicable to the application:

The application has been evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

3.1 *Residential*

- *Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.*

- *Develop, healthy, sustainable 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.*

3.2.8 *Communities (excerpt)*

The City's new communities will develop in the Designated Greenfield Areas which is a finite land area given that Brampton's urban boundary extends to the municipal limits. Planning for new communities will be based on an ecosystem approach that integrates social, cultural, environmental and, economic considerations, ensures comprehensive natural heritage system planning and the principles of sustainability.

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.

Priority will be given to compact development which creates a pedestrian-friendly environment where uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

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.*

4.2 *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.

- 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.*
- 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.*
- 4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.*
- 4.2.1.15 The City shall consider the following natural heritage planning principles in the design of residential development:*
- ii. Protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;*
- 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.*
- 4.3.2.6 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:*
- 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;*

- c) *Applications for the redesignation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable;*
- 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:*
 - 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.*
- 4.5.4.6 *The City shall use transit infrastructure to help shape growth in a way that will support transit use and reduce traffic congestions.*
- 4.5.4.23 *The City shall work with the Region to plan new Greenfield communities at a minimum density of 51 persons and jobs per hectare, a density that supports at least community level transit service.*
- 4.5.4.24 *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.*
- 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.*
- 4.10.1.9 *Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.*
- 4.10.1.10 *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:

- i. The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
- ii. The current condition and use of the building or structure and its potential for future adaptive re-use;*
- iii. The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- iv. Demonstrations of the community's interest and investment (e.g. past grants);*
- v. 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,*
- vi. Planning and other land use considerations.*

4.10.1.11 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.

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.*

4.10.1.18 The City's "Guidelines for Securing Vacant and Derelict Heritage Buildings" shall be complied with to ensure proper protection of these buildings, and the stability and integrity of their heritage attributes and character defining elements.

4.10.1.19 Adoption of the Guidelines may be stipulated as a condition for approval of planning applications and draft plans if warranted.

4.11.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.

- 4.11.3.3.4 *Pedestrian access between arterial roads and the interior of blocks shall be designed to minimize walking distance and to provide easy accessibility to transit stops.*
- 4.11.3.4.1 *Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.*
- 4.11.3.4.3 *The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.*
- 4.15.7 *The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types and densities ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.*
- The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include significant retail and commercial opportunities situated in the general vicinity of Mississauga Road and Bovaird Drive West to be defined through the Secondary Plan. Any regional retail component will complement the transit-oriented mixed-use community in proximity to the Mount Pleasant GO Transit Station.*

Land-use:

Similar to the Provincial and Regional planning documents discussed so far in this report, a major theme in the Official Plan is to ensure development and growth takes place that enables more efficient use of existing infrastructure including transit, parks, municipal and community services and water and waste water infrastructure.

Mixed-Use Development:

As noted throughout this report, the proposed development provides a range of dwelling types, including the possibility of the mixed residential/commercial block being developed with higher density residential uses in conjunction with commercial uses. A Natural Heritage System Block is also included that will enhance the function of the larger natural heritage features.

The proposed development will uphold the high standards of urban design required for Mount Pleasant generally, and for mixed use development specifically, through a strong architectural landscape treatment/design of the dual-frontage (rear-lane) townhouses

and mixed-use residential/commercial block. The proposed pedestrian network ensures convenient and safe access to Chinguacousy Road, Mayfield Road and Clockwork Drive, the future commercial uses, the NHS trail connections, existing and planned public transit stops, as well as schools.

Staff is satisfied that the proposed development conforms to Section 4.2, 4.2.1.1 to 4.2.1.3 and 4.2.1.15, 4.11.3.3.2, 4.11.3.3.4.

Mixed Use/Medium Density Residential/Convenience Commercial Block:

The location of the mixed-use residential/commercial plaza at the corner of Chinguacousy Road and Clockwork Drive makes it easily accessible, not only to the new residents of the subject subdivision, but also to other developments in the neighbourhood. This block is intended to first be developed with a commercial plaza expected to contain up to 2300 square metres of commercial space, but also allow future expansion for additional commercial uses, as well as residential uses. This block will also support a proposed density that supports public transit and makes efficient use of municipal infrastructure. Through a future site plan approval process, high standards of urban design including high quality materials, having buildings address the street, superior landscaping as outlined in the Mount Pleasant Secondary Plan (Area 51) will be implemented.

Staff is satisfied that the proposed development conforms to Section 4.2, 4.2.1.1 to 4.2.1.3 and 4.2.1.15, 4.11.3.4.1, 4.11.3.4.3.

Cultural Heritage:

The Robert Hall House is planned to be well integrated and celebrated within the proposed development. The applicant seeks to preserve, restore and relocate the Robert Hall House so it is closer to the intersection of Chinguacousy Road and Clockwork Drive, adjacent to a proposed walkway block which will contain a plaque and some information outlining the heritage value. The intent is to create an extension of the 'heritage campus' that was started on the opposite side of Chinguacousy Road where Beechwood House Heritage Resource and Keith Monkman Park are located. The proposed location of the Robert Hall House will improve visibility of heritage resource along the surrounding streets and walkways, will contribute to the character of the neighbourhood, and will offer better opportunity for public appreciation and enjoyment. The house will remain as a residential use, will be restored and designated under the Ontario Heritage Act. The Zoning By-Law Amendment attached as Appendix 12 contains specific provisions to accommodate the heritage house in the proposed new location.

Staff is satisfied that the proposed development conforms to Sections 4.10.1.8 to 4.10.1.12, 4.10.1.18 and 4.10.1.19.

Transportation:

As shown on *Schedule B – City Road Hierarchy* of the Official Plan, Mayfield Road is identified as a “Major Arterial (Regional)” road, Chinguacousy Road is identified as a “Major Arterial (City)” road and Clockwork Drive is identified as a “Collector” road. *Schedule C – Transit Hierarchy* of the Official Plan identifies the sections of Mayfield

Road and Chinguacousy Road adjacent to the subject lands as “Secondary Transit Corridors”. South of the subject lands, Chinguacousy Road becomes a “Primary Transit Corridor” south of Wanless Drive, and Wanless Drive also becomes a “Primary Transit Corridor” east of Chinguacousy Road.

The site is located at the intersection of two Major Arterial Roads, which is a location encouraged for a higher density mix of uses in order to support transit use and infrastructure planning. The mixed use residential/commercial block has been sited further south at the northeast corner of Chinguacousy Road and Clockwork Drive to avoid access conflicts with the Mayfield Road intersection. The proposed location of the mixed use residential/commercial block will ensure the extension of retail uses further south into the local community allowing it to be more accessible using active transportation options. The proposed development concept also provides for excellent internal pedestrian movement, in that residents can conveniently access the existing transit stop on Clockwork Drive.

Staff is satisfied that the proposed development conforms to Section 4.15.7 of the Official Plan.

Proposed Amendment:

The site specific amendment to the Official Plan seeks to:

Amend Schedule A2-Retail Structure to redesignate a smaller area to Convenience Retail.

An amendment to the parent Official Plan document is generally not required to allow convenience commercial uses in an area designated *Residential*, however, in this case, because the site is also designated *Neighbourhood Commercial*, in the Retail Structure of the Official Plan, an amendment to the Official Plan is required to remove the *Neighbourhood Commercial* designation and re-designate a smaller portion of the area to a *Convenience Commercial* designation.

In 2016, J.C. Williams Group Limited (JCWG) was retained by the City of Brampton to complete a Retail Policy Review as part of the Official Plan review. In May 2017, they completed their report titled *City of Brampton Retail Policy Review Phase 2 Report*.

The purpose of this study was to:

“...review current market trends and projections, to update the retail hierarchy, and policies in the Official Plan and to develop strategies to support development of the retail sector in accordance with the City’s Strategic Plan, the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe”

The recommendations for this study gives support to the approach adopted by the proposed development, whereby neighbourhood retail needs and functions are balanced with market feasibility and viability.

In the JCWG update of the retail hierarchy across the City, Neighbourhood Retail sites, such as the subject lands, were recommended to be designated as “Low Intensity Mixed Use” which is described as:

“Low Intensity Mixed Use is intended to integrate the Local Retail designation that includes both neighbourhood and convenience retail. The policies dealing with the Low

Intensity Mixed-use areas should identify that they are generally planned as multi-use, multi-purpose developments that contain retail, community, institutional, recreational, local-serving office, and residential uses. The retail function should offer small-scale retail and service commercial uses that serve the nearby residents. They should be located at intersections that are served by transit.”

Due to the experience that JCWG has in Brampton, they were selected by City staff to peer review the Commercial Needs Assessment prepared by the Tate Economic Research Inc. (TER).

The TER Commercial Needs Assessment established JCWG were in agreement with Commercial Assessment prepared by TER.

Based on the peer review, staff is satisfied that a reduction in the amount of commercial provided for this area is appropriate and conforms to the general intent of the Official Plan.

Mount Pleasant Secondary Plan (Area 51) and Mount Pleasant Block Plan 51-2

The property is designated *Neighbourhood Retail* in the Mount Pleasant Secondary Plan (Area 51). The Secondary Plan also indicates a *Heritage Listed Resource* on the property that is considered to be of value and intended to be retained.

The property is designated “Neighbourhood Commercial”, “NHS Channels/Buffer” and “Heritage Listed Resource” in Block Plan 51-2.

The current policy related to the *Neighbourhood Retail* designation of the site is:

5.3.3.2 *Notwithstanding Section 4.2.11 of the Official Plan, the Neighbourhood Retail designation at the southeast corner of Chinguacousy Road and Mayfield Road, shall have a maximum site area of 9 hectares (22 acres), a maximum floor area 23,225 square metres (250,000 square feet), shall permit only one supermarket or food store and development shall be in accordance with high standards of design, landscaping and/or building setbacks.*

The proposal has also been evaluated against the General Vision and Objectives and the Cultural Heritage policies of the Secondary Plan. These include but are not limited to:

4.2.1 *To protect, restore and enhance the diversity and connectivity of natural features and their long-term ecological functions and biodiversity of the Natural Heritage System, while balancing it with other requirements of complete and compact community in accordance with the policies of the Provincial Growth Plan.*

4.2.2 *To recognize the diversity and connectivity of natural features and areas, including their ecological function in the development of the Natural Heritage System.*

4.2.4 *To provide a variety of housing types and densities, including Mixed-Use buildings and Live-Work units in strategic locations that are compatible with, and will benefit from, visual and physical connection to the*

ecologically sustainable features and functions of the natural environment and cultural landscape of the area.

4.2.6 *To develop excellence in community living based on the application of the following principles:*

- i. a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;*
- ii. the promotion of excellence in civic design in both the public and private realm;*
- iii. an interconnected system of open space, including recreational areas and natural features and areas;*
- iv. a range of recreational and community facilities that facilitate shared use where practical;*
- v. integration of new development with existing residences and road patterns in and adjacent to the new community;*
- vi. an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;*
- vii. efficient transportation links;*
- viii. LEED Neighbourhood design, where practical; and,*
- ix. practical and cost effective innovations to support the development of a sustainable community that encourages where possible, the application of low impact development, approximate targets for an urban forest canopy and, the restoration, linkage and enhancement of natural features where appropriate.*

4.3 *Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Mount Pleasant Secondary Plan:*

- i. Plan for a Complete Community with a clear distinct structure, identifiable edges and gateways, local nodes, neighbourhoods and open space system.*
- ii. Plan for a well-designed, Mixed-Use pedestrian friendly community that is of a superior built form for both public and private uses that provides a variety of housing forms and densities, employment opportunities and promotes public safety.*
- ix. Ensure that the provisions of the Provincial Growth Plan, including a density and employment target, and the City's Growth Management Strategy are implemented to ensure that growth occurs in an orderly fashion commensurate with the availability of infrastructure and community services.*

- xi. Include appropriate, cost effective and alternative planning and development standards to guide the development of the Mount Pleasant Community including, but not limited to, flexible zoning standards, on-street parking, bike lanes, reduced right-of way widths and laneways.*
- xvi. To create an urban environment that provides for safe, functional and attractive residential neighbourhoods;*
- xvii. To provide an integrated parks and open space network, that supports the Natural Heritage System and has a clear functional relationship to the overall community and the neighbourhoods served;*
- xix. To promote a connective pathways, bike lanes and trails system to facilitate pedestrian and bicycle accessibility;*
- xx. To establish urban design guidelines that encourage the development of attractive, safe, and where appropriate, compact urban and pedestrian scale built forms within the community;*
- xxi. To establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;*
- xxiv. To promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system.*

8.2 *Schedule SP51 (a) and Appendix A of this Chapter identifies Cultural Heritage Resources “Recommended for Retention” by the approved Mount Pleasant Secondary Plan Cultural Heritage Component Study. These resources are considered to be of cultural heritage value or interest and are recommended to be retained and conserved on their original sites, when deemed feasible from a structural, land use, programming and financial perspective. If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere, failing which they may be demolished in accordance with municipal requirements. The provisions of Section 8.2 do not apply to the Alloa Cemetery at the south-west corner of Creditview Road and Wanless Drive. With respect to the Alloa Cemetery, the Cemeteries policies of Section 4.8.13 of the Official Plan shall apply, and the regulations set out 39 in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.*

8.4 *Cultural Heritage Resources will be identified for retention through the approved Heritage Study. The integration of identified Cultural Heritage Resources into new development proposals based on their original use or an adaptive reuse is to be guided by a suitable Conservation Plan for each property. City Council shall obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing Cultural Heritage Resources should be retained, relocated or demolished.*

- 8.5 *Where a development proposal will impact a cultural heritage resource identified for retention by the approved Heritage Study, the City shall require the applicant to prepare a Heritage Resource Assessment which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council.*
- 8.6 *Assuming that the resource identified in Section 8.5 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council, including heritage designation under the Ontario Heritage Act, as appropriate.*
- 8.7 *All development adjacent to or incorporating a cultural heritage resource should, from a built form perspective be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.*
- 8.9 *Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the approved Heritage Study.*
- 8.10 *Those Cultural Heritage Resources identified for retention in the approved Heritage Study shall be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities shall be reduced or released accordingly.*

The proposed development maintains the function of a complete community by ensuring an appropriate amount of convenience commercial space to accommodate local resident needs. The proposed dual frontage (rear-lane) townhouses and the mixed use residential/commercial block establish an appropriate urban edge along Chinguacousy Road and Mayfield Road. The proposed development will reinforce the prominent location through a distinct, architectural character that builds on the architecture in the surrounding area that will also enhance the heritage resource to be preserved on site.

The layout and design of the proposed development supports a well-connected and safe pedestrian and cycling network, which provides convenient access to the commercial uses within the mixed use residential/commercial block, existing and future public transit stops, trail connections, and open spaces. The proposed residential uses and densities will promote the use of public transit by increasing the potential ridership in the area. Further, the proposed residential uses will support the implementation and achievement of density targets.

In addition, the proposed mix of uses and residential density provides a more efficient use of public infrastructure and is more financially prudent in terms of providing servicing and transit to a Designated Greenfield Area undergoing transition. Further, the proposed development represents a better opportunity to support the long-term economic viability of the area by attracting and sustaining future commercial tenants.

The proposal conforms to Sections 4.2.1 to 4.2.4, 4.2.6, 4.3, 88.2, 8.4 to 8.7, and 8.9 to 8.10.

Amendment to the Secondary Plan and Block Plan:

The site specific amendment to the Secondary Plan seeks to:

Amend Schedule 51(a) and the Layout for Block Plan Area 51-2 to introduce a *Low Medium Density* Designation, and a *Mixed Use Area* designation. A *Natural Heritage System* Designation is also being added to reflect the Block Plan Layout. Appropriate text is included that will provide general guidance for development in the area, and provide a minimum amount of commercial within the *Mixed Use Area* designation.

The residential component proposed on the site is a logical extension of the existing development in the area. The Amendment proposed is required to mainly guide development of the proposed mixed use residential/commercial block. The existing Secondary Plan policies and zoning for this site currently facilitates a typical suburban retail development with single-storey built form and surface parking which does not encourage intensification or represent a compact built form. Although the presence of commercial uses close to future residential uses is notionally consistent with supporting complete communities and active transportation, the addition of residential uses does not preclude achieving this objective as convenience commercial uses will be maintained.

The land-use designation for commercial uses on this site was established in the Secondary Plan in 2010, and in the Block Plan in 2013. These land-uses were based on a study prepared in 2009, likely based on data that was 2 to 3 years old. Since that time, the retail industry has undergone a change in terms of market need, opportunity and trends in the last decade. Many of these trends have been rapidly accelerated by the COVID 19 pandemic. Primarily the emergence of e-commerce as a channel of purchasing goods and services has led to this change, and was not considered in the study that resulted in the land-uses found in the Secondary Plan and Block Plan. As an example, certain retail tenants have become obsolete such as video stores. In addition, at the time of the original study for retail land-uses in the area, the approach and perspective of the retail development industry was much more positive than it is today. The past study would have incorporated this positivity into their results. Developer initiatives with respect to retail have changed substantially in the past 10 years.

The *Neighbourhood Retail* commercial designation on this site as noted in Section 5.3.3.2 is considerably larger than other commercial sites in the Secondary Plan area. The JCWG selected by the City to peer review the TER Commercial needs assessment has confirmed that the 8.8 hectare site developed with a 22,200 square metre commercial development is excessive for the area and not optimal for retail development. In addition, they note that additional food stores of varying size, and online grocery sales will continue to provide service to residents in addition to the physical stores in the area. As noted in the Secondary Plan, large anchor uses, particularly food retailing/supermarkets have historically been important to the success of Neighbourhood Retail sites. These uses occupy a larger square footage and typically support the ability to attract ancillary uses. With an expected larger supermarket of approximately 3,251 square metres to be located approximately 1.2 kilometres from this site, at the southeast corner of Mayfield Road and Creditview Road, it may be difficult to attract additional supermarkets of this size. As noted in the peer reviewed Commercial Needs Assessment, there is an emerging trend within the supermarket retailing

environment resulting in fewer stores serving larger areas. In addition, it is estimated that there will be approximately 8,000 to 8,700 square metres of non-food retail tenants within 1.2 kilometres of this site.

Based on the rationale provided by TER, and peer reviewed by JCWG, staff is satisfied that residents will be adequately served by the proposed commercial development and the existing and future commercial developments.

Also included in this amendment is the addition of the approved 51-2 Block Plan Schedule to the Secondary Plan. The development of the Block Plan was approved by Council in 2013 through Amendment OP2006-083 which was enacted through By-law 94-2013. The intent of the amendment was to include policies and the associated Block Plan schedule within the Secondary Plan. Although the policies were included as part of the Secondary Plan, the approved Block Plan schedule was never formally added. The proposed Secondary Plan amendment as shown in Appendix 13, rectifies this by adding the 51-2 Block Plan Schedule approved in 2013, and amends it accordingly to reflect this application.

Zoning By-law:

The property is zoned “Agricultural – A” in Zoning By-law 270-2004. This zoning permits agricultural uses, single detached dwellings, group homes, a cemetery, an animal hospital, a kennel, a home occupation and purposes accessory to the permitted uses.

The attached draft Zoning By-law rezones the lands to permit townhouse and single detached dwelling, open space areas and natural heritage features. The draft Zoning By-law also proposes to rezone a block for a mix of residential and non-residential uses, but ensures that a minimum of 1600 square metres of commercial space is provided on the site.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent of the Official Plan amendment.

Staff are of the opinion that this development application complies with the applicable sections of the *Planning Act*. The proposed land uses are supportable in terms of the technical requirements, and established planning principles. The proposal is supportable from a land use perspective based on the following:

- The application is consistent with the Provincial Policy Statement, the goals and objectives of the Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan;
- The proposed development provides an opportunity to direct growth to an existing settlement area and contribute to a range of housing and commercial options;
- The proposed development is located within an Designated Greenfield Area, in close proximity to transit options, amenities, and establishments on Queen Street East and downtown Brampton;

- The provisions of the Official Plan and Zoning Bylaw amendment, and the proposed plan of subdivision will facilitate compatibility with the existing neighbourhood; and,
- All technical requirements have been addressed through studies submitted in support of the proposal and approved by City staff

As a result of the above, the proposed development represents good planning and is in the public interest.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report

The Planning Justification Report (PJR) 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, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Queen Street Corridor Secondary Plan are satisfied, and the development represents good planning.

Commercial Needs Assessment

The Commercial Needs Assessment analysed the impact of reducing the amount of intended commercial space for this site on the greater area. The study concludes that based on the current *Neighbourhood Retail* designation, the site would be difficult to fully develop for commercial purposes due to its size, configuration and location. It also concluded that the mixed use residential/commercial block proposed by the applicant has the characteristics required to accommodate retail uses, including food stores, and this development as well as retail options in the surrounding area would continue to adequately serve the residents of the area.

Traffic Operations Assessment

A Traffic Operations Assessment assesses traffic operations in the vicinity of the intersection of Mayfield Road and Chinguacousy Road. A traffic operations analysis for the key intersections within the study area, and a functional design of the access points were undertaken. The study concludes that that the intersection in the area will operate under satisfactory conditions during peak hours at the 2031 horizon year.

Heritage Impact Assessment

The Heritage Impact Assessment was prepared to evaluate the existing Heritage Resource on the property (i.e. The Robert Hall House) and the impact on the resource as a result of the proposed development. The study concludes that through alteration, preservation and restoration, the proposed development will not result in significant direct and indirect impacts to the heritage attributes of the Robert Hall House. In addition, to ensure the long term sustainability of the heritage resource the study recommends that the house be relocated to a new lot, and notes that the location of the house as shown on the subdivision plan is optimal from a heritage assessment of the

considered alternatives. It also recommends that the Robert Hall House, and new lot be designated under the Ontario Heritage Act.

In June 2021, Council stated their intention to designate the Robert Hall House under Part IV of the Ontario Heritage Act. Prior to draft approval of the plan of subdivision, the owner will be required to enter into a heritage easement agreement which gives the City a legal interest in the property that ensures the preservation of the heritage resource. In addition, prior to any works taking place on the property that may impact the resource, including its relocation, the owner will be required to submit securities to ensure there no damage. These actions have the effect of protecting the heritage resource until City Council can pass a designation by-law under Part IV of the Ontario Heritage Act after the registration of the subdivision.

Functional Servicing Report

The applicant prepared a Functional Servicing Report in support of this application. The Functional Servicing Report provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development. The study concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development and does not adversely impact any of the surrounding infrastructure.

Arborist Report

The Arborist Report submitted in support of the application indicates that compensation planting of 138 new trees will be required. Through discussion with City staff, due to the density being developed, 38 compensation trees will be provided, with the remainder of compensation being collected through cash-in-lieu of \$51,500.

Geotechnical Report

The Geotechnical Design Report filed with the application analyzed subsurface conditions to make preliminary engineering recommendations pertaining to the geotechnical design of the development. The anticipated construction conditions pertaining to foundation design, seismic site classification, slab on grade design, earth pressure design, excavation, and other constructability recommendations are discussed in the Geotechnical Design Report. The outcome of this study will provide information required for a future building permit application.

Acoustical Report

The Acoustical Report presents an analysis of anticipated sound levels with the development. The report has determined that using commonly practiced abatement measures such as acoustic barriers, air conditioning, and upgraded materials, sound levels impacting the development are at acceptable levels.

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.

Phase 1 and Phase II Environmental Site Assessment

A Phase 1 Environmental Site Assessment was completed and identified potential contaminating activities on the site. Specifically, 7 potentially contaminating activities were identified as part of the study. The Phase 1 Environmental Site Assessment recommended that a Phase 2 Environmental Site Assessment be undertaken to confirm soil and groundwater quality.

The Phase 2 Environmental Site Assessment indicated that the soil and groundwater quality at the site are acceptable for residential property use and a record of site condition may be filed for the property. Staff have cleared the report for zoning purposes.

Sustainability Score and Summary

In support of the development application, the applicant has submitted the mandatory Sustainability Score and Summary Report. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices). The development application received a sustainability score of 44 overall, a Silver rating. The proposal exceeds the City's required minimum sustainability standards.

**Results of Public Meeting
OZS-2021-0007**

Monday, Jun 21, 2021

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10

Members Absent:

Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present:

D. Barrick, Chief Administrative Officer
R. Forward, Commissioner Planning and Development Services
A. Parsons, Director, Planning, Building and Economic Development
B. Bjerke, Director, Policy Planning, Planning, Building and Economic Development
J. Humble, Manager, Planning, Building and Economic Development
Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Planning, Building and Economic Development
Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
Carmen Caruso, Central Area Planner, Planning, Building and Economic Development
Rob Nykyforchyn, Development Planner, Planning, Building and Economic Development
Dana Jenkins, Development Planner, Planning, Building and Economic Development
Mirella Palermo, Policy Planner, Planning, Building and Economic Development
Sameer Akhtar, City Solicitor

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A virtual meeting of the Planning and Development Services Committee was held on June 21, 2021 commencing at 7:00 p.m. with respect to this application. The meeting was the statutory public meeting for this application, and accordingly, notice of the meeting was sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures.

Members of the public were in attendance at the meeting, and two residents made representation before the Committee. There was also a number of pieces of correspondence received with respect to this application. The issues raised through the presentation before the Committee and through correspondence is addressed below.

Issue:

There is concern with the reduction of commercial space planned for the area to allow commercial space. More medical clinics, food stores, and pharmacies as well as schools, transit facilities and recreation centres are needed.

Response:

In support of the application, a Commercial Needs Assessment was submitted. This study was peer reviewed by a consultant, selected by the City, to ensure that the findings of the study submitted by the applicant were acceptable. Both consultants agreed that the existing *Neighbourhood Retail* designation that would allow up to approximately 22,300 square metres of commercial space was excessive based on the availability of retail options in the area.

It should be noted, that the proposed zoning by-law attached to this proposal requires that a minimum of 1,600 square metres of retail space be provided on the site. It is expected that the site will be developed with approximately 2,300 square metres of retail space. Establishments such as medical clinics, pharmacies, small food stores and restaurants do not necessarily need to be located in large retail centres. Many are located in smaller convenience commercial plazas. The consultant has also confirmed that a 3,251 square metre grocery store will be located at the southeast corner of Mayfield Road and Creditview Road.

With respect to the need for more schools, there is an elementary school planned immediately to the east of the subject lands. The Peel District School Board and the Dufferin Peel Catholic District School Board establish the need for school.

Transit and community centres can only be established in an area once there is a determined that there is a need. These uses are highly dependent on the population in an area. Additional population is required to support these types of uses. It should be noted, that the Cassie Campbell Community Centre is located approximately 2.5 kilometres from the north end of the property (approximately 0.5 hour walk).

Issue:

When residents purchased homes in the area, they were notified that there will be a larger commercial centre at Mayfield Road and Chinguacousy Road.

Response:

The City endeavours to inform residents about potential future surrounding land uses, when residents purchase a home in a new subdivision, and is based on the most recent information available. Purchasers are also informed that any change in land-uses involves a planning process, and includes a public notification and will be processed in accordance with the Planning Act. Landowners are entitled to make an application under the Planning Act to make a change to land-use permissions on their property. These applications are processed under the Planning Act, and are evaluated against provincial and municipal policies as well as technical merits. Base on the applicant's submission, staff have recommended approval of this development application.

Issue:

Residents need easier access to retail establishments such as large retail department stores, home improvement retail warehouses, retail warehouses and gas stations.

Response:

These types of retail establishment are based on market need. As noted in the Commercial Assessment the market is trending toward larger stores with fewer locations. In addition, due to the quantity of goods usually purchased at these stores, an automobile is usually need to access these stores. The distance of these larger establishments from this area is reasonable.

With respect to gas stations, although it is acknowledged that residents need cars, especially for the uses noted in this section, it is preferred that the need for cars is reduced, especially when it is intended that communities are more walkable. Generally, the goal is to increase the walkability of a City in general to decrease the need for gas stations.

Issue:

Need to keep the retail to create jobs.

Response:

It is acknowledged that the retail sector does create jobs, but mainly temporary positions, often relatively low paying. These jobs can be beneficial as they enable residents who want to work part time the opportunity to gain income. For employment purposes, the City emphasis the creation of industrial, skilled and office type positions which generally has higher compensation packages.

Issue:

Property values will be impacted.

Response:

The impact of a development on neighbouring properties is not considered a planning matter in the Planning Act. There is little evidence that suggest that property values are significantly affected by nearby development.