

**Information Summary  
OZS-2022-0001**

Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement, conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Brampton Official Plan and the Downtown Brampton Secondary Plan (Area 7).

**Provincial Policy Statement (2020)**

The application will be evaluated against the Provincial Policy Statement to ensure that the proposal is consistent with matters of provincial interest. A preliminary assessment of the Provincial Policy Statement sections applicable to this application include but are not limited to:

- 1.1.1 *Healthy, liveable and safe communities are sustained by:*
- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - 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;*
  - 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;*

*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.*

- 1.1.3.3 *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.*

- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

- 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.*

*Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-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:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- 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*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- 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) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) 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;*
- c) providing opportunities for public access to shorelines; and,*

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:*

- 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;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

1.8.1

*Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.*

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

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

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

- 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - 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;*
- 2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
  - a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
  - b) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
- 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 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;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *Mitigate and adapt to the impact of a changing climate, Improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) *Integrate green infrastructure and appropriate low impact development.*

*2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

*2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner*

*that supports the achievement of complete communities;*

- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.*

*2.2.4.1 The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station a reason priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

*2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*

*2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

*2.2.4.8 All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*

- a) connections to local and regional transit services to support transit service integration;*
- b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) commuter pick-up/drop-off areas.*

*2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

*2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation*

*and a range and mix of uses and activities.*

- 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;*
  - b) *planning to achieve the minimum intensification and density targets in 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.*
- 2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
- 2.2.6.4 *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

### **Region of Peel Official Plan**

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

#### *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.*

Growth Management Objectives

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 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.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

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.*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 percent of the Region’s residential development occurring annually will be within the built-up area.*  
  
*To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:*  
  
*City of Brampton: 26,500 units;*
- 5.5.3.2.7 *Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

*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:*

- 5.8.2.3 *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.*

*Inter and Intra-Regional Transit Network Objectives:*

- 5.9.5.1.1 *To support and encourage a higher use of public transit and an increase in transit modal share within the region.*
- 5.9.5.1.4 *To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*

*Inter and Intra-Regional Transit Network Policies:*

- 5.9.5.2.10 *Encourage the intensification of residential and non-residential*

*development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

### **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 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 City's Retail Structure in the Official Plan identifies the location of land uses primarily involving commercial establishments. This site is designated *District Retail* within the retail structure as shown on *Schedule A2 – Retail Structure*. District Retail sites are planned as multi-use developments that offer a wide range of retail, service and community, institutional and recreational uses servicing nearby residential and business areas. 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. Since the Phase 1 of the application does not significantly change the intended *District Retail* function of the site, a market impact/planned function analysis was not requested. This analysis will be required when future development applications for subsequent phases for this project are submitted.

The City's Sustainable Planning Framework provides a holistic approach to planning that integrates economic, social, environmental and cultural elements which includes complete communities that are compact, transit oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities.

An amendment to the Official Plan is required that will provide direction for the development of the site.

The application will be evaluated against the City of Brampton Official Plan to ensure that the proposal conforms to the Plan. Please note that policies related to Major Transit Station Areas have been included in the initial analysis of Official Plan policies, since the Region of Peel has included this property within the Kennedy Road MTSA. City staff is currently working on creating policies for these areas. A preliminary assessment of the Official Plan sections applicable to this application include but are not limited to:

#### **3.1 Residential**

- *Direct at least 26,500 new dwelling units, between 2006 and 2031, to the built up area, with a focus on higher intensity in the Central Area, the Urban Growth Centre, intensification corridors, mobility hubs and major transit station areas.*
- *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.*

- *Conserve land resources by optimizing opportunities for infill, intensification*
- *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.*
- *Respect and enhance the existing built, social, and environmental context to instill a sense of pride and identity and contribute to the stability and vitality of the community.*

#### *Urban Design*

- *Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.*
- *Reinforce Brampton's image as a modern, dynamic, beautiful and liveable City that is built on its rich heritage, including its Flower City roots, and a sustainable, compact and transit-oriented urban form.*
- *Encourage innovative, diverse and high quality urban design committed to sustainable management practices which supports a framework for environmentally sustainable development.*
- *Assume a leading role in creating well-functioned and attractive urban spaces.*

*3.2. Intensification represents an essential component of the City's growth management strategy to reduce the rate of growth in the Designated Greenfield Area, minimize the infrastructure requirements of the new development and to make more efficient use of existing services and infrastructure, such as transit, schools and open space.*

*3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*

- Accommodate a significant portion of population and employment growth;*
- Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- Provide high quality public open spaces;*
- Support transit, walking and cycling for everyday activities;*

- v. *Develop in a compact form that will efficiently use land and resources,*
- vi. *Optimize the use of existing and new infrastructure and services;*
- vii. *Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- viii. *Achieve an appropriate transition of built form to adjacent areas.*

3.2.2.1 *By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

3.2.4.1 *Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.*

### 3.2.8 *Communities*

*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.*

3.2.8.1 *The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*

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.*

- v. *Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;*

- 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.*
- 4.2.1.3 *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.*
- 4.2.1.9 *The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.*
- 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.*
- 4.3.2.8 *Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.*
- 4.3.4.1 *District Retail centres shall be designated at the intersection of an arterial road and/or provincial highway with an arterial or collector road.*
- 4.3.4.2 *Designated locations shall be well-served by public transit.*
- 4.3.4.3 *Where appropriate, District Retail centers shall be integrated with existing or planned major public, institutional, recreation and office uses and multiple density housing.*
- 4.3.4.4 *The City shall interpret a District Retail centre as a group of retail establishments that generally ranges from 11,620 to 46,500 square metres (125,000 to 500,000 square feet) in total gross leasable area. District Retail centres will be anchored usually by any two of the following uses:*
  - *Supermarket, major department store, discount department store, home improvement store, warehouse membership club and,*

*hardware and automotive store. In addition, pharmacies, restaurants and service establishments are also permitted uses.*

*4.3.4.5 Complementary uses including places of worship and institutional uses such as government offices compatible with and complementary to the planned function and policies of the designation may also be permitted within areas designated District Retail in Secondary Plans. Places of Worship shall be permitted subject to Section 4.9.8 of this Plan.*

*4.3.4.6 The City may permit complementary uses such as gas bars, rapid oil change operations, car washes, service commercial, office and entertainment uses in conjunction with the District Retail designation. Notwithstanding the foregoing permitted uses, the permission of entertainment uses shall be subject to Section 4.3.2.4.*

*4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.*

*4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.*

*(For clarity the following policy is referenced in Section 4.11.3.1.3:*

*4.11.3.1.1 Mid-rise buildings shall address the following design issues:*

- Building articulation and efficiencies;*
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;*
- Servicing (i.e. loading, garbage, parking);*
- Separation between commercial and residential;*
- Access to transit;*
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);*
- Build along the streetline and maintain common setback; and,*
- Ground floor uses.)*

*4.11.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule "A", and subject to the policies of this Plan.*

*4.11.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition,*

*setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*

- 4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*
- 4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*
- 4.11.3.3.1 Transit-oriented development must be sustainable and affordable.*
- 4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.*
- 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.*
- 4.11.3.8.1 Site planning should minimize the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping.*

## **Secondary Plan:**

### Brampton Flowertown Secondary Plan (Area 6)

The property is designated *Neighbourhood Retail* in the Brampton Flowertown Secondary Plan (Area 6). Lands with this designation shall permit the range of uses and be developed in accordance with the Neighbourhood Retail policies of Section 4.3.5 and other relevant policies of the Official Plan.

An amendment to the Secondary Plan is required to facilitate this proposal.

## **Zoning By-law:**

The property is zoned *Commercial Three Section 3065* in Zoning By-law 270-2004. This zoning permits a range of commercial and service commercial uses as well as a place of worship and accessory uses.

A Zoning By-law amendment is required to permit the proposed development.

## **Sustainability Score and Summary**

A full review of the Sustainability Score and Summary will be undertaken and discussed within the Recommendation Report, which will be brought forward to a future Planning and Development Committee meeting. The applicant has completed the sustainability Score, indicating an overall score of 45. This meets the City's Bronze threshold.

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

- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Traffic Impact Study
- Urban Design Brief
- Architectural Drawings
- Public Consultation Strategy
- Acoustical Report
- Arborist Report
- Hydrogeological Report
- Landscape Plan
- Phase 1 and Phase 2 Environmental Site Assessment
- Site Servicing and Grading Plan
- Sustainability Summary