

**Planning Analysis**

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2014), conformity with the Growth Plan for the Greater Golden Horseshoe (2017), the Regional of Peel Official Plan and the City of Brampton Official Plan.

**Planning Act R.S.O 1990 and Provincial Policy Statement, 2020**

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

*Section 2 (a) the protection of ecological systems, including natural areas, features and functions;*

*Section 2 (e) the supply, efficient use and conservation of energy and water;*

*Section 2 (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

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

*Section 2 (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

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

*Section 2 (l) the protection of the financial and economic well-being of the Province and its municipalities;*

*Section 2 (m) the co-ordination of planning activities of public bodies;*

*Section 2 (n) the resolution of planning conflicts involving public and private interests;*

*Section 2 (o) the protection of public health and safety;*

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

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

*Section 2 (r) the promotion of built form that,*

*(i) is well-designed,*

*(ii) encourages a sense of place, and*

*(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The Provincial Policy Statement (2020) 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:

- *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 range and mix of residential (including second units, 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 cost-effective development patterns and standards to minimize land consumption and servicing costs;**
  
- *1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
  
- *1.1.3.2 Land use patterns within settlement areas shall be based on:
  - (a) densities and a mix of land uses which:
    - 1. efficiently use land and resources;*
    - 2. 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; minimize negative impacts to air quality and climate change, and promote energy efficiency;*
    - 3. support active transportation;*
    - 4. are transit-supportive, where transit is planned, exists or may be developed; and*
    - 5. are freight-supportive; and**
  - (b) 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 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. Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

- *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.*
- *1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:*
  - (a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
  - (b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*
- *1.3.1 Planning authorities shall promote economic development and competitiveness by:*
  - (a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
  - (b) providing opportunities for a diversified economic base, including maintain a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
  - (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
  - (e) ensuring the necessary infrastructure is provided to support current and projected needs.*
- *1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.*
- *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:*
  - (a) promoting opportunities for economic development and community investment-readiness;*

*(c) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets.*

• *1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

*(a) promote compact form and a structure of nodes and corridors;*

*(c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*

This proposal meets the requirements of the Planning Act and Provincial Policy Statement (2020) by supporting economic development and the efficient use of existing infrastructure through the development of vacant employment lands, and use of existing municipal servicing such as stormwater, water and sewage which is suited to accommodate the proposed growth. The proposal supports the reduction of greenhouse gas emissions as indicated in S. 1.8.1(c) through the development of the subject lands which are within 400 – 800 metres from existing bus stops on Airport Road and Mayfield Road. The development application supports the development of healthy communities and reduces the risk of environmental harm in accordance with S. 1.1.1 through the provision of a wetland compensation area to ensure that ecosystem functions and services are restored in the proposed development. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Growth Plan for the Greater Golden Horseshoe.

## **2020 Growth Plan for the Greater Golden Horseshoe**

The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal has been evaluated for consistency with the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

• *2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on following:*

*a) the vast majority of growth will be directed to settlement areas that:*

*i. have a delineated built boundary;*

*ii. have existing or planned municipal water and wastewater systems;*

*iii. can support the achievement of complete communities;*

*b) growth will be limited in settlement areas that:*

*i. are rural settlements;*

*ii. are not serviced by existing or planned municipal water and wastewater systems; or*

- ii. *are in the Greenbelt Area;*
  - 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*
  - d) *areas with existing or planned public service facilities; development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e) *development will be generally directed away from hazardous lands; and,*
  - f) *the establishment of new settlement areas is prohibited.*
- *2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:*
    - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
    - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
    - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*
    - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; 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 climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
  - g) *integrate green infrastructure and appropriate low impact development.*
- *2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:*
    - a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment*



*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.*

- *2.2.5.2 Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.*
- *2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- *2.2.5.4 In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

The proposal directs growth to an appropriate area by locating within a designated employment area, and supports the efficient use of employment areas by establishing employment opportunities on an underutilized site, and will provide convenient access to stores and services for residents in the adjacent residential neighbourhood. The site adequately provides for retail and office space in close proximity to transit, with the proposal providing for sidewalk access to existing bus stops on Mayfield Road and Airport Road, and is appropriately located along a Primary Transit Corridor (Schedule C – Brampton Official Plan). The proposal directs growth and development on designated employment lands and will result in the growth of commercial office and retail space in close proximity to an existing residential community to support the achievement of complete communities. Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Growth Plan for the Greater Golden Horseshoe.

### **Regional Official Plan**

The Region of Peel Official Plan provides a strategic policy framework to ensure planning occurs in a manner that protects the environments, manages resources, and directs growth efficiently. The subject application is within the Urban system (Schedule D), Designated Greenfield Area (Schedule D4), and Settlement Area Outside the Greenbelt (Schedule D3) as established in the Regional official Plan. Mayfield Road is identified as a Major Road in Schedule E, Major Road Network. The proposal has been evaluated for consistency with the Region of Peel Official Plan to ensure that it conforms to the Plan. The proposal is in conformity with the Regional Official Plan, including but not limited to the following policies:

- *5.2.1.1 To provide for an appropriate amount of land to accommodate urban growth to 2031.*
- *5.2.1.2 To maintain a firm Regional Urban Boundary to provide long term certainty to the development industry, the agricultural industry and Peel residents.*
- *5.3.1.1 To conserve the environmental and resource attributes of the region.*
- *5.3.1.2 To achieve sustainable development within the Urban System.*
- *5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- *5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- *5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*
- *5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel.*
- *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,*



- *5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

The proposal appropriately directs growth and development within the Urban System as defined by Schedule D in the Peel Region Official Plan and introduces employment opportunities in close proximity to an existing neighbourhood. A wetland compensation area has been incorporated into the proposal to support the sustainable development of the subject site and conservation of resources in accordance with policies 5.3.1.1 and 5.3.1.2. The proposal achieves policy 5.3.1.4 by providing a mix of land uses to serve the neighbouring residential community., and satisfies 5.3.2.6 by incorporating a pedestrian-friendly commercial and office development in close proximity to existing transit services on Mayfield Road and Airport Road.

The development optimizes the use of vacant, greenfield lands by proposing a retail and office development with pedestrian access to bus stops on Mayfield Road and Airport Road. The current design of the site supports a high quality of urban design and walkability by supporting pedestrian access throughout the site, and through the provision of commercial and office uses in walking distance to an existing residential community. Based on the above, staff are satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Peel Region Official Plan.

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

The property is designated “Business Corridor” in Schedule A General Land Use Designations in the Official Plan, and an “Employment Area” in Schedule 1 City Concept. Airport Road is designated a “Primary Corridor” in Schedule 2 Flower City Strategy Street Corridor Master Plan. The “Business Corridor” designation permits a broad range of employment and employment-related uses. The proposal been evaluated for conformity with the Official Plan. The Official Plan policies that are applicable to this application include:

- *4.4.2.24 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.*
- *4.5.4.5 The City will monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements including*

*that of persons with disabilities in accordance with Section 4.11 Urban Design policies of this Plan, and the City of Brampton Accessibility Technical Standards.*

- *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.*
- *4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*
- *4.5.4.26 The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.*
- *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 minimise walking distance and to provide easy accessibility to transit stops.*
- *4.11.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.*

The proposed development includes the provision of superior built form in a visually prominent area by incorporating buildings of varying heights of parapets to accentuate building design, with the use of varying materials such as brick, stone, stucco and glass to add additional aesthetic appeal. The proposed development adequately satisfies the policies in the Official Plan through the implementation of the Design of Public Spaces Standard which ensures the adequate flow of pedestrian movements on the subject property for people with disabilities.

The proposed development supports transit use within the City as it proposes employment uses and commercial services with pedestrian access to bus stops on Mayfield Road and Airport Road. The proposed design of the development provides a clear circulation system to support walkability, and cycling access

throughout the site. The layout of the site is designed to optimize the use of existing transit facilities and supports a pedestrian-friendly streetscape by ensuring the location of proposed buildings are in close proximity to the multi-use pathway on Airport Road and municipal sidewalk on Mayfield Road. The buildings at the periphery of the site are located to maximize proximity to the bus stops on Airport Road and Mayfield Road. The buildings at the interior of the site are well connected to internal pedestrian and cycling routes throughout the site, as well as the municipal sidewalks and multi-use pathways along Mayfield Road and Airport Road to support pedestrian-friendly development and streetscape design. Based on the above, staff are satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Official Plan.

### **Vales of Castlemore North Secondary Plan:**

The property is designated “Highway and Service Commercial” in the Vales of Castlemore North Secondary Plan (Area 49). The “Highway and Service Commercial” designation permits a range of Highway and Service Commercial uses including retail, supermarket, restaurant, pharmacy, office, and financial institutions. The Secondary Plan policies that are applicable to this application include, but are not limited to:

- *4.2.3 Development within Commercial designations, the Institutional-Special Policy Area, and commercial development within the Residential Special Policy Area shall respect the following principles:*
  - *No outdoor storage of goods or materials shall be permitted; Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping, buffer treatments and appropriate placement of buildings. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;*
  - *Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, with due consideration for safety;*
  - *Buildings and landscaping shall be used to define the street edge. Buildings are encouraged to have an active facade along the street line and vehicular parking areas shall be screened from public roads;*
  - *All intersection and access points shall be defined with distinctive landscaping, lighting, and streetscape features;*

- *Service and loading areas shall be located away from public view and incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping. Loading doors shall not face any public road;*
- *Parking lots shall not be permitted between a building and the street that it fronts;*
- *Drive-throughs shall not be permitted to abut a public street;*
- *All intersection and access points shall be opportunities to locate higher order built form with a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities;*
- *Location of access points shall conform to the Region of Peel Access Control By-Law. To achieve this, common access and linked parking areas amongst land owners may be required and established in accordance with the requirements of the City and the Region of Peel;*
- *All development shall give due consideration to Crime Prevention through Environmental Design (CPTED) as per Section 6.7.1 of this Secondary Plan;*
- *Site design and building layout shall incorporate an integrated pedestrian network;*
- *Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls;*
- *Appropriate buffering from the adjacent residential community in order to provide appropriate visual separation shall be provided as determined through development approvals and may include setbacks, berming, fencing, and landscaped buffers*

#### *Airport Road/Mayfield Road Gateway*

*The intersection of Mayfield Road and Airport Road is a major entry point into the City and is identified as a Gateway on Schedule 2 of the Official Plan. This Gateway shall develop in accordance with the policies of Section 4.11.2 of the Official Plan and shall respect the following:*

- *Superior urban form is required to achieve the intended vision for the Gateway, especially at major entry points in accordance with the Official Plan;*
- *The sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning; Development in the vicinity of the Gateway shall create a sense of entry into the community and act as an important identifier that provides an opportunity to communicate the community image and identity;*
- *The Gateway shall be subject to a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities. These performance standards will be specified in the implementing Zoning By-Law;*
- *The Gateway intersection shall be coordinated with the City's Gateway Beautification Program;*
- *Buildings at Gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point;*
- *All intersection and access points within the vicinity of the Gateway shall be defined with distinctive landscaping, lighting, and streetscape features that reflect the gateway character;*
- *New auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-throughs shall not be permitted to abut a public street.*

### Tertiary Plan

*Notwithstanding Section 7.0 of the Vales North Secondary Plan, a Tertiary Plan and related background studies (including a design brief), shall be prepared to the satisfaction of the City, prior to development approval in order to ensure comprehensive and integrated development of the following areas:*

- *The lands fronting both sides of Airport Road extending south from Mayfield Road, from the valley on the west side of Airport Road to the edge of the existing residential community, but excluding the Neighbourhood Retail site on the northeast corner of LaCoste Boulevard and Airport Road.*

*The Tertiary Plan shall demonstrate how the designated area can be comprehensively developed and shall have regard for the overall principles of the Sustainable City Concept set out in Section 3.1 of the Official Plan, as well as including location of access points. The Tertiary Plan for the Airport Road lands will address the relationship of the full moves access and how it relates to development on either side of Airport Road. The Tertiary Plan for lands on the west side of Airport Road shall examine the opportunity for a trail located within the valleyland buffer area along the east edge of the valley.*

- *4.2.13 Land designated as Highway and Service Commercial on Schedule SP49(a) is comprised of a 8.5 hectare (21 acre) parcel located at the southeast corner of Mayfield Road and Airport Road and is generally intended for uses which accommodate the travelling public which require a high degree of exposure.*

*This designation shall permit a range of Highway and Service Commercial uses and be developed in accordance with the policies of Part I, Section 4.3 and other relevant policies of the Official Plan. Permitted uses include retail establishments such as a home improvement store or an automotive retail store with associated garden centre, a supermarket, restaurant, pharmacy, office, financial institution, and one gas bar with associated uses (that shall not be located at the intersection of Mayfield Road and Airport Road).*

- *4.2.14 The lands designated Highway and Service Commercial shall not permit motor vehicle sales, repair, service, a body shop, a car washing establishment or any other type of motor vehicle use except that a motor vehicle repair shop shall be permitted as part of the automotive retail store. Motor vehicle sales/leasing and motor vehicle repair, detailing and body shops shall not be permitted. A motor vehicle washing establishment shall only be permitted as an accessory use to a gas bar.*

*Uses which may have a negative noise, odour or other impact on the adjacent residential community shall not be permitted. This includes but is not limited to uses such as a tavern or a banquet hall.*

- *4.2.15 Lands designated Highway and Service Commercial shall develop in accordance Section 4.2.3 and with the following principles in order to contribute to a distinctive Gateway character:*
  - i) *Auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-through restaurants shall be developed in*

*accordance with the policies of Part 1, Section 4.11 and other relevant policies of the Official Plan as well as the policies of the Development Design Guidelines. Drive throughs shall not be permitted to abut a public street. The visual impact of drive-through facilities shall be minimized through appropriate siting and landscape screening, and shall be directed away from adjacent residential areas or public streets.*

*ii) Outside storage of goods and materials shall not be permitted. Outdoor storage shall be permitted only in conjunction with a garden centre sales establishment, shall not be permitted abutting public roads, and shall be screened from view of the adjacent residential community through site design, including location and landscaping.*

*iii) To generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community to the east.*

*iv) 11903 Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.*

The application has been reviewed for conformity with the Vales of Castlemore North Secondary Plan, and is in accordance with the policies and design standards as outlined in the Secondary Plan. The proposed development conforms with S. 4.2.3 by ensuring that no outside storage will be permitted on the subject property, except in accordance with seasonal garden centres associated with a garden centre sales establishment or supermarket, as indicated in the draft Zoning By-law Amendment (see Appendix 12). The proposed commercial development reduces impacts on adjacent residential neighbourhoods through the establishment of a 6-metre setback from the abutting Residential zone, with the appropriate landscape buffers to screen the use from the existing neighbourhood, and masonry wall to provide additional noise protection from the proposed commercial and office uses. The siting of buildings reinforces street edges by ensuring that most buildings have frontages parallel to the street to promote pedestrian scale development. Building entrances are directly connected to street sidewalks to enhance walkability and the pedestrian streetscape.

Lighting design on the subject property has been designed to reduce spill over into the neighbouring sites, and in particular, the existing residential community, and has been integrated into the overall architectural design of the proposed development. Loading and parking areas are located towards the interior of the subject property to reduce visual impacts at the streetscape, and loading zones are located out of public view, where possible. Main drive aisles are delineated by landscaped medians and islands, and landscaped islands are provided throughout the site to add visual interest to the parking area and improve the permeability of the site. The drive-through facilities located at Building M and Building Q are appropriately screened from public view through the use of landscaping and a 1.2 metre decorative metal fence. The applicant has provided the appropriate justification for the location of the drive-through facilities by noting that the drive-throughs are sufficiently separated from the immediate vicinity of the gateway feature located directly at the intersection of Mayfield Road and Airport Road, and that the drive-through does not abut a public road as the pick-up window does not face the street. The drive-through facilities are appropriately located away from the adjacent residential community. Staff are supportive of the design and layout of the site, and are supportive of the locations of the proposed drive-through facilities by ensuring the appropriate screening is provided to reduce the visual impacts of the drive-through facilities from the public road.

The appropriate urban design performance standards have been integrated into the Zoning By-law Amendment, such as minimum building setbacks and landscaped buffer areas (see Appendix 12). A Tertiary Plan has been developed for the proposed development to ensure that the subject property and neighbouring properties can be comprehensively developed with the appropriate access points from Mayfield Road and Airport Road. Staff are satisfied that the application satisfies the policies of the Vales of Castlemore North Secondary Plan.

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

The site is zoned “Residential Hamlet One (RHm1)” and “Residential Hamlet One – Section 1544 (RHm1-1544)” by By-law 270-2004, as amended. This current zone permits single detached dwellings and Supportive Housing Residence Type 1 uses, as well as greenhouse, nursing home, or cemetery, as well as other non-residential uses. An amendment to the Zoning By-law is required to permit the proposed commercial development.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 12 of this report.

### Permitted Uses:

The proposed rezoning permits the uses permitted in the Service Commercial (SC) Zone, such as a retail establishment, service shop, personal service shop, bank, office, dry cleaning station, laundromat, parking lot, dining room establishment, printing establishment, garden centre sales establishment, community club, health or fitness centre, custom workshop, or animal hospital. The permitted uses align with those outlined in the “Highway and Service Commercial” designation in the Vales of Castlemore North Secondary Plan.

### Built Form:

The implementing Zoning By-law includes appropriate provisions to ensure the appropriate landscape buffers are integrated into the proposed development, and that adequate setbacks are provided from adjacent residential uses to ensure the built form is integrated into the existing community.

### Parking:

A minimum parking requirement is stipulated in the implementing Zoning By-law to ensure that the parking provided on-site adequately accommodates employees and visitors to the proposed commercial and office development.

### **Technical Requirements:**

#### Planning Justification Report

The planning justification report prepared by Weston Consulting was submitted to provide the policy context and planning rationale to support the proposed development. 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 Vales of Castlemore North Secondary Plan are satisfied. It is satisfactory to support the proposed Zoning By-law Amendment.

#### Tertiary Plan

Baldassarra Architects Inc. prepared a Tertiary Plan for the application to ensure the subject property can be comprehensively developed with adjacent properties. Staff are satisfied that the Tertiary Plan incorporates the appropriate elements as outlined in S. 5.35 of the Official Plan, and is satisfactory to support the proposed Zoning By-law Amendment.

#### Traffic Impact Study

A Traffic Impact Study was prepared by Candevcon Limited and was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network and traffic conditions, future traffic growth and trip generation from the proposed development. It was determined through the Traffic Impact Study that the levels of service for the key intersections are anticipated to be acceptable during the peak hours under the 2031 horizon year in consideration for recommendations outlined in the summary of the report. The proposed development requires 864 parking spaces, with a total of 871 parking spaces that are provided in this application. Transportation staff from the City of Brampton and Region of Peel are satisfied with the results of the Transportation Impact Study.

### Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal (see Appendix 9). The proposal achieves an overall sustainability score of 39 points which satisfies the City's Bronze Threshold.

### Noise Feasibility Study (Acoustical Report)

A Noise Impact Study was submitted with the development proposal, prepared by Jade Acoustics Inc. The report found that the noise resulting from rooftop mechanical equipment, refrigerated truck passbys and idling, and impulses associated with loading/unloading operations would exceed the limits established by the City of Brampton and Ministry of the Environment, Conservation and Parks. The appropriate mitigation measures have been integrated into the proposed development to reduce the impacts of noise, such as a 2.0 metre fence along the lot line abutting the Residential zone. Engineering staff are satisfied with the results of this study, and find it capable of supporting the requested Zoning By-law Amendment

### Arborist Report and Vegetation Assessment

An Arborist Report was prepared by Cosburn Nauboris Ltd assessing the trees on the site. The assessment includes an inventory of all tree resources over 30 cm diameter at breast height (DBH) on or abutting the subject site. No trees are proposed to be preserved on the subject site, and a total of fourteen trees over 30 cm DBH are to be removed. Open Space staff are satisfied with the results of the inventory and plan.

### Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment was prepared by Archeoworks Inc. to

explore the potential for archaeological resources to be found on the site. The Stage 2 field survey resulted in the discovery of one Euro-Canadian historic site, which is associated with the early occupation of the subject lands. Given these findings, further Stage 3 and Stage 4 archaeological investigations were recommended for this site. Stage 3 and Stage 4 archeological investigations were carried out on the site, and deemed cleared of further archaeological consideration. Heritage staff are satisfied with the findings of these assessments.

### Urban Design Brief

An Urban Design Brief was submitted in support of the application, prepared by Weston Consulting. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive, transit-supportive and pedestrian friendly commercial development. The Urban Design Brief has been approved by Urban Design staff and is found to be capable of supporting the proposed development.

### Functional Servicing Report

A Functional Servicing Report was submitted in support of the application, prepared by Candevcon Ltd. The purpose of this report is to provide information regarding the stormwater management, sanitary and water servicing proposed to accommodate the proposed development of the Subject Lands and to ensure compatibility with existing services. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

### Phase I and Phase II Environmental Site Assessment

The Phase I and II Environmental Site Assessments (ESA) were carried out in accordance with Canadian Standards Association Standards Z768-01 and Z769-00, respectively. Staff concur with the conclusion that the results of the Phase II ESAs indicated that no exceedances of the applicable standards were found, for parameters in soil and groundwater samples analyzed.

There is no mandatory requirement for filing of a Record of Site Condition (RSC) based on past uses, and the proposed future use at the site. Given the preceding, staff provide clearance with respect to the ESA, to support the proposed

development. However, a RSC will be required by the City of Brampton for all land conveyances/dedications to the City (if planned) and the Record of Site condition shall certify the lands to be conveyed as being suitable for the intended use. The Phase 1 and Phase 2 Environmental Site Assessment has been approved by City Staff.

#### Preliminary Wetland Assessment

A Preliminary Wetland Assessment was conducted on the subject property in support of this development application by Beacon Environmental. The study includes field investigations to assess current site conditions and the marsh wetland communities currently present on the property. The wetland assessment supports the characterization of the wetland features on the subject property for the implementation of mitigation measures and compensation requirements. A wetland compensation block has been incorporated into the design of the proposed development to restore the natural resource features on the site.

#### Geotechnical and Soils Report

A Geotechnical and Soils Report was developed by Terrapex Environmental Ltd. The purpose of this investigation was to characterize the subsurface soil and groundwater conditions, to determine the engineering properties of the various soil deposits underlying the site, and to provide geotechnical engineering recommendations pertaining to the proposed development. Staff has reviewed the Geotechnical Investigation and found it to be generally satisfactory.

#### Environmental Impact Study

An Environmental Impact Study (EIS) prepared by Beacon Environmental Ltd was submitted in support of the development application. The purpose of the EIS was to identify and determine the potential impact of the proposed development on the natural heritage features and functions, specifically wetland areas, within the subject property. An analysis of potential impacts through the proposed development were identified as well as mitigation measures to address the noted impacts. Furthermore, data from the EIS was used in an analysis of natural heritage functions and features and confirmed against the Region of Peel and City of Brampton Official Plans, and the guidelines and policies of the TRCA. The report outlined recommended mitigation measures to minimize the effects of the development on the subject property. Environmental Planning Staff in coordination with the Toronto Region Conservation Authority have reviewed the Environmental Impact Study and are satisfied with this report.