

Information Summary

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, 2020 and conformity to the Growth Plan for the Greater Golden Horseshoe (2020 Office Consolidation), the Region of Peel Official Plan (September 2021 Office Consolidation) and the City of Brampton 2006 Official Plan (September 2020 Office Consolidation).

Planning Act, R.S.O 1990, c. P.13

The *Planning Act* (the Act) is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. The *Planning Act* integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement and conform/not conflict with provincial plans.

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 of the *Planning Act*, which include but are not limited to:

- (a) The protection of ecological systems, including natural areas, features and functions;
- (f) The adequate efficient use of communication, transportation, sewage and water service and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (k) The adequate provision of employment opportunities;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) The promotion of built form that is well-design, encourages a sense of place, and provides for public spaces that are high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (the PPS) is a consolidated statement of the Government of Ontario’s policies on land use planning. It gives provincial policy direction on key land use issues and related matters of provincial interests to promote strong communities, a strong economy and a clean and healthy environment across the province. The PPS is issued under section 3 of the *Planning Act* and is an important part of the “More Homes, More Choices: Ontario’s Housing Supply Action Plan”. The PPS is in effect as of May 1, 2020.

The proposal will be further reviewed to ensure its consistency with the PPS. Sections of the PPS relevant to this application include but are not limited to:

No.	Description of Relevant Sections
Section 1.1.1	<p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> 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, employment, ... 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; f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; h) Promoting development and land use patterns that conserve biodiversity; and i) Preparing for the regional and local impacts of a changing climate.
Section 1.1.3.1	<p>Settlement areas shall be the focus of growth and development.</p>
Section 1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which include:</p> <ul style="list-style-type: none"> 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;

	<ul style="list-style-type: none"> 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; and f) Are transit-supportive, where transit is planned, exists or may be developed... <p>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.</p>
Section 1.1.3.3	<p>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.</p>
Section 1.1.3.6	<p>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.</p>
Section 1.2.1	<p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities... and with other... agencies and boards including:</p> <ul style="list-style-type: none"> • Managing and/or promoting growth and development that is integrated with infrastructure planning; • Managing natural heritage... resources; • Infrastructure, multimodal transportation systems, public service facilities and waste management systems; • Ecosystem... issues; • Natural and human-made hazards; ... and • Addressing housing needs in accordance with provincial policy statements...
Section 1.4.3	<p>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: ...</p> <ul style="list-style-type: none"> b) Permitting and facilitating: <ul style="list-style-type: none"> i. 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

	<ul style="list-style-type: none"> ii. 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... in proximity to transit, 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.
Section 1.5.1	Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity, 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 among other means].
Section 1.6.2	Planning authorities should promote green infrastructure to complement infrastructure.
Section 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.
Section 1.7.1	<p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> • Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce • Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities • Maintaining and, where possible, enhancing the vitality and viability of... mainstreets • 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 • Promoting the redevelopment of brownfield sites

	<ul style="list-style-type: none"> • Promoting energy conservation and providing opportunities for increased energy supply • Minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature
Section 1.8.1	<p>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:</p> <ul style="list-style-type: none"> • Promote compact form and a structure of nodes and corridors • Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas • Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion • Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure • Maximize vegetation within settlement areas, where feasible
Section 2.1.1	Natural features and areas shall be protected for the long term.
Section 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...
Section 2.1.6	Development and site alteration shall not be permitted in... significant wildlife habitat [and] significant areas of natural and scientific interests... unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
Section 2.1.7	Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
Section 2.1.8	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Section 3.1.3	Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.
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Growth Plan for the Greater Golden Horseshoe (2020 Office Consolidation)

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) provides a framework to guide and manage growth and development in the region that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. It directs where and how to grow, guides infrastructure and services to support growth and protects ecological, cultural and other vulnerable resources in the Greater Golden Horseshoe (GGH) region. Guiding principles include promoting complete communities, prioritizing intensification and higher densities in strategic areas to make efficient use of land and infrastructure, supporting a range and mix of housing options, protecting and enhance natural heritage, conserving and promoting cultural heritage and integrating climate change considerations in developments. The Growth Plan (as amended) is in effect as of August 28, 2020.

The subject site is located within the “Designated Greenfield Areas” within the Growth Plan. The proposal will be evaluated against the Growth Plan to ensure its conformity. Sections and policies of the Growth Plan applicable to this application include but are not limited to:

No.	Description of Applicable Sections and Policies
Policy 2.2.1.2	<p>Forecasted growth to the horizon of this Plan will be allocated based on...:</p> <ul style="list-style-type: none"> a) The vast majority of growth will be directed to settlement areas that: <ul style="list-style-type: none"> a. Have delineated built boundary; b. Have existing or planned municipal water and wastewater systems; and c. Can support the achievement of complete communities; b) Growth will be limited in settlement areas that: <ul style="list-style-type: none"> a. Are rural settlements; b. Are not serviced by existing or planned municipal water and waste water systems; or c. Are in the Greenbelt Area; c) Within settlement areas, growth will be focused in: <ul style="list-style-type: none"> a. Delineated built-up areas; b. Strategic growth areas; c. 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;

	<ul style="list-style-type: none"> d) Development will be directed to settlement areas, except where the policies of this Plan permit otherwise; e) Development will be generally directed from hazardous lands. ...
Policy 2.2.1.4	<p>Applying the policies of this Plan will support the achievement of complete communities that:</p> <ul style="list-style-type: none"> 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 unit 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: <ul style="list-style-type: none"> 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) Providing for 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.
Policy 2.2.4.10	<p>Lands adjacent to or near 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.</p>
Policy 2.2.6.2 c) and d)	<p>... Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock and planning to diversify their overall housing stock across the municipality.</p>
Policy 2.2.7.1	<p>New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that supports the achievement of complete communities, supports active transportation, and encourages the integration and sustained viability of transit services.</p>

Policy 3.2.1.3	Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas...
Policy 3.2.2.3	In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.
Policy 3.2.3.4	Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation and continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.
Policy 3.2.8.1	Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.
Policy 4.2.2.6	Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS and may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.
Policy 4.2.5.1	Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails... within the GGH that clearly demarcates where public access is and is not permitted, is based on a co-ordinated approach to trail planning and development, and is based on good land stewardship practices for public and private lands.
Policy 4.2.5.2	Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.
Policy 4.2.9.1	Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives: <ul style="list-style-type: none"> a) Water conservation...; b) Energy conservation for existing buildings and planned developments...; c) Air quality improvement and protection...; and d) Integrated waster management....
Policy 4.2.9.3	Municipal planning policies and relevant development proposals will incorporate best practices for the management of excess soil generated and fill received during development or site alteration, including infrastructure development, to ensure that:

	<ul style="list-style-type: none"> a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design; b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.
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Region of Peel Official Plan

The Region of Peel Official Plan (ROP) sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner.

The Ministry of Municipal Affairs and Housing approved the Region of Peel Official Plan, April 2022 on November 4, 2022. As this application was deemed complete on July 28, 2022, the Region of Peel Official Plan Office Consolidation September 2021 shall apply.

The proposal will be evaluated against the Region of Peel Official Plan to ensure conformity to the ROP.

The subject site is within the “Urban System” as per Schedule D Regional Structure and “Designated Greenfield Area” as per Schedule D4 the Growth Plan Policy Areas in Peel in the ROP (September 2021 Office Consolidation). It is also located along “Other Rapid Transit Corridor” as per Schedule G Rapid Transit Corridors. The southwestern portion of the subject site is also within the “Core Areas of the Greenlands System” as per Schedule A Core Areas of the Greenlands System in Peel.

Sections and policies of the ROP that are applicable to this application include but are not limited to:

No.	Description of Applicable Sections and Policies
Policy 2.3.2.6	Prohibit development and site alteration within the Core Areas of the Greenlands System in Peel [except in certain prescribed circumstances].
Policy 2.3.2.7	Ensure that the Core Areas of the Greenlands System in Peel, as described in Policy 2.3.2.2 and 2.3.2.3 [of the ROP] and as further detailed in the area municipal official plans and related planning documents, are not damaged or destroyed. In the event that portions of the Core Areas are damaged or destroyed, there shall be no

	adjustment to the boundary or redesignation of these areas in the area municipal official plans and the Region will require replacement or rehabilitation of the ecological features, functions and/or landforms. Regional Council will support the area municipalities in applying this policy to other environmental features that are protected in an approved area official plan. (Provincial Modification in bold)
Section 5.3.1	<p>The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. It is the General Objectives of the Region to:</p> <ul style="list-style-type: none"> • Conserve the environment and resource attributes of the region; • Achieve sustainable development within the Urban System; • Establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities; • 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; • Achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive; • Promote crime prevention and improvement in the quality of life; • Recognize the integrity and physical characteristics of existing communities in Peel Policy; and, • Provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.
Policy 5.3.2.2	Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
Policy 5.3.2.4	Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.
Policy 5.5.2.3	Develop compact, transit-supportive communities in designated greenfield areas.
Section 5.5.3	<p>This plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan with objectives such as:</p> <ul style="list-style-type: none"> • Achieve compact and efficient urban forms; • Optimize the use of existing infrastructure and services; • Revitalize and/or enhance developed areas; • Intensify development on underutilized lands;

	<ul style="list-style-type: none"> • Reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments; • Optimize all intensification opportunities across the Region; and, • Achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.
Section 5.5.4	<p>The policy direction of the Growth Plan includes greenfield development that contributes to “complete communities” to support sustainable transportation and provide public open space that supports these activities. Greenfield communities must also provide for a diversity of land uses as well as efficiently use available lands and infrastructure.</p> <p>It is among the objectives of the Region to:</p> <ul style="list-style-type: none"> • Achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services; • Achieve a compatible and diverse mix of uses to support vibrant neighbourhoods; • Optimize the use of designated greenfield area; and, • Enhance the natural environment and resources.
Section 5.8	<p>Among the various objectives of the ROP to facilitate the provision of housing to meet the full range of needs in Peel, the Region strives to:</p> <ul style="list-style-type: none"> • Provide for an appropriate range and mix of housing types, densities, sizes and tenures to meet the projected requirements and housing needs of current and future residents of Peel; • Foster the availability of housing for all income groups; and, • Foster efficient and environmentally sensitive use of land and buildings in the provision of housing.
Policy 5.9.5.2.10	<p>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.</p>

City of Brampton 2006 Official Plan (September 2020 Consolidation)

The City of Brampton’s Official Plan (the OP or the Plan) is a document authorized under the *Planning Act* that sets out general policies for future land use in Brampton as it directs how physical development and land use decisions should take place. Adopted by Council, the Official Plan reflects the collective aims and aspirations of Brampton residents and guide decisions in the delivery of municipal services.

Brampton’s 2006 Official Plan was approved by the Ontario Municipal Board (OMB) on October 7, 2008 and is in effect since the Region of Peel’s approval on January 24, 2008. The application will be evaluated against the updated September 2020 Office Consolidation to ensure the proposal’s conformity to the OP.

The subject site is designated as “Communities” (northeastern portion) and “Open Space” (southwestern portion)” as well as “ Designated Greenfield Area” (in its entirety) on Schedule 1 – City Concept in the OP. Furthermore, the same northeastern portion of the site is designated as “Residential” and the same southwestern portion as “Open Space” on Schedule A – General Land Use Designations. The open space portion of the subject site is also designated “Valleyland / Watercourse Corridor” on Schedule D – Natural Heritage Features and Areas. Furthermore, Schedule C – Transit Network of the Official Plan identifies Queen Street West, located immediately north of the subject site, as a “BRT Corridor”.

Sections and policies of the 2006 Official Plan that are applicable to this application include but are not limited to:

No.	Description of Applicable Sections and Policies
<p>Section 3.2.8.5</p>	<p>Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including... intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate [on matters such as]:</p> <ul style="list-style-type: none"> (i) The development is consistent with the general intent and vision of the applicable Secondary Plan; (ii) The development contributes to the City’s desired housing mix; (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day-to-day needs of residents...; (v) There is sufficient existing or planned infrastructure to accommodate the development; (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access; (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking; (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to

	<p>ensure the identification, protections, restoration and enhancement of the natural heritage system;</p> <p>(xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space; and</p> <p>(xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.</p>
Policy 4.2.1.1	The Residential designations... permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses... shall be permitted subject to specific Secondary Plan policies or designations...
Policy 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 [the Credit Valley Secondary Plan] shall reference the ["New "Housing Mix and Density Categories" table in this policy] and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The density categories... shall not be constructed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.
Policy 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.
Policy 4.2.1.15	<p>The City shall consider the following natural heritage planning principles in the design of residential development:</p> <p>(i) Maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;</p> <p>(ii) Protection, enhancement and restoration of any stream, ..., valleyland... habitat for both fish and wildlife;</p> <p>(iii) Maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;</p> <p>(v) Protection, maintenance and restoration of remaining trees...;</p> <p>(vi) The need for careful siting of dwellings and additional landscaping...;</p>

	(vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (e.g. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.
Policy 4.2.1.18	The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.
Policy 4.2.7.1	Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.
Policy 4.2.7.3	The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility.
Policy 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.
Policy 4.5.4.23	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.
Policy 4.6.6.5	For development applications, including redevelopment and intensification, within the Built Boundary, the City will seek opportunities to manage, restore, connect and where possible, enhance existing open space and natural areas, as feasible.
Policy 4.6.6.8	Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule “D” unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.
Policy 4.6.6.9	For the purposes of this policy, adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands

	shall be determined in consultation with the Conservation Authorities having regard for the Province's Natural Heritage Reference Manual.
Policy 4.6.6.10	The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.
Policy 4.6.6.13	On lands subject to a development application where any natural feature or area designated on Schedule "D" is damaged, destroyed or removed, there will be no adjustment to the boundary or redesignation of these features or areas in the Official Plan. The applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.
Policy 4.6.6.30	Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule "D".
Policy 4.6.7.4	Through the development approval process, valleylands and watercourse corridors including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the <i>Planning Act</i> .
Policy 4.6.12.1	Development and site alteration in significant habitat of threatened or endangered species listed in the regulations under the provincial <i>Endangered Species Act</i> is not permitted in accordance with the Provincial Policy Statement.
Policy 4.6.12.2	Development and site alteration within significant wildlife habitat is not permitted, unless it has been demonstrated through an environmental study that there will be no negative impacts on the natural features or their ecological functions.
Policy 4.6.12.3	Harmful alteration of fish habitat without authorization is prohibited and a principal of no net loss of productive capacity of fish habitat is advocated in accordance with the <i>Federal Fisheries Act</i> . Development and site alteration in fish habitat shall not be permitted except in accordance with the Provincial and federal requirements.
Policy 4.6.12.5	As part of a development application affecting fish and/or wildlife habitat, an Environmental Implementation Report or Environmental Impact Study will be required, in consultation with the relevant agencies, to determine any negative impacts on the feature and its ecological function, through the development approvals process. Such impact assessment shall include an inventory of existing species, populations and habitats, and consideration of relocation, redesign and mitigation measures to address potential impacts on habitat. Long term management practices necessary to maintain, restore or enhance such populations and habitat will also be addressed. As well,

	consideration will also be given to measures that are compatible with other community planning objectives for the maintenance and enhancement of the habitat.
Policy 4.6.12.6	In accordance with the <i>Fisheries Act</i> and other relevant provincial and federal policies and legislation, and based on the recommendations of... environmental studies and/or natural heritage system studies, the City will require that fish and wildlife populations and habitat recommended for protection be maintained, restored and/or enhanced through sensitive subdivision and site design, including appropriate stormwater management and sustainable management practices.
Policy 4.6.13.1	The City shall endeavour to identify potential land use conflicts caused by new development, and require proponents to submit a comprehensive study containing a statement and assessment of land use compatibility before and after setback techniques have been employed.
Policy 4.6.13.3	Where land uses are considered incompatible, the City will require alternative building and site design, landscaping, and spatial separation requirements to ensure land use compatibility.
Policy 4.6.13.5	The City shall require that buffers be naturalized from the edge of natural features commensurate with the hazardous nature, ecological function or sensitivity of such features...
Policy 4.6.13.7	A minimum of 10 metres buffer to define the limit of development will be required from all natural features to be protected [including]: <ul style="list-style-type: none"> (i) From the predicted crest of slope (combination of the 100 year erosion and/or meander belt width hazard and stable slope) of valley and watercourse corridors. If the valley slope is stable, from the top of valley bank. If the valley slope is not stable, from the predicted long term stable slope (projected from the existing stable toe of slope, or from the predicted location of the toe of slope as shifted as a result of stream erosion over a 100-year period); and (ii) From the predicted meander belt of the watercourse, expanded as required to convey the major system flows and/or to maintain riparian stream functions.
Policy 4.6.13.8	A buffer of up to and/or in excess of 10 metres may be refined from the buffer required in policy 4.6.13.7 as warranted, based on the results of environmental studies that are prepared which take into account the policies of all levels of government and the Credit Valley... Conservation Authority, including the Greenbelt Plan.
Policy 4.6.13.11	Any buffer areas, setbacks or linkages required to ensure the protection of an environmental feature will not be considered as contributing towards the parkland dedication requirements under the <i>Planning Act</i> . Dedication of buffers to the City is required through the development approvals process.

Policy 4.6.13.12	... The City generally intends that where possible buffers are to be enhanced through vegetative plantings to support and enhance the ecological features and functions of the adjacent natural area.
Policy 4.7.1.2	The Open Space designation on Schedule “A” indicates major open space features. These features include... valleylands/watercourse corridors.... Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.
Policy 4.11.3.1.1	Mid-rise buildings shall address the [prescribed] design issues [including...] servicing (i.e. loading, garbage, parking)..., 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.
Policy 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...
Policy 4.11.3.4.4	Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.
Policy 4.11.4.1	Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Credit Valley Secondary Plan (Secondary Plan Area 45)

The Credit Valley Secondary Plan (Area 45) was adopted by Council on September 30, 2002, and approved with modifications by the Ontario Municipal Board on January 14, 2004. The subject site is designated “Springbrook Settlement Area” and “Primary Valleyland” in the Secondary Plan.

Sections and policies in the Secondary Plan that are applicable to this development application include but not limited to:

No.	Description of Applicable Sections and Policies
Section 4.2.4	The goals of the Credit Valley Secondary Plan [of which development policies for the Secondary Plan are founded on as identified in 5.1 General Provision] include but not limited to:

	<ul style="list-style-type: none"> • Preserve, protect, and restore the natural environment, to the extent practical; • Coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to support that growth, in accordance with the Brampton Growth Management Program; and, • Develop excellence in community living through applying principles such as: <ul style="list-style-type: none"> ○ a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses; ○ the promotion of excellence in civic design in both the public and private realm; ○ an interconnected system of open space and recreational areas; ○ integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community; ○ an attractive and orderly built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and, ○ efficient transportation links.
<p>Policy 5.2.7.1</p>	<p>The Springbrook Settlement Area is a historical crossroad hamlet associated with the agricultural settlement of the area. The infilling of Springbrook shall be limited to the lands fronting onto the existing open road allowances within the defined limits of the settlement as shown on Schedule SP45(a). In accordance with Section 4.1.3 of the Official Plan, limited service commercial, village crafts and home workshops shall be permitted but in the form of a low intensity and low-density development that is in keeping with the scale and character of the historic hamlet.</p>
<p>Policy 5.4.2.1</p>	<p>Lands designated Valleyland on Schedule SP45(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility and contributing either in form and function as a Primary Valleyland, or in function as a Secondary Valleyland to the ecological integrity of the Credit River, Huttonville Creek, Springbrook Creek and 8b Subwatersheds.</p>
<p>Policy 5.4.2.2</p>	<p>Lands designated Primary Valleyland on Schedule SP45(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and generally in accordance with the recommendations of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). These natural corridors include the Huttonville Ravine Environmentally Sensitive Area identified on Schedule D of the Official Plan. The extent of the Primary Valleyland and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report.</p>
<p>Policy 5.4.2.5</p>	<p>Appropriate setbacks shall be imposed, if required, from the margin of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined through the preparation of</p>

	an Environmental Implementation Report, prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
Policy 5.4.2.7	The illumination of parking facilities shall be directed away from nearby Valleylands to minimize disturbance to wildlife.

Springbrook Tertiary Plan

On October 5, 2020, City staff presented a Recommendation Report entitled “City-Initiated Official Plan Amendment to the Credit Valley Secondary Plan Area 45” to the Planning Committee, implementing the “Springbrook Settlement Area Tertiary Plan”. The purpose of the tertiary plan was to develop a comprehensive land use plan for the Springbrook area that will ensure new developments were compatible with existing uses, and to identify guidance for the provision of infrastructure to support proposed development, such as road connections, access, and stormwater management, while recognizing the existing settlement pattern and environmental constraints.

On October 26, 2020, Council Resolution No. PDC 123-2020 directed City staff to initiate a separate planning process for lands fronting Queen Street West, where higher densities are envisioned by Council, and hold a statutory public meeting to present the proposed changes. A modified Tertiary Plan was adopted by Council, excluding lands with frontage along Queen Street West (including the subject site).

At the June 6, 2022 Planning and Development Committee meeting, Staff presented a City-initiated Official Plan Amendment to remove lands designated as “Springbrook Settlement Area” in the Credit Valley Secondary Plan, add these lands back into the “Springbrook Tertiary Plan” and re-designate their land use in an effort to reflect Council’s vision in October 2020. The subject site would be designated “Commercial Mixed Use – Medium Density Residential”. City staff also presented an Urban Design Concept Plan for the Springbrook area to showcase potentially appropriate building types and heights (in storeys) on these lands, and an eight-storey mid-rise building is shown on the subject site. As per the adopted Council Resolution No. PDC104-2022, residents’ deputations and correspondences from the public meeting were received, and Staff is directed to report back to the Committee with the results of public meeting and a staff recommendation. No further public meetings have been held as of date.

Block Plan

The subject lands are part of Block Plan 45-5 also referred to as the Credit Valley Block Plan. The lands are within the Springbrook Special Study Area. The Block Plan is bounded by Queen Street West to the north, Creditview Road to the west, single detached dwellings and

the Orangeville Railway to the south and Chinguacousy Road to the east. Springbrook tributaries and associated ravines as well as Ontario Hydro Corridor bisect the lands north-south from west to east.

The Block Plan implements the policies of the City Official Plan and Secondary Plan based on the findings of a number of background studies completed to address environmental, servicing transportation, urban design and growth management considerations. The Block Plan ensures that the development of the new community addresses principles of sustainability and incorporates the principles of the City's Development Guidelines.

The policies related to subject site and adjacent properties to the west in the Credit Valley Block Plan 45-5 have been replaced by the designation of such lands as "Springbrook Settlement Area" as per Official Plan Amendment 2006-191 and By-law 217-2020.

Any development on subject lands must address principles of sustainability and incorporate the principles of the City's Development Design Guidelines.

Zoning

The subject property is zoned "Service Commercial" (SC-206) by By-law 270-2004 as amended and "Commercial One Special Section" (C1-2072) by By-law 280-2010, which permit a convenience store with one accessory dwelling unit under prescribed built form standards and other permissions and restrictions on the subject site.

An amendment to the Zoning By-law is required to facilitate the development of the proposal.

Sustainability Score

The City of Brampton's Sustainability Metrics under the Sustainable New Communities Program are used to evaluate the environmental sustainability of development applications.

Using the previous Sustainable New Communities Program, the applicant submitted a Sustainability Assessment that shows the proposed application has a Sustainability Score of 32, which achieves the City's Bronze threshold.

The applicant submitted their application shortly after the current Sustainable New Communities program took effect and had completed the scoring before it took effect. The applicant will be required to submit a Sustainability Score and Summary under the current Sustainable New Communities Program and demonstrate that the proposed development can achieve the City's Bronze threshold in the current program before staff proceeds with a recommendation report.

City staff will verify the sustainability score prior to the Recommendation Report, and work with the applicant to achieve the minimum Bronze threshold.

Documents Submitted in Support of this Official Plan and the Zoning By-law Amendment Application:

- Application Fee Calculation form
- Arborist Report
- Archaeological Assessment (Stage 1 and 2)
- Archaeological Entry into the Registry letter (Stage 1 and 2)
- Architectural Drawings
- Concept Plan
- Draft Implementation Official Plan Amendment
- Draft Implementation Zoning By-law Amendment
- Drainage Plan
- Environmental Impact Study
- Environmental Site Assessment (Phase I and II)
- Erosion and Sediment Control Plan
- Functional Servicing Report and Stormwater Management Report
- Geotechnical Report
- Graphic Renderings of the proposed development
- Landscape Concept Plan and associated Cost Estimate
- Parcel Abstract
- Parking Ramp Drawing
- Planning Justification Report
- Public Consultation Strategy
- Site Grading Plan
- Survey (including Street Widening Sketch)
- Sustainability Score and Summary (under the previous New Sustainable New Communities Program)
- Transportation Impact Study and Parking Study
- Tree Inventory and Preservation Plan
- Urban Design Brief

The City may request further technical information as necessary based on further review, comments from relevant City departments and external agencies and/or public input.

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.