

### **Information Summary**

Notwithstanding the information summary provided below, staff advise that prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

#### **Planning Act:**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in Section 2 the Planning Act R.S.O 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited:

- a) The protection of ecological systems, including natural areas, features and functions;
- c) The conservation and management of natural resources and the mineral resource base;
- h) The orderly development of safe and healthy communities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- p) The appropriate location of growth and development; and,
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- r) The promotion of built form that:
  - (i) is well designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

#### **Provincial Policy Statement (PPS):**

The proposal will also be reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

Section 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;

- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 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;
- h. Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

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

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and

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.

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

Section 1.3.1 - Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining 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;
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

Section 1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services;

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, surface water features and ground water features.

### **A Place to Grow: 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 subject lands are located within the 'Built-Up Area' of the Growth Plan. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. A preliminary assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - 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
- iii. 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 higher order transit where it exists or is planned; and
- iv. areas with existing or planned public services facilities;

d) development will be directed to settlement areas, except where the policies of this plan permit otherwise;

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
  - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

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

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

2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

### **Regional Official Plan**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” areas as established in Schedule D of the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

Section 5.3 – The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031 Regional Urban Boundary as shown on Schedule D of the Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of the Plan, the Toronto-Lester B Pearson International Airport, urban growth centres and Regional Intensification Corridors.

Section 5.3.1.1 – To conserve the environmental and resource attributes of the Region.

Section 5.3.1.2 – To achieve sustainable development within the Urban System.

Section 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.

Section 5.3.1.4 – Contributing to achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, service, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.3.1.5 – To achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.

Section 5.3.1.6 – To promote crime prevention and improvement in the quality of life.

Section 5.3.1.7 – To recognize the integrity and physical characteristics of existing communities in Peel.

Section 5.3.1.8 – To provide for the need of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2.2. – Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.

Section 5.3.2.3 – Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms of urban development and redevelopment.

Section 5.5.2.2 – Direct a significant portion of new growth to the built-up areas of the community through intensification

Section 5.5.3.1.1 – To achieve compact and efficient urban forms.

Section 5.5.3.1.2 – To optimize the use of existing infrastructure and services.

Section 5.5.3.1.3 – To revitalize and/or enhance developed areas.

Section 5.5.3.1.4 – To intensify development on underutilized lands.

Section 5.5.3.2.5 – Require that by 2026 and for each year until 2025, a minimum of 40 per cent of the Region's Residential development occurring annually will be within the built-up area. To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows: City of Brampton: 26, 500 units.

Section 5.9.2.5 – Optimizing the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form.

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

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Open Space" in Schedule A and "Valleyland and Watercourse Corridor" in Schedule D of the City of Brampton Official Plan. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- (ii) The development contributes to the City's desired housing mix;
- (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;

(iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;

(v) There is sufficient existing or planned infrastructure to accommodate the development;

(vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;

(vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;

(viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

(ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;

(x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;

(xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;

(xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

4.6.7 Lands designated as Valleylands/Watercourses Corridors on Schedule "D" of the Official Plan are intended primarily for the preservation and conservation of the natural features, functions and linkages.

4.6.7.1 Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account:

- (i) No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;
- (ii) Existing development shall be reviewed in consideration of the identified slope stability, 100-year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;
- (iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;
- (iv) The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;
- (v) The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;
- (vi) The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;
- (vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
- (viii) The risk of the loss of life or property damage; and,
- (ix) The comment of the appropriate Conservation Authority and Provincial Ministry).

4.7.4.1 Where recreational open space lands include or abut natural heritage features such as woodlands, wetlands, valleylands and watercourse corridors, the relevant policies in Section 4.6 must be applied to ensure the protection of these features and the environmental functions and linkages they perform.

An Official Plan amendment is required to permit the proposed development.

### **Springdale Secondary Plan – Area 2**

The subject property is located within the Springdale Secondary Plan (SPA2), which provides a land use framework for the residential neighborhoods, institutional and commercial uses within the Secondary Plan Area. The subject property is sub-designated “Highway Commercial” in SPA2.

2.5.1 Lands designated Highway Commercial on Schedule 2 shall be used for those purposes that are primarily oriented to the traveling public and are limited to service stations, gas bar, motor vehicle washing establishments and related activities.

An amendment to the Secondary Plan is required to permit the proposed development.



## **Zoning By-law**

The subject property is zoned "Service Commercial-2193" by By-law 270-2004. The "Service Commercial 2193" Zoning designation permits the following uses:

- a) a service station;
- b) a gas bar;
- c) a motor vehicle washing establishment
- d) a dining room restaurant, convenience restaurant, take-out restaurant;
- e) banquet facilities;
- f) a community club;
- g) a tool and equipment rental establishment within an enclosed building;
- h) a retail establishment having no outside storage;
- i) a convenience store;
- j) a personal service shop;
- k) a dry cleaning and laundry distribution station;
- l) a bank, trust company and finance company;
- m) an office;
- n) an animal hospital; and
- o) purposes accessory to the other permitted purposes;

The following purposes shall not be permitted:

- a) an adult entertainment parlour;
- b) an adult video store;
- c) an adult book store;
- d) a massage or body rub parlour;
- e) an amusement arcade; and,
- f) a garden centre sales establishment

A zoning by-law amendment is required to permit the proposed development.

## **Sustainability Score and Summary**

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The proposed application has a Sustainability Score of 83, which meets the gold threshold for approval. City staff will verify the sustainability score prior to the Recommendation Report.

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

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

- Acoustical Report
- Application Form

- Arborist Report
- Archaeological Assessment
- Architectural Drawings
- Concept Plan
- Cover Letter
- Cut and Fill Plan and Assessment
- Draft Official Plan Amendment and Schedules
- Draft Zoning By-law Amendment and Schedules
- Environmental Impact Study and Response
- Geotechnical Report
- Landscape Plan
- Parcel Abstract
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Planning Justification Report
- Public Notice Sign
- Revised Scoped EIS
- Road Design Plans
- Servicing and Storm Water Management Report
- Site Servicing and Grading Plan
- Survey
- Sustainability Score and Summary
- Traffic Impact and Parking Study
- Urban Design Report