

Appendix 9 - 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 Planning Act and Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), 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:

- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services 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;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- 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,
 - (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;
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including additional residential units, multi-unit housing, and affordable housing) to meet long-term needs;
- 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;
- 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 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 all 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 1.4.1 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans

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;
- b) ensure that these systems are provided in a manner that:
 - a) can be sustained by the water resources upon which such services rely;
 - b) prepares for the impacts of a changing climate;

- c) is feasible and financially viable over their lifecycle; and 4. protects human health and safety, and the natural environment;

Section 1.6.9.1 – Planning for land uses in vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.

Section 1.6.9.2 – Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

A Place to Grow: 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 will be evaluated against 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:

Section 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;
- 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 service facilities
 - b. development will be directed to settlement areas, except where the policies of this plan permit otherwise;

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- 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

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

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

Section 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
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

Section 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.

Section 2.2.6.3 – To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 3.2.1.1 – Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.

Section 3.2.1.2 – Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

- a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
- b) providing sufficient infrastructure capacity in strategic growth areas;
- c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and
- d) considering the impacts of a changing climate.

Region of Peel 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 and designated “Built-up Area” in Schedule D4 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 5.5.3.2.2 – Facilitate and promote intensification.

Section 5.5.3.2.3 - Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the builtup area.

Section 5.5.3.2.4 - Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region’s residential development occurring annually to be located within the built-up area

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 5.8.2.2 – Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:

- a) residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and
- b) cost-effective development standards for new residential development, redevelopment, and intensification

An amendment to the Region of Peel Official Plan is not required to permit the proposed development.

Section 5.9.2.2 – Work with the Province, area municipalities and adjacent municipalities to provide transportation systems that:

- a) Are safe, sustainable and energy efficient;
- b) Facilitate the movement of people and goods;
- c) Offer travellers a variety of mobility choices;
- d) Address projected needs; and

- e) Encourage the most financially and environmentally appropriate mode for trip-making.

Section 5.9.2.3 – Work with the Province and area municipalities to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process.

Section 5.9.2.8 – Consider, as part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects, on Regional facilities.

Section 5.9.2.9 – Work with the area municipalities and the Province to develop enhanced tools and techniques for assessing the impacts of new development on sustainable modes of transportation and on transportation demand management measures.

Section 5.9.4.2.13 – Protect residential development adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of development.

Section 5.9.5.2.1 – Support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. Any changes to rapid transit

Section 5.9.5.2.5 – Encourage transit-supportive measures on major roads and highway corridors in Peel through the use of HOV lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.

Section 5.9.6.2.3 – Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that development and redevelopment adjacent to the Airport is compatible with airport operations and the needs residents and by discouraging land uses which may cause a potential aviation safety hazard.

Section 5.9.6.2.4 – Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.

Section 5.9.6.2.6 – Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land
- b) uses or infilling of residential and other sensitive land uses;
- c) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
- d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
- e) MOE acoustical design standards are met; and
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

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 "Residential" in Schedule A, "Residential" in Schedule 1, 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:

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centres, neighbourhood retail, convenience retail or highway and service commercial uses.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

Section 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.

Section 4.2.1.6 – Brampton shall contribute to the achievement of the Region's intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas.

Section 4.2.1.8 - Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.

Section 4.2.1.16 – Notwithstanding the Residential designation on Schedule "A", residential uses shall not be permitted on the land located at the southwest corner of Airport Road and Bovaird Drive without an amendment to this Plan.

Section 4.2.1.17 – Residential uses planned for this site shall be in the form of high density housing, with a minimum density of 51 units/net hectare, the details of which shall be defined through the implementing Zoning By-law. In addition, a Tertiary Plan shall be prepared prior to the development of the subject lands. The Tertiary Plan shall demonstrate how the subject property can be developed comprehensively with the adjacent properties, and shall identify existing and future structuring elements, including the internal road network and driveway arrangements, site access, and easements for mutual access.

Section 4.2.6.3 – The City shall, in considering sites for assisted or seniors housing, having particular regard for the following locational guidelines:

1. Accessibility to public transit, convenience shopping, parks and recreational facilities;

2. Convenient access to public day care facilities and other community service, social and health facilities/services; and,
3. Locating away from hazardous lands or hazardous sites.

Section 4.2.6.15 – the City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions:

1. Retirement home shall comply with all zoning requirements set out in the City's By-law;
2. In determining the suitability of a site for use as a retirement housing, due regard shall be given to:
 1. The accessibility of the site to public transportation, shopping facilities, Places of Worship, libraries, public parks and other community service facilities;
 2. Adequate vehicular ingress/egress and on-site parking;
 3. Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
 4. Siting and landscaping to minimize any adverse impact on adjacent uses;
 5. Impact of the development on the ecosystem and natural environmental features;
 6. Appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
 7. Access to municipal water and sanitary waste;
 8. Locating away from hazardous lands or hazardous sites; and,
 9. Accessibility for persons with disabilities.

Section 4.2.7 - Design

- i. Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- ii. Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- iii. Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;
- iv. Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;
- v. Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,
- vi. Implementing the Flower City Strategy.

Section 4.2.7.4 - Through its review and approval of site plans for residential developments pursuant to the Planning Act and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- i. Promote an appropriate massing and conceptual design of buildings
- ii. Endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;
- iii. Encourage the protection and enhancement of safe and attractive built environments;
- iv. Encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;

- v. The provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings;
- vi. Protect natural heritage features, encourage the preservation of trees and hedgerows, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;
- vii. Encourage the placement of recessed garages behind the main wall of the building;
- vii. Consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/ maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,
- viii. Encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities.

Section 4.6.15.1 – Noise and Vibration

The City of Brampton strives to minimize disturbances of normal activities within residential areas and other noise sensitive land uses due to noise generated from air, road and rail traffic. Despite best efforts for noise abatement, sometimes it is necessary to inform the public that noise from air, road and rail sources could affect normal use and enjoyment of property.

Section 4.6.15.1.1 – New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration.

Section 4.6.15.1.2 – Where the City of Brampton or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration on a proposed development, the City will require the proponent to submit a noise or vibration impact analysis prepared by a qualified acoustic consultant for the approval of the City, the Region of Peel and the Ministry of the Environment as appropriate. These analyses shall be based on assumptions of ultimate traffic conditions or other noise generators as specified by the City or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment. If needed, the City will also consult the appropriate railway regarding the requirements for and approval of detailed assessments concerning rail noise and vibrations.

Section 4.6.15.1.3 – Noise impact assessment reports will contain a statement and assessment of sound levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during daytime, evening and night time hours. Where unacceptable sound levels are predicted, the report shall review the merits of various abatement measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

Section 4.6.15.1.4 – The development proponent will implement all of the measures as recommended in the approved noise impact or railway vibration analysis and any additional related measures, which may be deemed appropriate. The development proponent shall be required to contribute to a perpetual maintenance fund for the long term maintenance of these attenuation features.

Section 4.6.15.1.5 – In the event that noise or vibration levels in excess of the relevant current guidelines and policies are predicted to exist within part of the study area despite the inclusion of the recommended noise and

vibration control features, the City will require that the development proponent advise purchasers or tenants that noise or vibration may occasionally interfere with some activities of the dwelling occupants.

Section 4.6.15.1.6 – The City shall discourage the use of reverse frontage lots with berms and acoustic fences when other preferred measures such as window streets, door handles etc. exist.

Section 4.6.15.1.7 – The Noise Exposure Forecast, the Noise Exposure Projection systems and the Lester B. Pearson International Airport (LBPIA) Operating Area, Composite Noise Contour map and Airport Zoning Regulations shall be used as a basis for land use planning and development control.

Section 4.6.15.1.8 – All future residential development and other highly noise sensitive land uses will only be permitted in areas where the existing or projected N.E.F./N.E.P. level is 30 or less. All other land uses shall comply with the provisions of the N.E.F. Land Use Compatibility Table, which may be revised from time to time and which is extracted from the former Ontario Ministry of Housing publication entitled Land Use Policy Near Airports.

Section 4.6.15.1.9 – Prior to the approval of development applications within lands exposed to levels of between 25 and 30 N.E.F., the City will require the development proponent to engage a qualified acoustic consultant to undertake a Noise Impact Analysis.

Section 4.6.15.1.10 – New residential development, redevelopment and infill of residential and noise sensitive land uses such as hospitals, nursing homes, day care centers and public and private schools will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule “A” to this Plan.

Section 4.6.15.1.11 – Certain noise sensitive land uses such as day care centers, public and private schools, residential units and nursing or retirement homes accessory to a permitted use are prohibited within the Lester B. Pearson International Airport (LBPIA) Operating Area as outlined on Schedule “A” to this Plan.

Section 4.6.15.1.14 – For development applications in and outside the Lester B. Pearson International Airport (LBPIA) Operating Area affected by an NEP/NEF of 25 or greater for residences, day care centers, public and private schools, places of religious assembly, hospitals or nursing homes and if otherwise permitted by this Plan; an NEP/NEF of 30 or greater for hotels, motels, service commercial or office uses; and an NEP/NEF of 35 or greater for industrial or warehousing uses, a noise impact study shall be undertaken by a qualified acoustic consultant in accordance with Provincial government guidelines and to the satisfaction of the City prior to development approval to determine the appropriate acoustical design criteria.

Springdale Secondary Plan (Area 2)

The property is located within the Springdale Secondary Plan Area 2. The site is identified as ‘District Retail’ within the Commercial Designation. The Secondary Plan sections that are applicable to this application include:

Section 2.2.1 – Uses permitted on lands designated District Retail on Schedule 2 shall permit the range of uses and be developed in accordance with the District Retail policies of Section 4.3.4 and other relevant policies of the Official Plan.

Zoning By-law

The property is zoned “Commercial Three, Special Section 196, “C3-196’ in by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to permit the proposed use.

Sustainability Score & Summary

The Sustainability Score and assessment is not applicable to applications where only an Official Plan Amendment is sought. No development is being proposed at this time as the applicant is seeking additional land-use permissions within the Official Plan. To facilitate the future development of the property, a Zoning By-law Amendment and/or Site Plan application will be required. The Sustainability Score and Summary is a requirement of the future Zoning Bylaw/Site Plan application to be submitted by the applicant.

Documents Submitted in Support of the Application

1. Cover Letter
2. Planning Justification Report
3. Public Notice Sign
4. Public Consultation Strategy
5. Official Plan Amendment Application Form
6. Environmental Noise Impact Feasibility Study
7. Single Use Demand Table
8. Property Survey
9. Transportation Impact Study