

Detailed Planning Analysis

OZS-2021-0002

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Mount Pleasant Secondary Plan (Area 51) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a logical, well designed manner that supports sustainable long term economic viability.

Planning Act R.S.O 1990

The Planning Act provides guiding principals that is further reinforced in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

Section 2:

- (f) – the adequate provision and efficient use of communication, transportation, sewage and water and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (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;

The proposal makes efficient use of existing transportation and sewage systems.

The proposed development is within a walking distance of bus stops along Veterans Drive that is served by the 23 Sandalwood and 26 Mount Pleasant bus route. These bus routes provide connections within Brampton (including Heart Lake Terminal and Trinity Common Terminal). There are also two bus stops located by the site, at Mississauga Road and Sandalwood Parkway that will be serviced by future transit expansion.

The proposal also optimizes the site to facilitate development of safe and healthy communities while also providing a variety of housing to future residents. A range of studio, 1-bedroom to two-bedroom units are provided which offer a variety of choices and affordability.

A Functional Servicing Report has been prepared for the site and water, storm water and sanitary sewer connections are available. The proposed application will be serviced through an existing sanitary sewer on Sandalwood Parkway West that will service both buildings. Water servicing will be provided through an existing service connection along Sandalwood Parkway West as well as a secondary domestic and fire line connected to Kent Road.

The proposed application is oriented to the pedestrian through the provision of internal courtyards for each residential building that connects to the sidewalks along Mississauga Road and Sandalwood Parkway.

Provincial Policy Statement (PPS) (2020)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The site is within a Settlement Area as defined by the PPS. The PPS policies that are applicable to this application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

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;

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 2-year time horizon.

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

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

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed;

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

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

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

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

- 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 potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

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

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

Provincial Policy Statement Analysis

The subject site is located within a settlement area, specifically located within a “Designated Greenfield Area” in the City of Brampton Official Plan, Schedule 1, City Concept.

The proposed application promotes healthy, liveable and safe communities. It optimizes the existing site, which is vacant, to take advantage of existing infrastructure (including water and sanitary servicing) to provide a compact mixed-use development that will provide both residential as well as ground floor commercial uses. This is consistent with Policies 1.1.1(a) to (g), 1.1.2 to 1.1.3.3, and 1.1.3.4.

Further to Policies 1.4.1 and 1.4.3, a range in the size of units are also provided within the two phases of the proposed development. This provides a variety of unit mix options to future residents that can accommodate a range of household sizes, ages and income. Further to Policies 1.5.1, 1.6.7.2 and 1.6.7.4, the proposed development uses the existing and future transit improvements to encourage use of transit, which is also a transportation demand management strategy to decrease dependence on vehicles. Existing transit in the area provides connections to Mount Pleasant GO Station, and regional connectivity. Other transportation demand management strategies used by this application including provision of bicycle parking spaces to encourage other modes of travel aside from vehicular use.

With regard to Policy 1.8.1, the proposal supports energy conservation and efficiency, improved air quality and reduced greenhouse gas emissions by maintaining a compact built form that is supported by connections to active transportation and transit-supportive.

Staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

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

The Growth Plan for the Greater Golden Horseshoe provides a framework for building complete communities and direction on accommodating and forecasting growth in these communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes..

The subject lands are located within the "Designated Greenfield Area - Conceptual" of the Region of Peel within the Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure its conformity with the plan. The sections that apply to this application include, but are not limited to the following:

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

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

- i. have a delineated built boundary;
- ii. have existing or planned municipal water and waste water systems; and
- iii. can support the achievement of complete communities;

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;
- ii. strategic growth areas;
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,
- iv. areas with existing or planned public service facilities;

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - a. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - c. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - e. provide for a more compact built form and a vibrant public realm, including public open spaces;
 - f. Integrate green infrastructure and appropriate low impact development.

2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

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

2.2.5.15 The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

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
 - ii. establishing targets for affordable ownership housing and rental housing;
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

- c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
- d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
- e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning bylaws.

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

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

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

2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and

Places to Grow Growth Plan Analysis

Further to Policy 2.2.1.2, the proposal is located within a settlement area that has existing water and sanitary sewer systems as well as in area with planned transit. Currently, there is a bus stop located nearby the application and in the future, a züm BRT route that connects to Sandalwood Parkway will be provided between Williams Parkway and Mississauga Road. The Heritage Heights Secondary Plan also notes in the Conceptual Transit Services, Schedule 52-12, that a potential Transit Station will be located on Sandalwood Parkway between Williams Parkway and Court Road. Additionally, a portion of Mississauga Road between Mayfield Road and Yardmaster Drive is identified as a Base Grid Route that has a frequency of 5' to 15' Peak Frequency.

The proposal also provides a diverse mix of land uses, including three residential buildings that all have commercial uses at grade (Policy 2.2.1.4). Within the residential use provided, a variety of unit sizes are sold that accommodate people at all stages of life and can accommodate differing household sizes and incomes to meet their current and future needs (Policy 2.2.1.4 c and Policy 2.2.6.1a.i). The proposal also provides convenient access to a range of transportation options including options for use of active transportation by connecting to existing sidewalks, offering bicycle parking and providing connections from the site to the bus stop along Mississauga Road and Sandalwood Parkway (Policy 2.2.1.4d). The proposed application is a compact mixed-use built form that optimizes the use of the land to encourage active transportation use as well as provides different levels of affordability (Policy 2.2.1.4e).

The proposal supports the achievement of complete communities through provision of a range of studio and one to three bedroom units which contributes to the overall housing stock in the Mount Pleasant Community as well as within the City (Policy 2.2.6.2). The range of units provided is also consistent with Policy 2.2.6.3.

Lastly, the proposed development is consistent with the greenfield area policies provided in Section 2.2.7 of the Growth Plan. The proposal achieves and exceeds the minimum density targets of 50 residents and jobs combined per net hectare applicable to the City of Brampton. The proposed Official Plan Amendment contemplates a density of 606 units per net residential hectare, which will help achieve Regional greenfield density targets.

Staff is satisfied that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

Region of Peel Official Plan (April 2022)

The Regional 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 lands are designated “Urban System” and “North West Brampton Urban Development Area” in Schedule E-1 (Regional Structure) ; “Urban System” in Schedule E-2, Strategic Growth Areas; and “Designated Greenfield Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

The applicable sections of the Regional Official Plan for this development application include:

4.3 Population and Employment Forecasts

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

Municipality	2041			2051		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

Notes:

- 1) ¹ Population figures include a Census undercount of 3.3%.
- 2) Figures rounded to the nearest 5,000.

Table 3 – Population, Household and Employment Forecasts for Peel

5.4 Growth Management

Objectives

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.2 To establish minimum intensification, employment density and greenfield density targets.

5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

5.4.6 To optimize the use of the existing and planned infrastructure and services.

5.4.7 Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Policies

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas

5.4.18 Intensification

Objectives

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.4 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

5.4.19 Greenfield Density

Objectives

5.4.19.2 To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.

5.4.19.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

Policies

5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per net hectare

5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

5.6 Urban System

Objectives

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

Policies

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal Official Plan.

5.6.20 Designated Greenfield Area

Objectives

5.6.20.7 To ensure development in the Designated Greenfield Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and age of households.

5.6.20.14.19 North West Brampton, Brampton

Objectives

5.6.20.14.19.1 To accommodate a significant portion of future growth of the Designated Greenfield Area of Peel Region.

5.6.20.14.19.2 To develop complete and transit-supportive communities.

Policies

5.6.20.14.19.7 The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

5.6.20.14.19.8 In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:

b) That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary and in accordance with the City's Growth Management Program;

5.9 Housing

5.9.1 Objectives

5.9.1 To promote the development of compact, complete communities by supporting intensification and high density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community by their choice.

Policies

Housing Options and Targets

Table 4 – Peel Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are <i>affordable housing</i> , of which 50% of all <i>affordable housing</i> units are encouraged to be <i>affordable to low income</i> households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, need assessments, and market studies.

Region of Peel Official Plan Analysis

The subject lands are designated “Urban System” and “North West Brampton Urban Development Area” in Schedule E-1 (Regional Structure) ; “Urban System” in Schedule E-2, Strategic Growth Areas; and “Designated Greenfield Area” in Schedule E-3, Growth Plan Policy Areas in Peel.

The proposed development is consistent with the objectives, policies and targets of the Urban System, North West Brampton Urban Development Area and Designated Greenfield Area.

The proposal will assist in the achievement of healthy complete communities that provide a range of residential and commercial uses (Section 5.4.19.1, 5.4.19.3). The development will be a compact built form that is transit-supportive with pedestrian connections to the sidewalks that have bus stops (Section 5.4.12 and 5.4.19.2).

The proposed development will generate approximately 1515 residents and 42 employees and a density of 914 residents and jobs combined per hectare. Further to Designated Greenfield Area policies, this proposal achieves the minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 and more specifically, the minimum density of 71 residents and jobs combined per hectare in the City of Brampton (Section 5.4.19.6 and 5.4.19.7). This proposal will also contribute to the achievement of population, household and employment forecasts targeted in Table 1 that is discussed in Section 4.3.9.

The site is located within lands that are designated “North West Brampton Urban Development Area” that includes a portion of lands east and west of Mississauga Road along Sandalwood Parkway. This area is anticipated to accommodate a significant portion of future growth that will also be a part of complete and transit supportive communities (Section 5.6.20.14.19.1 – 5.6.20.14.19.2). Further direction regarding the development of these lands is further elaborated in the Mount Pleasant Secondary Plan (Area 51) and recently approved, Heritage Heights Secondary Plan (Area 52). While the Region of Peel identifies the subject lands being located within “Northwest Brampton Urban Development Area”, the City of Brampton notes only lands west of Mississauga Road as being located within that area. The proposal is consistent with the Regional policies for the North West Brampton Urban Development Area by contributing to formation of complete and transit-supportive communities.

Based on the above, Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan (September 2020):

The City of Brampton’s Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The property is designated “Residential” on Schedule A: General Land Use Designations. It is also identified as “Communities” and “Designated Greenfield Area” on Schedule 1: City Concept and “Convenience Retail” on Schedule A2: Retail Structure in the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare

by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

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.

3.2.8.4 It is acknowledged that some Secondary Plans in force prior to the approval of Official Plan Amendment 2006-043 allow densities or heights in excess of the provisions set out in policy 3.2.8.3. Until such time as all Secondary Plans are reviewed for conformity with the Growth Plan, existing provisions in Secondary Plan which permit greater densities or heights than those set out in policy 3.2.8.3 continue to apply.

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:

- a) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- b) The development contributes to the City's desired housing mix;
- c) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- d) 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;
- e) There is sufficient existing or planned infrastructure to accommodate the development
- f) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- g) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access
- h) 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;
- i) 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;
- j) 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;

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

l) 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.

3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

4.2 Brampton's residential policy will focus on the following:

Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.

Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

It is the objective of the Residential Policies to:

Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;

Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;

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

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.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing

Mix and Density Categories

4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.2.1.4 The City shall, for new secondary plan areas or portions thereof as identified on Schedule "G", specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre). New secondary plan areas within the Designated Greenfield Area as shown on Schedule "1" shall also have regard for the targets set out in Section 3.2.1.2. Minor variation to the housing density and mix targets in the applicable secondary plan, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.

4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

(i) Variety of housing types and architectural styles;

(ii) Siting and building setbacks;

(iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms(vi) Incorporation of multiple unit dwellings and apartments; and,

These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

4.3.2.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.

4.3.2.6 The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan:

b) Proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation;

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

4.3.2.9 The City shall interpret the location of Retail designations on Schedule "A2" of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including livework units in a residential area to be designated in Secondary Plans, where applicable.

4.3.5 Local Retail

4.3.5.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.5 Transportation and shall be easily accessible to the residential areas they are intended to serve.

4.3.5.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.

4.3.5.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.

4.3.5.5 The Local Retail uses are defined as follows:

b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).

4.3.5.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.

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

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

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

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

4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.

4.11.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.

4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions)

4.11.3.3.3 A mix of higher density uses are encouraged along intensification corridors and other arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.11.3.4 shall apply if mixed uses are proposed.

4.11.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.

4.11.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.

4.11.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated Mobility Hubs and Intensification corridors.

4.11.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.

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. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.

4.11.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

4.11.3.4.5 Transit and mixed-use are mutually supportive. Diversity of uses provides for round-the-clock use of transit and adds to vibrancy and economic vitality. The policies in

4.11.3.3 shall apply to promote transit-oriented design in mixed-use development. Consideration shall also be given to:

- Require transit shelters and/or transit stations within larger scale mixed use development/districts;
- Design transit facilities as focal points and amenities;
- Ensure direct pedestrian linkages to transit facilities;
- Include park and ride facilities;
- Include amenities for cyclists;
- Encourage shared parking; and,

- Allow a lower parking requirement to encourage use of alternative modes including transit, walking and cycling

City of Brampton Official Plan Analysis

The proposed mixed-use development consisting of residential units and commercial at the ground floor is consistent with the Residential permissions in the Official Plan. The proposal provides a variety of different sized residential units as well as commercial uses to facilitate the formation of complete communities. This satisfies 3.2.2.2 and 4.2.1.3 of the Official Plan

The application proposes greater density and height than what is noted in Section 3.2.8.3. Whereas Section 3.2.8.3 of the Official Plan provides that development shall generally be limited to 4 stories in height and 50 units per net hectare, the proposal contemplates a 12-storey as well as 27-storey and 30-storey development with a collective density of 593 units per net hectare. The draft Official Plan amendment notes a maximum density of 606 units per net residential hectare to provide accommodate any variations to the design at the site plan stage.

Justification has been provided as per Section 3.2.8.5 of how this proposal demonstrates that the City Structure will not be compromised. Staff have reviewed the justification for this proposal and evaluated the proposal against this criteria. Staff are satisfied that the application demonstrates the below criteria:

- Is consistent with the general intent and vision of the Mount Pleasant Secondary Plan as it provides a transit-supportive development that contains a variety of housing unit sizes to contribute to the housing mix.
- Contributes to the City's desired housing mix by proposing a variety of townhouse typologies.
- contributes towards the targets set out in the Growth Plan;
- Is located in an area envisioned as a Complete Community with convenient access to commercial, recreational and institutional uses. Existing commercial plaza is located opposite of the site, at the south side of Sandalwood Parkway West, which contains a variety of uses including a grocery store and coffee shop. The proposal will also contain additional commercial uses at the ground floor;
- has existing infrastructure to service the development;
- has vehicular access to two arterial roads, Mississauga Road, Major Arterial Regional Road and Sandalwood Parkway West, Major Arterial City Road;
- Direct access from local transit as well as pedestrian, bicycle and vehicular access; The site is in close proximity to two bus routes that travel to Mount Pleasant GO Station as well as other connections within the City. Future transit service is also planned which will be serviced by the existing bus stop along Sandalwood Parkway.
- Is compatible with the adjacent residential uses as it provides a 12-storey mid-storey apartment beside the future residential uses to the north of the development and proposes higher density development at the corner of Sandalwood Parkway and Mississauga Road;
- maintains transition in built form through height, massing, character, architectural design, siting and setbacks from the low density uses to the north;

- meets the City's minimum Bronze threshold for Sustainability Score

The proposed development is consistent with City policies regarding site design. An Urban Design Brief has been submitted and approved by Urban Design Staff. The proposal integrates with the adjacent and proposed land uses as well as maintains appropriate transitions in built form through appropriate height, massing, design, siting, setbacks and amenity space. The proposed twelve storey apartment building at the northern portion of the site is compatible with the future townhouse development that was approved for the former Peel Regional Police Lands. The proposed twenty-seven and thirty storey apartment on a 6-storey shared podium that fronts on Sandalwood Parkway West maintains an appropriate transition to the pedestrian realm by stepping back the buildings at the sixth storey. All buildings will contain ground floor commercial which will further provide further pedestrian friendly streetscape. This satisfies Sections 4.11.3.1.1 (regarding mid-rise buildings), 4.11.3.2 – 4.11.3.1.3, 4.11.3.2.5 - 4.11.3.2.7, 4.11.3.3.3 - 4.11.3.3.5, 4.11.3.4.1 - 4.11.3.4.5, 4.11.3.3,

A portion of the site is designated 'Convenience Retail'. The associated Draft Official Plan Amendment proposes to remove this "Convenience Retail" designation for this site and replace with "High Density Residential" designation to facilitate the development of the contemplated buildings. The mixed-use proposal continues to align with City's policies for local retail by including commercial uses at the bottom and residential at the upper stories (S. 4.3.2.8). As part of the proposal and in coordination with S. 4.3.2.6(b), a Market and Planned Function Assessment was prepared in support of the removal of the 'Convenience Retail' designation. The proposed deletion of this designation will result in a reduction of 20,000 square feet and not anticipated to significantly impact the market and planned function of retail commercial spaces in the study area. This has been reviewed and accepted by Policy Staff.

Based on the above summary, staff is satisfied that the proposal maintains the general intent and vision of the City of Brampton Official Plan.

Mount Pleasant Secondary Plan (Area 51) and Block Plan 51-1

The property is designated "Motor Vehicle Commercial" and "Convenience Retail" in the Mount Pleasant Secondary Plan (Area 51A). The eastern portion of the property is also located in the "Mixed-Use Areas 1". The applicable Secondary Plan policies include but are not limited to:

5.2.1.1. Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage. Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

5.2.1.2. Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors' residences, retail, commercial,

office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

5.2.1.6. A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.

5.2.1.7 The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.

5.2.1.9 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines. 5.2.1.10 Provision of on-street parking should be encouraged wherever feasible.

5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the Secondary Plans adjacent to the Mount Pleasant Secondary Plan, the commercial designations shown on Schedule SP 51(a) together with the Commercial designations in the Mixed-Use Areas, are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP 51(a) shall be permitted

5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations and commercial uses within the "Mixed-Use" designations on Schedule SP51 (a) shall be subject to the following policies:

- i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of the Official Plan and this Chapter;
- ii) Outdoor storage or display of goods or materials as the principal use shall be prohibited;
- iii) Provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffering treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
- iv) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

5.3.4.1 The lands designated Convenience Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

5.3.4.3 The lands at the north-east intersection of Sandalwood Parkway West and Mississauga Road, designated "Convenience Retail" on Schedule SP 51- 1, shall have a maximum floor area of 4,645 square metres (50,000 square feet) and a supermarket shall not be permitted. Food related retail uses other than a supermarket are permitted up to a maximum floor area of 1,393 square metres (15,000 square feet).

5.3.5.1 Motor Vehicle Commercial Sites cannot be located within the centre of any Mixed-Use Nodes/Areas.

5.3.5.2 The lands designated Motor Vehicle Commercial on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.13 of the Official Plan, this Chapter and other relevant policies of the Official Plan.

5.3.5.3 Where a Motor Vehicle Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Natural Heritage System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

6.2.1 Roads in the Mount Pleasant Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan, the policies of this Chapter and the supporting Mount Pleasant Secondary Plan Area Transportation Master Plan.

6.2.5 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.

6.3.2 The road network for the Mount Pleasant Secondary Plan has been designed to integrate existing and proposed transit service and a strategy for transit oriented development in accordance with the Mount Pleasant Secondary Plan Area Transportation Master Plan. The Transit Spine Collector Road as shown on Schedule SP 51(a) is intended to function as a Primary Transit Corridor, and is a defining feature of the community through direct linkages to the Mount Pleasant GO Station. Development plans shall accommodate safe, effective and efficient modes of transportation including pedestrian, transit, bicycle and automobile. The function of the Transit Spine Collector Road is as a Primary Transit Corridor in accordance with the approved Transportation Master Plan.

6.3.6 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City of Brampton standards.

6.3.7 The City shall encourage a range of options for the development of the Mount Pleasant Secondary Plan as a transit oriented community through the Block Plan and Subdivision Approvals Stages, including, but not limited to the encouragement of transit supportive land uses, densities and the implementation of unique transit oriented development and community features in accordance with the policies included in Section 12.4.

Pedestrian/Cyclist Links

6.4.1 Pedestrian and cyclist links, facilities and infrastructure shall be provided, where appropriate, to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and Natural Heritage System, to provide comprehensive access to those systems and to serve as a recreational and aesthetic amenity to the community.

Mount Pleasant Secondary Plan Analysis

The Secondary Plan notes that the Mount Pleasant Secondary Plan is planned to be a transit oriented community and that the predominant form of development envisioned in the community is a variety of housing types and densities.

An amendment is required to redesignate the lands from 'Motor Vehicle Commercial' and 'Convenience Retail' in the Secondary Plan as well as portion of the lands are located in 'Mixed Use Area 1'.

The Secondary Plan refers back to Official Plan policies for permitted uses in the 'Motor Vehicle Commercial' and 'Convenience Retail' designation. Permitted uses in the 'Motor Vehicle Commercial' designation include gas bars and car washes, which are existing uses adjacent to the subject lands. Permitted uses in the 'Convenience Retail' designation include small scale retail stores, supermarkets and specialty stores. Both of these designations need to be amended to permit the contemplated residential use.

The 'Mixed Use' policies discuss development of compact, transit supportive and complete community and that higher density housing will be located in these areas to contribute to the overall Growth Plan target for the entire area. Policy 5.2.1.1 notes density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted subject to superior design and built form through approved Community Design Guidelines.

The draft Official Plan Amendment creates a 'High Density Residential' designation within Mixed Use Area 1 that is not identified in the Secondary Plan and provides site-specific density (Floor Space Index of 4.49 and maximum density of 606 units per net residential hectare), height (maximum building height of 30 storeys) and uses (apartment dwelling) to implement the proposed development.

An Urban Design Brief has been provided and deemed satisfactory by Staff. This Brief discusses how the application meets the principles in the City's Development Design Guidelines. This includes a discussion of

The proposed application maintains the objectives of the Secondary Plan by reinforcing the achievement of complete communities that are transit oriented and provide a variety of housing types and densities.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent and vision of the Mount Pleasant Secondary Plan.

Block Plan Area No. 51-1

The lands are designated "Convenience Retail" and "Motor Vehicle Commercial" in the Mount Pleasant (Area 51-1) Block Plan. An Amendment to the Block Plan is required to redesignate lands to 'High Density Residential' and facilitate this proposal.

This Block Plan provides design direction for the implementation of the vision and intent identified within the Mount Pleasant Secondary Plan (Area 51).

The application proposes a total of 1010 residential units that are provided through phased buildings, Phase 1 (Building B, 12-storeys) and Phase 2 (Buildings A1 and A2, 27-storey and 30-storey building with a shared podium). Each of these buildings contain ground floor commercial uses.

A built form rear transition is maintained from the 12-storey building to the adjacent residential through the application of a 45-degree angular plane, applied at a minimum rear yard setback of 7.5 metres and at a height of 10.5 metres.

The shared podium of Buildings A1 and A2 will not exceed six storeys in height to ensure development is scaled to the pedestrian.

These design principles are discussed further in the approved Urban Design Brief and implemented at the detailed design stage. Staff is satisfied that the proposed development is consistent with the general intent and vision of the Mount Pleasant Block Plan (51-1).

Zoning By-law:

The subject site is zoned 'Commercial Three – Section 2294 (C3-2294)' in the City of Brampton Zoning By-law 270-2004. The "C3-2294" Zone permits a variety of commercial uses such as restaurants, offices, retail establishments, commercial schools, and supermarkets. Residential uses of any kind are not permitted.

An Amendment to the Zoning By-law is required to facilitate the proposed development. The Zoning By-law amendment rezones the site to "Residential Apartment 4 – Section 3689" which permits apartment building with site-specific standards including maximum height and density. The draft By-law Amendment is attached as Appendix 11.

Technical Requirements:

The following are brief synopses of the documents that were provided in support of the development application.

Planning Justification Report (August 2022) including Housing Analysis

The Planning Justification Report (PJR) was submitted to the City by WSP Canada Inc. to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy.

The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Mount Pleasant Secondary Plan are satisfied, and the development represents good planning.

Staff also required that the applicant include a Housing Analysis in the report to describe how the proposal addresses Provincial legislation discussed above (including Provincial Policy Statement, Places to Grow Growth Plan, Region of Peel Official Plan and City of Brampton) but also the Peel Housing and Homelessness Plan (2018-2028), Peel's Housing Strategy, Housing Brampton and 2018 Housing Needs Assessment. The analysis noted that existing land use permissions don't permit residential development which can be used to provide a range and mix of housing opportunities.

Planning staff have reviewed the Planning Justification Report and found it satisfactory.

Traffic Impact Study (July 2022)

A Traffic Impact Study (TIS) was submitted by GHD, dated July 2022, to provide an assessment of the traffic related aspects of the proposed development including the existing and future background operating conditions and anticipated traffic volumes.

The Study identifies a total of 332 two-way trips during the a.m peak hour are anticipated including 86 inbound and 246 outbound trips as well as a 504 two-way trips during the p.m peak hour with 290 inbound and 214 outbound trips. Future operating characteristics were also provided for the site including transit improvements and operating capacities of the existing driveways and intersections. The Study identified that no traffic signals were needed for the intersection of Sandalwood Parkway and Kent Road/Dufay Road but a separate left turn lane on south approach would mitigate levels of delay during the p.m. peak hour.

The TIS has been reviewed by Traffic staff and found to be satisfactory.

Urban Design Brief including Sun/Shadow Analysis (August 2022)

An Urban Design Brief was prepared in support of the application by WSP Canada Inc., dated August 2022. The brief establishes a vision for the site as a high-rise residential infill development that will act as a gateway to Sandalwood Parkway West and linkage also to the Heritage Heights Community.

The principles in support of this vision include:

- Integration of development with surrounding context and transitioning of height;
- Mix of passive recreation opportunities through a shared landscape court;
- Common focal point for residents through a shared courtyard, outdoor gathering and recreation via rooftop terraces, communal activities, open space and seating areas;
- Pedestrian circulation through and around the site and connectivity to area amenities and local transit; and
- Sustainability principles

Sun/Shadow Analysis was also included within the Urban Design Brief that showed shadow impacts at hourly intervals from 9:18 AM to 6:18PM for March/September 21 (Spring and Fall Equinoxes) as well as June 21 and December 21 (Summer and Winter solstice). The study has demonstrated that the shadow cast from the proposal onto adjacent properties will be of minimal duration and that the surrounding areas still have sun exposure. A summary of the shadowing impacts observed for the community is provided below.

In March and September, limited shadowing impacts on the surrounding residential properties were observed. Between 4:18PM – 5:18PM, shadowing impacts were identified on the southeast townhouse block located at Sandalwood Parkway and Dufay Road. At 6:30PM, shadowing impacts were cast on select homes located south of Sandalwood Parkway, west of Veterans Drive and north of Yardmaster Drive.

In June, no shadowing impacts were identified to residential properties.

In December, during 9:18AM interval, impacts were noted on residential units north of the development which passed over within the next hour. Between 12:18PM to 1:18PM, shadowing impacts were noted at the northern portion of townhouse development east of the development that then extended towards the southern portion of the development from 2:18 to 3:18PM. At 4:18PM, shadow impacts spread towards residential homes fronting on Sandalwood Parkway West and Veterans Drive.

Urban Design Staff have reviewed the proposal and found in conjunction with the Urban Design Brief and found them to be generally satisfactory.

Market Impact Study (June 24, 2022)

A Market Impact Study was prepared by Ward Land Economics Inc, dated June 24, 2022. The Study indicates that there is sufficient retail commercial space in the surrounding area including the Heritage Heights Secondary Plan area.

Policy Staff have reviewed this and find the reduction of approximately 20,000 sq. ft. acceptable. The impacts are noted to be minimal on the market and planned function of retail spaces in the area.

Geotechnical Investigation Report (November 2020)

A Geotechnical Investigation Report was prepared by Shad & Associates Inc. in November 11, 2020.

Purpose of the report was to determine information about the existing subsurface conditions at the site through the number of boreholes. The report makes recommendations based on findings and notes that once the project details are finalized, the applicant should follow up with them again regarding any additional comments.

Functional Servicing Report and Stormwater Management Report (November 2016, revised July 2022)

The applicant prepared a Functional Servicing Report in support of this application, written by Masongsong and Associates Engineering Limited. The Functional Servicing Report provides investigation of existing servicing capacities and an assessment of the proposed servicing and stormwater management plan for the proposed development. The report concludes that the existing municipal infrastructure is sufficient and is capable of supporting the proposed development. The report has been reviewed by City and Regional engineering staff and found to be satisfactory.

Water

The proposed development is to be serviced by an existing West Brampton Reservoir/Pump Station W4 and the future Alloo Reservoir/Pump Station A5.

Sanitary

The development is to be serviced by an existing sanitary sewer along Sandalwood Parkway West.

Storm Drainage:

Major and minor storm runoff generated by 0.955 ha of the site will be guided to the existing 750mm diameter storm sewer system running along Kent Road, which connects to the existing 1200mm diameter storm sewer on Sandalwood Parkway West and a 1650 trunk storm sewer on Veterans Drive which then discharges into SWM Pond HE-4.

Acoustical Report

Noise Impact Study dated December 11, 2020 and revised June 29, 2022 prepared by Aercoustics was submitted to assess noise impacts related to the proposed development. The report recommended warning clauses and notes to be provided in purchase, rental and lease agreements for the units in the development. The study has been reviewed by Engineering staff and satisfactory for zoning purposes.

Arborist Report

The Arborist Report and Tree Preservation Plan were submitted by The Urban Arborist Inc. on February 8, 2022. Five trees were identified in the report, three trees are to be retained and two are to be removed. No replacement trees are required.

Open Space staff have reviewed the documents and found them satisfactory to support the rezoning application

Archaeological Assessment (March 2010)

An assessment was prepared by Archeoworks Inc. in March 2010. A total of 55 archaeological sites were discovered within a 2km radius of the study area. However, upon further investigation, due to the low archaeological potential of the disturbed areas, archaeological testing was not done.

Phase One Environmental Site Assessment (January 2020)

Phase One Environmental Site Assessment was prepared by WSP in January 2020.

The Study assessed the site and surrounding lands within a 250m radius for any potentially contaminating activities (PCAs) which could be potential environmental concerns.

To investigate this, a site reconnaissance, interviews, chain of title search, records review of aerial photographs, city directories search, fire insurance plans, geological mapping and an Environmental Risk Information Services database search were done. It was established that the site had historically been used for agricultural purposes.

Four PCAs were identified on site which resulted in four APECs at the site: two of which were associated with Gasoline and Associated Products Storage; a Gas station pump island and Importation of Fill Material of Unknown Quality.

The first three APECs did not require any further analysis as they were associated with the construction of a Petro Canada Gas Station which due its construction age (2017), didn't warrant any further review. The last APEC was traced to fill material from another neighbouring property of the developer and also confirmed as not requiring further investigation. As a result, the author confirmed that further environmental investigations for the site are not needed.

Phase Two Environmental Site Assessment (November 2021)

A Phase Two Environmental Site Assessment was prepared by WSP in November 2021.

This study was done to investigate APECs identified in the Phase One report prior to development of the site. As a result of the analysis, recommendations were made including that prior to or during construction, the soil stockpile on central portion will require removal and offsite management at an acceptable receiving site.

Record of Site Condition (February 6, 2012)

A Record of Site Condition was submitted by MMM Group, dated February 6, 2012. The RSC was filed on the Environmental Site Registry on February 2, 2012.

Wind Study

A Wind Study was not required for this application. However, through the site plan process, Urban Design Staff will require a Wind Study as a condition of site plan approval.

Sustainability Score & 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 application has a Sustainability Score of 39 points, which achieves the City's Bronze threshold.