

**Detailed Planning Analysis  
City File Number: OZS-2021-0045**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. 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 is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

(e) The supply, efficient use of communication, transportation, sewage and water services and waste management systems;

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(g) the minimization of waste;

(h) The orderly development of safe and healthy communities;

k) The adequate provision of employment opportunities;

l) The protection of the financial and economic well-being of the Province and its municipalities;

(o) The protection of public health and safety;

(p) The appropriate location of growth and development;

(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 high quality, safe, accessible, attractive, and vibrant.

### **Analysis: Planning Act R.S.O 1990**

The development proposal supports the orderly development of safe and healthy communities and allows for the economic growth and employment opportunities through the proposed commercial development. The proposal contemplates 4 commercial buildings, providing both retail and office uses, thus adding a variety of employment and commercial uses to the City of Brampton in accordance with Sections 2 h), k) and l) of the Planning Act.

The subject area where the proposal is located is built-out and properties include full municipal services. As such, adequate services exist to support the proposed development in accordance with Sections e) and f) of the Planning Act. The Region of Peel and City of Brampton have provided notice that the proposed development can be adequately serviced with existing municipal water and wastewater.

The proposal represents orderly development as it will make efficient use of the lands that are currently occupied by single detached residential dwellings and accessory structures in accordance with Section p) of the Planning Act. The proposed development will contain a well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the neighborhood with diversified office and commercial land uses in accordance with Section r) of the Planning Act.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

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

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The proposal was reviewed for its consistency with the matters of provincial interest as identified in the PPS. Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

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

- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- g) Ensuring that all necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- i) Preparing for the regional and local 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 1.1.3.2 – 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
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

Section 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.

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

### **Analysis: Provincial Policy Statement**

The proposed development supports livable, supports livable, healthy communities by supporting commercial land uses within the surrounding area. The proposed development is also consistent with the surrounding land use patterns and promotes efficient development and land use patterns over the long term by providing commercial buildings that will connect with municipal infrastructure, services, and amenities, in accordance with S.1.1.1, S.1.1.2, and S.1.6.7.4 of the PPS.

The proposed Official Plan Amendment and Zoning By-Law amendment contemplates the subject lands from existing single-detached homes to the proposed 1,142 sqm. of office space and approximately 3,861.59 sqm. of commercial and retail space across four buildings. As such, the proposed commercial units will contribute to the City in meeting its employment forecasts.

The proposed development will intensify a currently underutilized parcel and contribute to a mix of employment options and densities to assist in accommodating the overall economic growth of the area. The proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within an area of Brampton that is predominantly occupied by residential dwellings. The proposed development is in proximity to future transit services on Mayfield Road, which is anticipated to be a Secondary-Transit Corridor as per Schedule C of the City of Brampton Official Plan. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with S.1.6.7.2 and S.1.6.7.4 of the PPS.

Based on the above, 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**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing types, and prioritizing intensification throughout the built-up area. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the delineated 'Built-Up Area' within the Growth Plan. The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

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

- a) The vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and
  - iii. can support the achievement of complete communities;
  
- b) Growth will be limited in settlement areas that:
  - i. are rural settlements;
  - ii. are not serviced by existing or planned municipal water and wastewater systems; or
  - iii. are in the Greenbelt Area;
  
- c) Within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public services facilities;

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;
- d) Expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

Section 2.2.2.3 – All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- c) encourage intensification generally throughout the delineated built-up area;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

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

Section 2.2.5.1 – Economic development and competitiveness in the GGH will be promoted by:

b) Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;

c) Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment employment;

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

Section 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.

### **Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

The subject site is located within the ‘Built-Up Area’ within the Growth Plan, in which infrastructure services and planned public transit already exist. The proposal will contribute to the establishment of complete communities in accordance with S.2.2.1.2, S.2.2.1.4, and S.2.2.1.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of office and commercial uses.

The proposed development will contribute to the creation of a complete community by providing a range and mix of uses in the existing community that is largely residential. In accordance with S.2.2.2.3, the proposed commercial development will provide necessary services to cater to the needs of the local community and further serve to accommodate the employment forecasts and minimum intensification targets for the delineated built-up area in the Region of Peel by providing intensification through appropriately scaled development in locations where infrastructure is available.

Moreover, the proposal also serves to support policies related to employment opportunities and economic development in accordance with S.2.2.5.1. The proposal provides a variety of employment in appropriate locations in order to accommodate forecasted employment growth. Overall, the development proposal provides a built form that will be well integrated to the existing neighbourhood and contribute to the Provincial objective of developing complete communities.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Growth Plan.

### **Region of Peel Official Plan**

The Region of Peel Official Plan facilitates decisions with regard to land use matters and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the “Urban System” in Schedule E-1: Regional

Structure, of the Region of Peel Official Plan. The proposal has been 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:

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.

5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

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

5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

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.

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

### **Analysis: Region of Peel Official Plan**

The subject parcel is located within the 'Urban System' as delineated in Schedule E-1 of the Region of Peel Official Plan. The proposed development will be serviced with existing municipal services that can accommodate a compact urban form. The size and

scale of the proposal is progressive and consistent with the scale of the surrounding residential neighborhood.

The proposed development contributes to a healthy, complete urban community in accordance with S.5.4.10 and S.5.6.2. It provides diversified land uses through the inclusion of commercial and office uses and will also have access to surrounding transit options and active transportation. The proposal will utilize existing and planned infrastructure and as such will contribute toward the optimization of the use of Regional resources. The proposal is a representative of efficient growth and development, which will assist in achieving the Regional growth and employment targets for the City of Brampton. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly and sequential manner.

The proposal is of a compact and efficient built form while efficiently using land, services, and infrastructure, with consideration of the characteristics of the existing surrounding residential communities and services in accordance with Section 5.6.3. The proposal will assist Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth and Employment forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

#### **City of Brampton Official Plan (2006):**

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 'Estate Residential' on Schedule A of the City of Brampton Official Plan and the proposed Official Plan Amendment and Zoning By-Law Amendment generally conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

#### Section 2.4.2 – Managing Growth in Brampton:

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,
- f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.10 – In Brampton, there are several communities that are of unique characteristics including the Toronto Gore, Huttonville, Churchville and Downtown Brampton. These areas possess unique cultural, historic, natural, and landscape qualities which are valued by the communities. Their conservation forms an important part of the City structure and contributes to the sense of place and identity.

Downtown Brampton, notably the area along Main Street, is home to and has the largest concentration of the City's heritage buildings and features. It is the subject of a proposed study to investigate the feasibility of establishing it as a Heritage Conservation District under the Ontario Heritage Act. Churchville is already a designated Heritage Conservation District under the Ontario Heritage Act and its development/redevelopment needs to conform with the Churchville Heritage Conservation District Plan. Huttonville and the Toronto Gore area is designated for Village Residential and Estate Residential respectively as shown on Schedule "A" to preserve their unique and historical characters. The Estate Residential designation provides a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. It offers a rural lifestyle within an urban setting and adds to the City's diverse housing choice as well as sense of identity.

Section 4.2(ii) – Enhancing the historical pattern of development in maintaining those unique communities designated for Estate Residential and Village Residential housing. These low density, low intensity forms of housing are characterized by large, individual lots which do not require full urban services. While promoting the retention of these historical patterns of development, the City recognizes the limited supply of these housing forms in the long term.

Section 4.10.1.4 – Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a cultural heritage resources is embodied in its heritage attributes and other character defining elements including materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:

- Aesthetic, design, or physical value;
- Historical or associative value; and/or
- Contextual value

Section 4.10.1.11 – A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

### **Analysis: City of Brampton Official Plan (2006)**

The proposal contemplates an amendment to the City of Brampton Official Plan Schedule A: General Land Use Designations to redesignate the properties from 'Estate Residential' to 'Residential'. Section 4.2.1.1 states: "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, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.”

This indicates that additional uses such as local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses which support the community at large are contemplated within the ‘Residential’ designation. Redesignating these lands to ‘Residential’ is appropriate because the development will be serviced by municipal water and wastewater, per Section 4.8 of the Official Plan which requires new development to be on municipal infrastructure. The ‘Residential’ designation will address this policy requirement and allow existing un-serviced lands to be connected to the municipal system, which is considered to be the preferred approach from an asset and growth management perspective. Furthermore, the site design will help maintain the character of the “Unique Community” as it will buffer the existing residences on Lucinda Court from the planned transportation improvements along Mayfield Road. The proposed development provides a transition to the residential homes and buffers them from the planned road improvements for the intersection of Mayfield and Goreway which is anticipated to receive large volumes of truck traffic.

The proposal also contemplates an amendment to the City of Brampton Official Plan Schedule A2: Retail Structure to designate the properties to ‘Neighbourhood Retail’. ‘Neighbourhood Retail’ is defined as “A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.” as per S.4.5.5a) in the Official Plan. The proposal conforms to the ‘Neighbourhood Retail’ definition. The ‘Neighbourhood Retail’ designation will permit “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.” as per S.4.3.5.4 of the Official Plan.

S.5.1.5 indicates that “The generalized land use designations of the Official Plan shown on Schedule "A" are the predominant ones for the areas shown and are not intended to indicate or prevent small pockets of other uses in those areas in accordance with the policies of the Plan. The boundaries and alignments shown are approximate, except where they coincide with edges of features, and are designed only to convey the relationship between different land uses.” The City of Brampton is anticipated to receive significant residential and employment growth with the expectation that portions of the growth is accommodated for within the built-up area using existing servicing. The City of Brampton Official Plan encourages the balance of commercial development to balance residential uses. The proposal is designed to be at an appropriate scale and is therefore considered compatible with the existing neighbourhood context. The proposal is also in

alignment with the broader vision of the Brampton Official Plan and Provincial policy as it relates to creation of mixed-use, complete communities.

A Heritage Impact Assessment (HIA), prepared by *ASI Architectural and Cultural Services*, was submitted for review in the formal submission of the proposal in accordance with Section 4.10.1.11. The HIA concluded that the proposed development will not have a significant impact on any of the cultural heritage value of the adjacent designated properties, including the heritage house located on Lucinda Court.

In accordance with Section 4.11.4.7(i), the immediate area is established, and the proposed development will make efficient use of existing infrastructure and facilities. Public transit / increased ridership from future planned road improvements and employment opportunities assure that the development will be sustainable.

In accordance with Section 4.11.4.7(ii), the proposal will enhance and contribute toward revitalizing the character of the area, as well as serve the local residential community through the introduction of commercial, retail, and office uses. Moreover, pedestrian activity is anticipated to increase as a result of the proposed development.

In accordance with Section 4.11.4.7(xii), the proposed development is compatible with the surrounding residential land uses. The proposed design and landscaping offer several positive elements such as landscaped buffers, outdoor amenity spaces, pedestrian walkways and masonry fencing, which ultimately serve to elevate the overall area and community. Moreover, the proposed low-density, 1,142 sqm. of office space and approximately 3,861.59 sqm. of commercial and retail space across four buildings complements the neighbouring low-density commercial and residential development immediately to the west and south, respectively.

As such, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conforms to the policies of the City of Brampton Official Plan.

### **Toronto Gore Rural Estate Secondary Plan (Area 6):**

The property is located within the Toronto Gore Rural Estate Area. The Toronto Gore Estate area is located east of Goreway Drive, north of Castlemore Road, west of The Gore Road and south of Countryside Drive.

It is to be noted that the Toronto Gore Rural Estate Area is currently undergoing a policy review in order to assess the Toronto Gore community in two distinct geographic areas as follows:

1. Established Toronto Gore Estate Residential Community
  - To identify character defining elements of Toronto Gore Policy options to protect this character.
2. Undeveloped Lands in the Southeastern Quadrant of Toronto Gore

- To examine the potential for urban densities on full municipal services
- Consider transportation, infrastructure and parkland needs.
- Recommend a strategy and policy framework to be added to Brampton's Official Plan and consider developing a Secondary Plan for The Toronto Gore (Area 26), if warranted.

The Toronto Gore Density Policy Review study recommendations will be captured within Brampton's new Official Plan - Brampton Plan.

### **Zoning By-law**

The subject properties 6539 Mayfield Road and 11937 Goreway Drive are currently zoned 'Agricultural (A)' and 'Residential Rural Estate Two (RE2)', as per By-law 270-2004 as amended, respectively.

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

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. The 'Residential Rural Estate Two (RE2)' zone permits single detached dwellings, supportive housing residence type 1, and/or accessory uses. As such, a Zoning By-law Amendment is required to facilitate the proposed development.

The Zoning By-law amendment proposes to rezone the properties to 'Commercial One – Section 3710 (C1 – 3710)' with site specific provisions. The site-specific zoning will include select performance standards including minimum front yard depth, minimum exterior side yard width, and parking rates.

The Commercial One (C1) zone permits 1 parking space per 19 sqm. of Gross Floor Area for 'Retail Establishments' and 1 space per 30 sqm. for 'Office' uses. The City of Brampton General Traffic By-law 93-93 states that where the required number of spaces is between 201 spaces and 1000 spaces, two accessible plus 2% of the total parking supply shall be provided. Based on the submitted site plan for the proposed development, a total of 236 parking spaces are required. As such, the total number of accessible spaces required is 7. The proposed development has a total of 232 parking spaces with 8 accessible parking spaces.

The zoning changes and performance standards will implement the policies of the Official Plan and Zoning by-law to ensure that the site is properly integrated into the surrounding area.

### **Technical Studies**

The following technical requirements have been satisfied:

## **Planning Justification Report**

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

## **Functional Servicing, Site Servicing and Grading Plans, and Stormwater Management Report**

A Functional Servicing, Site Servicing and Grading Plans, and Stormwater Management Report was prepared by Next Trans Consulting Engineers in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

## **Urban Design Brief**

An Urban Design Brief was prepared by Weston Consulting. The Urban Design Brief provides design guidelines for the architectural landscape elements of the proposed development in order to assist in creating an attractive development that integrates into the surrounding context appropriately. Urban design staff have reviewed the design guidelines and have found the document to be satisfactory.

## **Traffic Impact Study**

A Traffic Impact Study (TIS) was prepared by Next Trans Consulting Engineers to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

## **Heritage Impact Assessment**

A Heritage Impact Assessment was prepared by ASI Architectural and Cultural Services in support of this application. The City of Brampton Heritage staff have evaluated the study and have no further concerns with respect to the Heritage Impact of the proposed development.

## **Stage 1 and 2 Archaeological Assessment**

A Stage 1 and 2 Archaeological Assessment was prepared by ASI Architectural and Cultural Services in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

## **Arborist Report and Tree Inventory & Preservation Plan**

An Arborist Report and Tree Inventory & Preservation Plan was prepared by Beacon Environmental. The Open Space department have reviewed the Arborist Report and Tree Inventory & Preservation Plan and have found the document to be satisfactory.

## **Sustainability Score and Summary**

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 49 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.