

**Detailed Planning Analysis  
City File Number: OZS-2022-0039**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, and the other applicable City of Brampton studies, 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, 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:**

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:

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

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

(j) The adequate provision of a full range of housing, including affordable housing;

(o) The protection of public health and safety;

(p) The appropriate location of growth and

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,
- ii. Encourages a sense of place, and
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

**Analysis Planning Act:**

The proposal represents orderly development of safe and healthy communities as it will make efficient use of the land that is currently occupied by low-density commercial units. The proposal allows for the introduction of a variety of residential and institutional land uses in the City of Brampton in accordance with Sections 2 h), j) and o) of the Planning Act. The proposal contemplates an amendment to City of Brampton OP policy 4.2.1.16 that would allow residential and noise sensitive uses such as nursing homes, day care centres, and public and private schools, thus adding a variety of housing types and uses to the City of Brampton. This proposal is within an appropriate location for growth and development.

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. As such, adequate services exist to support the proposed development in accordance with Sections e) and f) 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.

The subject site, while accessible by the local road network, is also accessible by public transit operating along Bovaird Drive East and Airport Road. Public transit is a feasible option for local commuters in accordance with Section q) of the Planning Act. The proposed introduction of residential and sensitive uses will encourage a strong sense of place and community, as well as diversified land uses within the City of Brampton.

Based on the above, Staff is satisfied that the proposed amendment 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 Provincial Policy Statement (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;
- 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;

f. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

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

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

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

a) Efficiently use land and resources;

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

c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) Prepare for the impacts of a changing climate;

e) Support active transportation;

f) Are transit-supportive, where transit is planned, exists or may be developed; and

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

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

Section 1.4.1 - 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.

c) 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.

Section 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:

1. 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

2. 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 where it 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.

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.

Section 1.6.8.3 – Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purposes(s) for which it was identified. New development proposed on adjacent lands to existing or planning corridors and transportation facilities should be compatible with, and supportive of long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

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

This proposal contemplates an amendment to City of Brampton Official Plan policy 4.2.1.16 that would allow residential and noise sensitive uses such as nursing homes, day care centres, and public and private schools, thus providing an appropriate mix of residential and institutional land use types. As such, the proposed development promotes efficient development and land use patterns over the long term by providing

units that will connect with municipal infrastructure and services in accordance with S.1.1.1.

Furthermore, the proposed development subject site will contribute to the range of housing opportunities, serving both the local community and future residents who may wish to live in the area in accordance with S.1.4.3. This proposal provides housing with access to the necessary infrastructure and public service facilities in order to meet the projected needs of future residents and will contribute to the City in meeting its residential unit and employment forecasts for a minimum of 15 years in accordance with S.1.4.1.

Overall, the proposed Official Plan Amendment will intensify a currently underutilized parcel and contribute to a mix of housing options and densities to assist in accommodating the overall residential growth. The proposed development meets these requirements by introducing a variety of residential and sensitive uses within an area that will be serviced by existing municipal infrastructure and services, thus making efficient use of land and resources. The proposal will allow for increased density that will promote surrounding transit and active transportation within the downtown core of Brampton.

Based on the above, staff is satisfied that the proposed amendment 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 subject lands are located within the '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;

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

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

a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

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:

- 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 2.2.6.1 – 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 diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and
  - ii. Establishing targets for affordable ownership housing and rental housing.

Section 2.2.6.2 – 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.

### **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 exists. The proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10 through optimization of land use and overall expansion of housing options within the area. Moreover, the site is located within immediate proximity to the Bovaird Drive East and Airport Road intersection with transit access. Pursuant to Section 2.2.1.4d of the Growth Plan, the proposal expands convenient access to existing transit service levels.

In accordance with Sections 2.2.1.4, 2.2.6.2, and 2.2.6.3, the following proposal development will assist in achieving the Region of Peel and City of Brampton population targets as set out in Schedule 3: Distribution of Population and Employment of the Growth Plan. The proposed introduction of residential and sensitive land uses such as nursing homes, day cares, private and public schools, etc. also further contribute to the social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes in accordance with Section 2.2.1.4c. The proposal will ultimately accommodate a diversified range of household types and institutional uses, supporting the overall achievement of a complete community.

Based on the above, staff is satisfied that the proposed Official Plan Amendment conforms to the policies of the Growth Plan.



## **Regional Official Plan (2022)**

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:

Section 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.

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

Section 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.

Section 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.

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

Section 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.

Section 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: Regional Official Plan**

The proposed development contributes to a healthy, complete urban community in accordance with Section 5.4.10. The proposed amendment allows for an introduction of residential and institutional types including of nursing homes, daycares, and schools. Moreover, future residents and visitors of the subject site will also have access to

surrounding transit options and active transportation. The proposal will utilize existing and/or planned infrastructure and as such will contribute toward the optimization of the use of Regional resources. The proposed OP amendment is representative of efficient growth and development, which will assist in achieving the Regional household 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.

Furthermore, the introduction of residential and sensitive land use types will provide a range of housing and schooling options for residents at different stages of life, including daycares and nursing homes. The proposed amendment will help contribute to achieving an intensified and compact form, while efficiently using land, services, infrastructure, and public finances with consideration of the characteristics of existing communities and services.

The proposed development can be serviced with existing municipal services that can accommodate a compact urban form. The proposed amendment intensifies an underutilized property, is transit-supportive, creates a pedestrian-friendly urban environment, and adds to the vitality of the surrounding area in accordance with Sections 5.6.2, 5.6.3, 5.6.4 and 5.6.11.

Based on the above, staff is satisfied that the proposed Official Plan Amendment generally conforms to the Regional Official Plan.

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

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated 'Residential' on Schedule A of the City of Brampton Official Plan and the proposed Official Plan 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 4.2.1.16 – Notwithstanding the Residential designation on Schedule "A", residential uses shall not be permitted on the land located at the southwest corner of Airport Road and Bovaird Drive without an amendment to this Plan.

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

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

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

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 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;
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes;
- vi) Incorporation of multiple unit dwellings and apartments; and,
- vii) Landscaping and fencing on private property.

Section 4.9.11.3 – Day Care Centres shall be designed to provide appropriate facilities for parking, pick-up and drop-off areas.

Section 4.9.11.4 – The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the application design and improvement of Day Care Centres.

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.

Section 4.9.4.1 – The City shall permit Long Term Care Centres in Institutional and Public Uses, Residential and Commercial designations in the Official Plan, subject to the following provisions:

- i) The long term care centre shall comply with all zoning requirements set out in the City's Zoning By-law;
- ii) In determining the suitability of a site for use as a long term care centre, due regard shall be given to:
  - a) The accessibility of the site to public transportation, shopping facilities, Places of Worship, libraries, public parks and other community service facilities;
  - b) Adequate vehicular ingress/egress and on-site parking;

- c) Adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
- d) Siting and landscaping to minimize any adverse impact on adjacent uses;
- e) Impact of the development on the ecosystem and natural environmental features;
- f) Appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
- g) Access to municipal water and sanitary waste; and,
- h) Accessibility for persons with disabilities.

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

The proposal contemplates an amendment to City of Brampton Official Plan policy 4.2.1.16 that would allow residential and noise-sensitive uses such as nursing homes, day care centres, and public and private schools, thus adding a variety of housing types and uses to the City of Brampton. The subject property is also within the L.B.P.I.A Operating Area as per the City of Brampton Official Plan. Although the subject property is within the L.B.P.I.A. Operating Area, the GTAA has provided clearance on the Official Plan amendment application. The detailed Noise Study to address the redevelopment of the site will be reviewed in the future rezoning application. The proposed development conforms to the intent of this plan. The residential designation permits the development of a range of dwelling types ranging from single detached homes to high-rise apartments. The 'Special Study Area' designation is in relation to policy 4.2.1.16 of the City of Brampton Official Plan, which states that residential uses shall not be permitted on the subject property without an amendment to the Official Plan. As such, the proposed amendment represents an excellent opportunity to broaden the range and mix of housing and institutional uses in the City of Brampton. The proposal has direct access to public transit along Bovaird Drive East and Airport Road. Moreover, the availability of local public transit choices to the proposed development will encourage an overall increase in public transit ridership and active transportation.

The proposal will also help support existing local retail and office commercial land uses. It promotes the development and redevelopment of the surrounding area, while also providing residential and employment opportunities in the process. Moreover, the proposal will contribute to enhancing the local urban environment and contribute to the achievement of the Region's intensification targets by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up areas as per Section 4.2.1.6.

As per Section 4.11.4.7i, the immediate area is established, and the proposed development will make efficient use of existing infrastructure and facilities. Public transit and increased ridership, educational and recreational facilities, and employment opportunities assure that the development will be sustainable. As per Section 4.11.4.7ii, the proposal will enhance and contribute toward revitalizing the character of the area.

The proposed development also represents an opportunity to create a greater sense of identity and place in accordance with Section 4.11.4.7iii. Furthermore, the development supports public transit, pedestrian, and bicycle transportation by promoting an intensified housing form that is transit-supportive in accordance with Section 4.11.4.7viii. As such, pedestrian activity is also anticipated to increase as a result of the proposed development and the proposal is to be developed in order to meet the City's accessibility guidelines.

Based on the above, staff is satisfied that the proposed Official Plan Amendment generally conforms to the City of Brampton Official Plan.

### **Springdale Secondary Plan (Area 2)**

The property is sub-designated 'District Retail' as per the Springdale Secondary Plan. The policies that are applicable to this application include:

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

### **Analysis: Springdale Secondary Plan (Area 2)**

As per Section 4.3.4 of the Official Plan, 'District Retail' sites are generally planned as multi-use, multi-purpose developments that offer a wide range of retail, service, community, institutional and recreational uses serving several nearby residential and business areas at a sub-regional scale. The proposed development is in accordance with the District Retail policies in the Official Plan. The proposal will redesignate the lands to Special Site Area 6. The proposed designation will still permit 'District Retail' land uses on the lands and will allow for high density residential, a nursing and/or retirement home, public and private schools, and a day care centre.

As such, staff is satisfied that the proposed Official Plan Amendment is consistent with the policies of the Springdale Secondary Plan.

### **Zoning By-law**

The properties are currently zoned 'Commercial 3 Special Section 916 (C3-916)', by By-law 270-2004, as amended. 'Commercial 3 Special Section 916 (C3-916)' designation permits commercial uses including, but not limited to, commercial schools, convenience stores, service shops, banks, community clubs, health centres, and more. A Zoning By-law Amendment is required to facilitate the proposed development. It is to be noted, however, that no Zoning By-law Amendment is proposed at this time.

### **Technical Studies**

The following technical requirements have been satisfied:

### Planning Justification Report

The Planning Justification Report (PJR) prepared by Sajecki Planning Inc., dated June 2022 was submitted as part of the first submission. The PJR provides the rationale for the development and outlines 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 Springdale Secondary Plan (Area 2) are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

### Noise Impact Study

A Noise Study prepared by Vintec Acoustics dated March 26, 2020 was submitted as part of the first submission. Revisions to the Noise Study were requested by City staff. A resubmission of the Noise Impact Study was submitted and City staff still required additional information. The applicant advised that a more detailed Noise Impact Study and Stationary Noise Assessment will be submitted to the City for review at the time of the future Zoning By-law application. Staff have advised that a more detailed Noise Impact Study and Stationary Noise Assessment to be submitted at the time of the future Zoning By-law application is acceptable.

### Traffic Impact Study

A Traffic Impact Study (TIS) prepared by CGH Transportation dated May 2022 was submitted as part of the first submission. Revisions to the TIS were requested by City staff. An addendum to the TIS prepared by CGH Transportation dated March 2023. The TIS assessed 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. Traffic staff have reviewed the TIS and have found the document to be satisfactory.