

Information Summary

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

Planning Act R.S.O 1990 and Provincial Policy Statement (2020)

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:

- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing, including affordable housing;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
 - *Is well-designed,*
 - *Encourages a sense of place, and*
 - *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- *The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). 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 PPS policies that are applicable to this application are as follows:

Section 1 of the PPS includes policies focused on building strong, healthy communities and promoting efficient land use and development patterns that support sustainable, liveable, and resilient communities.

- *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, multiunit housing, affordable housing and affordable 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;*

- 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) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.*
- *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;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed.*
- *Section 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.*
- *Section 1.1.3.6 - New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the 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;"*
- *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:*
 - 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 is to be developed; and*
 - e) *requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.*
- *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 purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the 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.*

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete 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 Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Designated Greenfield Area" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be

evaluated against the policies of the Growth Plan to ensure conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- *Section 2.2.1.2 - Forecasted growth to the horizon of this Plan will be allocated based on 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;*
 - 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;*
- *Section 2.2.1.4 - Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *provide a diverse range and mix of housing options, including second 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.*
 - e) *provide for a more compact built form and a vibrant public realm, including public open spaces.*
- *Section 2.2.6.1. - Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including 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 2.2.6.3. - To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit*

residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

- *Section 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.*

Regional Official Plan

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” on *Schedule D – Regional Structure* in the Regional of Peel Official Plan, which consists of lands included within the 2031 Regional Urban Boundary. The general objectives of the Urban System is to achieve sustainable development, establish healthy complete communities and to achieve an intensified and compact form consisting of a mix of land uses.

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

- *Section 5.3.1.3 - To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and characteristics of existing communities.*
- *Section 5.2.1.4 - To achieve intensified and compact 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 5.3.1.5 - To achieve an urban structure, form and densities which hare pedestrian-friendly and transit supportive.*
- *Section 5.3.1.6 - To promote crime prevention and improvement in the quality of life.*
- *Section 5.3.2.2 - Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this plan and the area municipal official plans.*
- *Section 5.5.2.1 - Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented offer transportation choices, including a diverse mix of land uses, accommodate people of 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 services.*

- *Section 5.5.2.2 - Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- *Section 5.9.1.2 - To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- *Section 5.9.1.3 - To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- *Section 5.9.1.4 - To promote and encourage the increased use of public transit and other sustainable modes of transportation.*

Official Plan:

The purpose of the City of Brampton Official Plan is to give clear direction as to how physical development and land use decisions should take place to meet the current and future needs of its residents. The subject lands are designated “Residential” in the Official Plan. The “Residential” designation permits predominately residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses including commercial uses may also be permitted subject to specific Secondary Plan policies or designations. The proposal is generally consistent with the “Residential” policies of the Official Plan. An Official Plan Amendment is not required.

Secondary Plan:

The site is currently designated “Residential - Springbrook Settlement Area” in the Credit Valley Secondary Plan (Area 45). The Springbrook Settlement Area is a historical crossroad hamlet associated with the agricultural settlement of the area. In accordance with Section 4.1.3 of the Official Plan, limited service commercial, village crafts and home workshops are permitted in the form of a low intensity and low-density development that is in keeping with the scale and character of the historic hamlet. Under the existing policy framework, an amendment to the Secondary Plan would be required to permit the proposed mixed-use development.

Although an Official Plan Amendment is required under the existing policy framework, a City Initiated Official Plan Amendment is currently under review to replace the existing policy with a new policy framework. The new policy framework will include the “Springbrook Settlement Area Tertiary Plan” and a new planning vision focused on maintaining Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road.

Under the new proposed policy framework, the site will be designated “Hamlet Mixed Use” in the Credit Valley Secondary Plan (Area 45). The “Hamlet Mixed Use” designation

places emphasis on creating street related and pedestrian oriented uses that frame the streetscape and contribute to a strong sense of place.

Uses identified as Hamlet Mixed Use at the intersection of Queen Street East and Creditview Road are to be developed as small-scale commercial uses at grade, including retail, restaurants, service uses, private schools and offices, with residential uses above or behind commercial buildings, with a height of two to three storeys. In particular, three storey buildings are appropriate to be located at the immediate corners of Queen Street West and Creditview Road, where they will help define this intersection. Buildings are to be sited close to the public streets to create a consistent street edge, with parking and loading located at the rear or side of buildings.

To minimize the impact on the adjacent low density residential uses, such as shadowing, privacy, lighting, and noise, proposed redevelopment within the Hamlet Mixed Use designation shall incorporate adequate siting, massing and orientation, and buffering elements such as appropriate height transition, setbacks, and landscaping.

Built form and materials shall reflect the historic character of the Springbrook Hamlet. Highly detailed buildings are encouraged, with elements such as cornices, key stones, eaves and dormers to provide visual interest. Flat roofs are discouraged. Roof styles should utilize a gabled character, consistent with the established hamlet character. The intersection of Queen Street West and Creditview Road will function as the gateway to the Springbrook Settlement Area, and shall integrate entry features as a component of the mixed use development. The entry features are intended to create a sense of arrival, serve as placemaking and wayfinding elements and enhance the visual quality of the streetscape. Entry features will reinforce the heritage character of the Settlement Area as a unique component of the Springbrook community.

The development proposal is consistent with the “Hamlet Mixed Use” designation that is currently contemplated by the City Initiated Official Plan Amendment. The development proposal however is not consistent with the current “Residential - Springbrook Settlement Area” designation in the Credit Valley Secondary Plan (Area 45). An Official Plan Amendment is currently required to facilitate the development proposal. Should the City Initiated Official Plan Amendment be approved by Council, staff will re-evaluate the development proposal within the context of the new policy framework.

Block Plan:

The subject lands are identified as “Springbrook Special Study Area” on the approved Springbrook Community Block Plan Area 45-2 (see Appendix 7). The Springbrook Settlement Area is located within the Credit Valley Secondary Plan and is comprised of a land area of approximately 12.5 hectares (31 acres) (see Appendix 8). The Springbrook Settlement Area is identified as a historically settled community with the potential for infill development and enhancement of the Hamlet. An amendment to the Block Plan is not required.

Tertiary Plan:

The site is located within the “Springbrook Settlement Area Tertiary Plan” as identified by Schedule SP45(b). The objective of the Springbrook Settlement Area Tertiary Plan is to develop a comprehensive land use plan that ensures that proposed redevelopment within the Springbrook area is of a scale and built form compatible with existing low density residential and commercial uses. The vision for the settlement area is to maintain Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street West and Creditview Road. The vision directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area’s natural heritage features and hamlet character.

The Tertiary Plan provides guidance for natural heritage protection, municipal services, road connections, road network, and stormwater management. The proposal to redevelop the lands for a mixed-use development is consistent with the “Hamlet Mixed Use” designation as shown on the Springbrook Tertiary Plan, which envisions the subject properties to develop with a mix of commercial and residential uses, contributing to the creation of a complete community.

Zoning By-law:

The properties are zoned “Residential Hamlet One (RHm1)” by By-Law 270-2004, as amended. The “Residential Hamlet One (RHm1)” zone permits a single detached dwelling, a group home type 1, an auxiliary group home, a place of worship, a public or private school, a cemetery, a nursing home, and a greenhouse or nursery. An amendment to the Zoning By-law is required to permit the proposed commercial development.

Sustainability Score & Summary:

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The application has a Sustainability Score of 50 points, which achieves the City’s Bronze threshold. City staff is currently reviewing the sustainability performance metrics and summary to verify the sustainability score.

Documents Submitted in Support of the Application

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Concept Site Plan
- Concept Elevation Drawings
- Property Survey
- Planning Justification Report
- Public Consultation Strategy

- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Geotechnical Report
- Functional Servicing Report
- Traffic Impact Study
- Stage 1 & 2 Archaeological Assessment
- Urban Design Brief
- Vegetation Assessment
- Noise Feasibility Study
- Tree Inventory and Preservation Plan

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