

Detailed Planning Analysis
City File Number: OZS-2024-0009

Overview

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. The following provides a discussion to this sections.

Section 2:

(a) the protection of ecological systems, including natural areas, features and functions;

(e) the supply, efficient use and conservation of energy and water;

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

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

(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(k) the adequate provision of employment opportunities;

(o) The protection of public health and safety;

(p) The appropriate location of growth and development;

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

(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:

The proposed development has regard for matters of provincial interest that are set out in the Planning Act and represents orderly development of safe and healthy communities.

The proposal contemplates an employment generating development consisting of industrial, office, and commercial uses. The subject area where the proposal is located will be adequately serviced by existing infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act. Further refinements to the Functional Servicing Report and Traffic Impact Study are required, but remain technical in nature and it has been determined that the development in fact can be serviced and maintain adequate access requirements.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the gateway distinction character of the area in accordance with Section r) of the Planning Act. The proposed development is suitable as the Zoning By-law will inform the uses permitted on the property, and there is sufficient space to accommodate the proposed uses. The proposed development has regard for the conservation of natural resources, as there are dedicated lands in the form of a buffer that are being proposed to be conveyed to the city as they abut a Natural Heritage System (Levi Creek).

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 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. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society*
- g. Ensuring that necessary infrastructure and public service facilitates are or will be available to meet current and projected needs*
- h. Promoting development and land use patterns that conserve biodiversity*
- i. Preparing for the Regional and local impacts of a changing climate.*

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*

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 1.3.1 - Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

Section 1.3.2.1 - Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Section 1.3.2.2 - At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

Section 1.3.2.3 - Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

Section 1.3.2.6 - Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

Section 1.5.1 – Healthy, active communities should be promoted by:

- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

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 1.7.1. Long term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- c) optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

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

- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

a) Maximize vegetation within settlement areas, where feasible;

Section 2.1.1 – Natural features and areas shall be protected for the long term

Section 2.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Analysis:

The proposed development supports livable, healthy communities by representing an appropriate and supportable form development. The proposed development is also promoting efficient development and land use patterns over the long term by providing a development that will connect with municipal infrastructure and services in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of development that will promote surrounding transit and active transportation within an area of Brampton that is predominantly built-up and/or occupied by existing industrial/office spaces (S.1.7.1). The proposal maintains a consideration for Section 1.3.1 of the PPS as it provides an appropriate mix and supports a diversified economic base to the industrial, office, and commercial uses in the area to support smaller tenants. The Brampton Plan recently passed by Council and approved by the Region of Peel provides revisions to the Mississauga Road and Steeles Avenue corridor policy area and assesses the employment area identified and enables more flexibility to ensure that this designation is appropriate to the planned function of the employment area (S.1.3.2.2).

The proposed development is in proximity to existing and planned transit corridors along Mississauga Road (BRT/LRT) and Steeles Avenue West, as well as the existing bus route along Mississauga Road located adjacent and across from the subject site. A multi-use path is a suitable option for cycling infrastructure and is located on the same side of Mississauga Road as the proposed development. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 1.3.1, 1.6.7.2, and 1.8.1 b) of the PPS.

The proposed development also has regard for Section 2.1.1 of the PPS, as the Natural Heritage Feature adjacent to the site will be buffered and the buffer will be conveyed and protected for the long term. As a Holding Provision placed on the enacting Zoning By-law the applicant will be required to submit an Ecologists Letter of Opinion to support no negative impacts onto the adjacent Natural Heritage Feature. Also, the subject property being adjacent to the NHS provides an suitable transition to the residential subdivision located further East along Coastline Drive satisfying Section 1.3.2.3

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, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of employment opportunities, and prioritizing intensification. The proposed development demonstrates conformity to the following sections of the Growth Plan:

1.2.1 – Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

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;*
- 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;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces; and*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

Section 2.2.4.3 - Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- b) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*

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:

- a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- c) *planning to better connect areas with high employment densities to transit; and*
- d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

Section 2.2.5.2 - Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

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 2.2.5.4 - In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.

Section 2.2.5.5 - Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

Section 2.2.5.7 – Municipalities will plan for all employment areas within settlement areas by:

- a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
- b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

Section 2.2.5.16 - Existing office parks will be supported by:

- a) improving connectivity with transit and active transportation networks;*
- b) providing for an appropriate mix of amenities and open space to serve the workforce;*
- d) ensuring that the introduction of any non-employment uses, if appropriate, would be limited and would not negatively impact the primary function of the area; and*

Section 3.2.4.1 - Linking major goods movement facilities and corridors, international gateways, and employment areas to facilitate efficient goods movement will be the first priority of highway investment.

Section 4.2.2.3 - Within the Natural Heritage System for the Growth Plan:

- a) new development or site alteration will demonstrate that:*
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
 - iii. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*
 - iv. except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;*
 - vi. at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8; and*

Analysis:

The subject site is located within the 'Built-up Area - Conceptual' within the Growth Plan, in which infrastructure services and public transit are existing. The subject development will be placed on existing municipal infrastructure. Furthermore, the proposed development is in proximity to future transit corridors along Mississauga Road and Steeles Avenue West as well as the existing bus route along Mississauga Road. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2 and 2.2.1.4 through optimization of land use and overall expansion of land use diversity through the introduction of employment uses in the appropriate area.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of employment land uses within an underutilized and vacant site. In accordance with Sections 2.2.1.4 and 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Natural Heritage System Buffer Block will also contribute to the protection of ecosystems as stipulated by Section 4.2.2.3. Furthermore, a Ecologists Letter of Opinion will be required to confirm no negative impacts onto the adjacent Natural Heritage Feature that abuts the site.

The proposal maintains conformity with Section 2.2.5 of the Growth Plan as it provides efficient use of an underutilized employment parcel in an area in which employment uses are prevalent. A form of higher order transit (BRT/LRT) is envisioned for the Mississauga Road and Steeles Avenue corridor and will support the connection to this employment site along with existing active transportation infrastructure available satisfying 2.2.5.1 (c), 2.2.5.3, and 2.2.5.4. Additionally the site is located in close proximity to the Highway 407 Mississauga Road interchange and contemplates reduced-scale versions of uses such as warehousing and manufacturing which takes advantage of the key location (Section 2.2.5.5). All though the uses requested will be enclosed entirely within the buildings (with no outside storage permitted), the proposals location adjacent to the NHS provides an appropriate buffer to sensitive residential uses further east satisfying 2.2.5.7(c) and 2.2.5.8. The commercial/retail uses proposed are to be utilized to support adjacent employment sites within the area (Section 2.2.5.16 (d)).

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

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the "Urban System" in Schedule E-1: Regional Structure, and the 'Employment Areas' in Schedule E-4 of the Region of Peel Official Plan. The proposal

was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.3.1 - Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments

Section 5.4.6 - To optimize the use of the existing and planned infrastructure and services

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

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

Section 5.4.18.4 - To intensify development on underutilized lands.

Section 5.4.18.7 - To intensify Employment Areas to optimize lands for future growth

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

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.

Section 5.6.16 - Encourage the local municipalities to develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, and major truck terminals.

Section 5.8.3 - To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region's employment forecasts.

Section 5.8.4 - To promote sustainable development of Employment Areas, in accordance with the Overarching Themes in Section 1.6 of this Plan.

Section 5.8.5 - To attract and retain a range of employment types in Peel.

Section 5.8.8 - To align current and planned transit service investments with current and planned Employment Areas.

Section 5.8.10 - To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.

Section 5.8.27 - Employment Areas are encouraged to be planned to achieve a minimum employment density of:

- *30 jobs per hectare in Brampton*

Section 5.8.30 - Require that local municipalities direct retail and commercial uses which are below Major Retail thresholds in Employment Areas to appropriate locations:

- a) on the periphery of Employment Areas;*
- b) that provide a buffer to sensitive land uses to maintain land use compatibility;*
and
- c) that are in close proximity to transit service.*

Section 5.8.31 - Permit retail and commercial uses that are ancillary to the primary employment use in Employment Areas in accordance with the local municipal official plans.

Section 5.8.41 - Support the local municipalities in discouraging retail uses in Employment Areas except for retail uses servicing the Employment Area and retail ancillary to a permitted employment use, as defined in local municipal official plans

Section 5.8.45 - Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation.

Section 5.8.46 - The Region will work with the local municipalities to encourage a variety of appropriate employment spaces across the Region that are responsive to the needs of employers of all scales, including start-up, small, and medium goods and knowledge production employers, in order to support business, and employment, growth and sustainability

Section 5.10.5 - To support a transportation system that enhances economic vitality and growth in the Region.

Section 5.10.39.2 - To avoid or, if avoidance is not possible, minimize and mitigate, negative transportation impacts on Peel's natural environment including water resources, the Greenlands System and the Agricultural System.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in Schedule E-1: Regional Structure and 'Employment Area' on Schedule E-4 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the employment opportunities within the Region of Peel.

The proposed development provides appropriate employment land uses through the inclusion of variety of uses ranging from office to industrial with limited commercial uses to support the employment area. The proposal is situated in close proximity to an MTSA, and is located along a proposed higher order transit corridor. The site is also located and designed with active transportation in mind, given the bicycle parking being provided and adjacent active transportation infrastructure located on Mississauga Road. The proposal is located in proximity to a highway interchange and seeks to expand the permitted uses to include limited warehousing and manufacturing facilities which is appropriate given the proximity to the highway. The proposal seeks to implement small bay industrial uses, and given the surrounding context being largely singular tenant buildings in an office park format, the proposal seeks to expand employment opportunities for smaller business achieving a diverse employment sector in the Region.

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 development proposal will ultimately assist the City of 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. In accordance with S. 5.8 the proposal contemplates a variety of employment and employment supporting uses provide a mix of uses to support the creation of complete communities.

Based on the above, staff is satisfied that the proposed Zoning By-law and Official Plan 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 "Office" on Schedule A – General Land Use Designations of the City of Brampton Official Plan. An

amendment to the Official Plan is required. 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 2.4.3 – Protecting Our Environment, Enhancing Our Neighbourhoods

- a) Preserve the City’s diverse natural and cultural heritage for generations to come by ensuring development is sensitively located, integrated and compatible with the natural environment and existing cultural landscapes;*
- c) Conserve and protect the long term ecological function and biodiversity of the natural heritage system;*

Section 2.4.4 - A Dynamic and Prosperous Economy

- a) Attract Brampton’s share of the Province’s growth in terms of population and employment through a balanced and diverse local economy and the promotion of cultural diversity that is supported by the appropriate infrastructure;*

Section 3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixeduse development at higher densities supported by the City’s highest level of transit service.

3.2.6.2 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.

Section 4.4.1.2 - Through the Secondary Plan process, the Business Corridor designation will be broken down as appropriate into various sub-designations (such as Prestige Industrial, Office, Mixed Commercial/Industrial, Highway Commercial, Service Commercial, Highway and Service Commercial and Business) and specific policies will be set out with respect to industrial, office, retail and service uses, restaurants, hotels

and motels, and entertainment uses along with the appropriate requirements and restrictions as follows:

(i) Office Uses:

- a. Corporate offices, ancillary offices, business-serving office uses within industrial malls, and free-standing office uses will be permitted through various sub-designations subject to criteria related to the following:*
 - i. consideration of the estimated economic/employment demand for the area;*
 - ii. density of the surrounding area, with a permitted maximum density of 0.5 FSI, where such office uses are not located along intensification corridors ;*
 - iii. location of site within the Business Corridor area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,*
 - iv. issues related to site design, including parking, outdoor storage and service areas, and landscaping.*

(ii) Major Office:

- a. Major Offices may be permitted on lands designated Business Corridor which are suitably designated in the applicable Secondary Plan, provided that such lands are also located within a Mobility Hub or Intensification Corridor. A proposal for a Major Office development on lands designated Business Corridor not within a Mobility Hub or Intensification Corridor may be considered subject to an amendment which must have regard to the potential impact on the Central Area*

(iii) Retail Uses:

- a. Retail uses in excess of 1,000 square metres (individual store or a cluster of stores) not already permitted in a Secondary Plan that was in force prior to the approval of Amendment 2006-043 are subject to Sections 4.4.1.8 and 4.4.1.9.*

(iv) Restaurant Uses:

- a. Restaurant uses may be permitted through specific subdesignations subject to the following criteria:*
 - i. One restaurant per industrial mall, with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning Bylaw;*
 - ii. Free-standing restaurants to be permitted in the appropriate sub-designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions;*
 - iii. Restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an*

evaluation of the potential impact on the Central Area, where appropriate.

- (v) Hotels and Motels:*
 - a. Hotels are permitted in the proximity of a 400 Series Highway intersection. Motels, as defined in Section 5.2 of this Plan, are permitted within all sub-designations subject to appropriate locational criteria along arterial roads.*

Section 4.4.2.11 - The sub-designations in Secondary Plans that permit prestige industrial and/or commercial uses will generally indicate areas:

- i. That accommodate significant office, retail and service uses;*
- ii. That generally accommodate prestige industrial uses;*
- iii. That will be subject to site and building design standards intended to maintain attractive high quality appearances;*
- iv. Where outdoor storage will not be permitted unless it is a limited display area for visually pleasing finished products;*
- v. Where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses; and,*
- vi. Where natural features and/or man made buffers can be provided to screen the designation from other areas containing uses such as heavy industry, transportation terminals, recycling plants, and industry with outside storage.*

Section 4.4.3.1 - The Office designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: Major Office, business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses

Section 4.4.3.4 - The City shall require that office buildings be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

Section 4.4.3.6 - The City shall encourage office development to be designed to facilitate pedestrian access, and develop at a scale that maximizes the use of existing and planned road networks and transit systems in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan, consistent with the prescribed functional role of the particular office area.

Section 4.4.3.9 - Through its review and approval of development applications within the Office designations pursuant to the Planning Act and in accordance with the policies of

Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- i. Require the approval of a Design Brief prior to zoning approval that indicates the ways in which the proposal reflects and responds to the direction set out in the City's Development Design Guidelines;*
- ii. Promote an appropriate massing and conceptual design of buildings;*
- iii. Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
- iv. Encourage the provision of safe and attractive built environments;*
- v. Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers-by;*
- vi. Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;*
- vii. Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. Loading door(s) shall be well removed from arterial and collector roads;*
- viii. Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;*

Section 4.4.4.1 - The Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the Urban Design Section of this Plan:

- i) Office and research and development uses;*
- ii) Limited high performance prestige industrial uses;*
- iii) Hotels, and conference/convention centres; and,*
- iv) Limited accessory retail and service commercial uses that provide support to the adjacent employment areas.*

Section 4.4.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:

- i) Preventing the intrusion of residential uses and other noncomplementary lower order industrial uses; and,*
- ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.*

Section 4.4.4.4 - The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, shall be prescribed by the Secondary Plan for the area.

4.4.4.5 The City shall interpret the land use designations in the Bram West Secondary Plan as identified on Schedule "A" as permitting the development of major office uses at appropriate locations along with accessory retail and personal service, hotels and business support services. Limited high performance prestige industrial uses that are compatible with a major gateway function are permitted on a limited basis subject to being developed with superior urban design features.

Section 4.5.4.24 - The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development.

Section 4.6.6.4 - Further to policy 4.6.6.3, the required comprehensive environmental study will assess the potential impacts of a development proposal within and/or adjacent to the natural heritage system, to define requirements to eliminate, minimize and mitigate impacts and to assess opportunities for restoration and linkages or where possible, enhancement

Section 4.6.6.8 - Development and site alteration shall not be permitted on lands adjacent to the natural heritage features and areas identified on Schedule "D" unless an Environmental Implementation Report and/or Environmental Impact Study has been prepared having regard for the concerns of the relevant conservation authority, as well as other agencies, to the satisfaction of the City and the report and/or study has demonstrated that there will be no negative impacts on the significant natural features or their ecological functions.

Section 4.6.6.10 - The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections..

Section 4.11.4.1 – Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 –The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

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 property is designated 'Office' on Schedule A of the City of Brampton Official Plan. The permitted uses within the Office designations include: Major Office, business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities.

The proposed development is suitable as it seeks to expand the permitted uses on a property that has already been previously re-zoned and deemed serviceable. The proposed development maintains employment related uses by providing a mix of both

Office, Industrial, and limited commercial uses to support the adjacent employment areas. The Industrial Uses that are not prestige in nature such as warehousing have had maximum GFA caps placed on them within the implementing zoning by-law to ensure that the prestige industrial nature of the area of Mississauga Road corridor Office Centre in Bram West is maintained while offering additional uses in an appropriate amount to enable the development of a vacant parcel in the area. Additional provisions have been placed in the implementing by-law to ensure the character of the corridor is maintained such as by prohibiting outside storage and restricting retail outlets associated with the non-prestige industrial uses. The proposed development will be required to implement upscale urban design features which will be further refined through the Urban Design brief which is required to be approved prior to the lifting of the Holding Provision as noted in the implementing Zoning By-law amendment.

The proposed development will also take strategic advantage of its location being in proximity to the Highway 407 and provide ample access to the highway for transportation. The proposed development is accessible by both current public transit accessible on either side of Mississauga Road, as well as future higher order transit envisioned for the area (BRT/LRT along Mississauga Road and Steeles Avenue). Active transportation infrastructure is in place along Mississauga Road to support access to the site in a sustainable manner.

The development proposal acknowledges the extent of the natural heritage system within the subject lands and confirms that there will be no boundary adjustments or negative impact. The development will accommodate an additional 5 metres of buffer along the adjacent NHS and will be requested for conveyance to the City through a site plan application for the long term protection and enhancement of the feature. The applicant will be required to provide the City with an Ecologists Letter of Opinion which will be required to be approved prior to the lifting of the Holding Provision in the enacting Zoning By-law amendment to ensure that there are no negative impacts onto the adjacent NHS. It is noted that the site's location along a NHS assists by having a natural buffer to the residential subdivision further east.

The proposed Official Plan amendment seeks to expand the uses permitted in the Office Designation, more specifically in the Mississauga Road Corridor (Bram West) where currently warehousing, manufacturing, and assembly uses are not permitted. Further details regarding the implementing Official Plan amendment can be found in Attachment 11.

Brampton Plan 2023

On November 1st, 2023, City Council adopted the City of Brampton's new Official Plan titled "Brampton Plan". Brampton Plan is currently with the Region of Peel for review and approval as they remain the approval authority for local Official Plan amendments. The Region of Peel has issued their Notice of Decision of the new Official Plan on May 9th. At the time of writing this report the decision by the Region is subject to the appeal period.

The subject site is designated as “Employment Areas” and located within a “Town Centre” on Schedule 1A – City Structure. The subject site is also located along “Corridors” and “Secondary Urban Boulevards”. The subject site is also designated as “Mississauga Road Corridor” on Schedule 12 – Site and Area Specific Policies.

It is noted that the Brampton Plan eliminates the split designations of ‘Office’ and ‘Industrial’ as posed by the current Official Plan and combines them into one ‘Employment Areas’ designation.

Under Section 2.2.8.3 the ‘Employment Areas’ designation permits employment uses including manufacturing, warehousing, logistics, office, and associated commercial, retail and ancillary uses. Under Section 2.2.8.6 additional uses are permitted, provided they are ancillary to the lands designated Employment Areas in which they are located and do not hinder the planned function of the Employment designation including Offices associated to the employment use, such as manufacturing, research and development and warehousing, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks, and print shops, small scale retail uses that are ancillary to and on the same lot as the principal employment use. The proposed development seeks to implement what would be permitted by way of the expanded Employment Areas designation in Brampton Plan.

Furthermore, it should be noted that through Council Motion PDC080-2024 the wording for the Mississauga Road Corridor Special Policy Area was updated as follows:

“According to Schedule 12 of the new Brampton Official Plan, a section of the Mississauga Road Corridor has been designated a Special Policy Area to support major office development and limit the range of employment uses that would otherwise be permitted by the “Employment” designation. The Mississauga Road Corridor Office Centre permits the following uses:

- i. Office, research and development facilities, lab space and aerospace;
- ii. Prestige industrial with no outside storage, including light and clean advanced manufacturing that emphasizes green infrastructure, assembly, innovation and technology;
- iii. Hotels, and conference/convention centres;
- iv. Limited retail and service commercial uses that provide support to the permitted employment uses; and
- v. Opportunities for other employment uses that support and are complementary to the development of uses as noted above may be considered on a site-specific basis, whereby the overall intent of the Mixed-Use and Office Centre designations are maintained.”

Given the update to the Special Policy Area, it is envisioned that the area will be able to develop for other employment uses as noted above (including manufacturing, warehousing, logistics, etc.) in a manner where that the original intention is maintained. The proposed development proposes to deliver a 4-storey office building, which supports the original vision for the site, while accommodating additional employment generating uses to support the development of an underutilized parcel. The enacting zoning by-law will place restrictive measures onto the uses which were not originally envisioned for the area (maximum GFA limits on non-prestige industrial uses, prohibiting outside storage) such that the original intent and gateway distinction character of the area is maintained.

Bram West Secondary Plan (Area 40c):

The proposed development is designated 'Office Centre' within the Bram West Secondary Plan Area 40c. The Office Centre designation permits office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services. Warehousing and distribution uses are not permitted on lands designated 'Office Centre'. Therefore, as the proposal contemplates warehousing and expanding the permitted uses beyond being ancillary or limited in nature, an amendment is required.

The amendment to the Secondary Plan seeks to re-designate the lands from 'Office Centre' to 'Prestige Industrial' which is an existing designation within the Secondary Plan. The permitted uses within the 'Prestige Industrial' designation may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have incidental outdoor storage of goods and materials subject to the locational and screening criteria contained within the implementing zoning by-law.

The implementing zoning by-law will not only provide provisions to prohibit outside storage and waste, but will also place maximum GFA restrictions on the uses in which are not considered prestige to ensure the gateway distinction character of the area is maintained while introducing additional uses to support the development of an underutilized parcel. It should be noted that a standalone office building is proposed for the southern portion of the Mississauga Road frontage, which supports the Office Centre designation originally envisioned for the site.

Further details regarding the implementing Official Plan amendment can be found in Attachment 11.

Zoning By-law

The subject property is zoned 'Office Commercial' (OC) – Special Section 2031 and 'Open Space' (OS) – Special Section 2032 as per Zoning By-law 270-2004, as amended.

Analysis: Zoning By-law

The subject property is zoned 'Office Commercial' (OC) – Special Section 2031 and 'Open Space' (OS) – Special Section 2032 as per Zoning By-law 270-2004, as amended. Office, development facilities, hotels, conference centres and accessory uses are permitted within the Office Commercial designation. A Zoning By-law amendment is required to permit the proposed development and uses.

The proposed Zoning By-law Amendment will rezone the subject lands to 'Office Commercial' (OC) – Special Section 2031, 'Office Commercial' (OC) – Special Section XXXX and 'Open Space' (OS) – Special Section 2032. The special sections will include performance standards to regulate building height, building setbacks, and permitted uses and other items as attached in Attachment 10 to this report. Provisions to include maximum GFA restrictions on specific uses have been placed in the implementing zoning by-law to ensure an appropriate variety of uses are permitted on site while maintaining the overall distinct prestige character of the area.

Staff are also recommending the use of a Holding (H) Provision to ensure that all technical servicing, traffic environmental, and architectural issues are fully resolved. The following will be required prior to the lifting of the H provision for the subject lands:

1. That written confirmation be provided by the City of Brampton Commissioner of Planning, Building and Growth Management, and the Region of Peel's Commissioner of Public Works that a satisfactory Functional Servicing Report supporting servicing for the development has been completed and approved, and is to the satisfaction of the Credit Valley Conservation Authority;
2. That written confirmation be provided by the City of Brampton's and the Region of Peel's Commissioner of Public Works that a satisfactory Traffic Impact Study supporting interim and ultimate shared access conditions with the abutting property to the south has been completed in accordance with the municipalities' terms of reference.
3. That an Ecologists Letter of Opinion which clearly outlines no negative impacts onto the adjacent Natural Heritage Feature completed in accordance with the City of Brampton Terms of Reference has been approved to the satisfaction City of Brampton Commissioner of Planning, Building and Growth Management;

4. An Urban Design Brief completed in accordance with the City of Brampton Terms of Reference has been approved to the satisfaction City of Brampton Commissioner of Planning, Building and Growth Management.

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 and Stormwater Management Report

TYLin has prepared a Functional Servicing Report to identify the infrastructure requirements for the proposed development. The new service connection will consist of 150 mm diameter connection at a 0.5% slope and will be made to the existing 250mm sanitary sewer within Mississauga Road. The proposed development will be serviced by the proposed fire and domestic service connections provided off the 200mm diameter watermain on Mississauga Road. In summary, the report concludes the site can be adequately serviced in respect to water supply, sanitary drainage, stormwater drainage, and stormwater management.

City staff reviewed the Functional Servicing and Stormwater Management Report and found it supportable for the ZBLA/OPA application but require further refinements to the study. The study has been identified in the Holding Provisions in the enacting zoning by-law amendment to ensure the refinements are made to the satisfaction of the City, Region, and CVC.

Traffic Impact Study

A Traffic Impact Study was prepared by Croizer Consulting Engineers to review the traffic generated by the proposed development. Further refinements to the study are required and the study has been identified in the Holding Provisions in the implementing zoning by-law to ensure the study is satisfactory to the City and Region.

Urban Design Brief

Ware Malcomb was retained to prepare an Urban Design Brief for the subject development. Staff have reviewed the submitted Urban Design Brief and require additional revisions. As such the Urban Design Brief has been identified in the Holding Provisions in the implementing zoning by-law to ensure the brief is satisfactory to the City of Brampton.

Noise Study

A noise study was prepared by DBA Acoustical Consultants Inc. to investigate the potential noise impacts on the proposed development and provide preliminary recommendations for noise mitigation measures. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

Tree Evaluation Report

The Arborist Report for the subject lands was prepared by Croizer Consulting Engineers. A tree inventory was conducted and reviewed in context of the proposed draft plan. In total, Twenty-one (21) individual trees within the site, three (3) individual trees adjacent to the site and Three (3) tree groupings were inventoried and assessed on and within 5.0m of the subject property. A total of three (3) individual trees and two (2) tree groupings are proposed to be retained. Twenty-one (21) individual trees within the site are proposed to be removed. The removals would result in 4 compensation trees to be installed within the site as the others are exempt due to condition and species. Staff have reviewed the plan and find it supportable of the ZBLA/OPA.

Environmental Site Assessment(s)

Phase One and Two Environmental Site Assessment Reports were completed by A&A Environmental Consultants Inc. to determine contaminants, if any, and any affects on land or water on, in or under the site. Phase One assessment concluded that, based on an evaluation of information gathered from research review, interviews, and site reconnaissance there was no possible contaminants on the property. As such a Phase 2 ESA is not required. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Hydrogeological Investigation Report

Croizer Consulting Engineers were retained to prepare a Hydrogeological Report regarding the existing geological and hydrogeological conditions for the site, including constraints, impacts on local groundwater and drainage requirements. Recommendations are provided based on an analysis of existing groundwater assessments, and it is concluded that there will be no potential impacts.

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 31 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.