

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 (2020), the Regional 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 protection of ecological systems, including natural areas, features and functions;
- 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 to the Provincial Policy Statement (PPS). The PPS policies that are applicable to this application include but are not limited to:

- 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;
 - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-

- effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
 - i) preparing for the regional and local impacts of a changing climate.
- 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
 - g) are freight-supportive.
- 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;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.7.1 Long-term economic prosperity should be supported by:
 - b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - a) promote compact form and a structure of nodes and corridors;

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- 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;
 - 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 on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
 - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
 - e) development will be generally directed away from hazardous lands; and,
 - f) the establishment of new settlement areas is prohibited.
- 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; 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 climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- g) integrate green infrastructure and appropriate low impact development.
- 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;
- 2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - c) providing alternative development standards, such as reduced parking standards;
- 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
 - a) supports the achievement of complete communities;
 - b) supports active transportation; and
 - c) encourages the integration and sustained viability of transit services.
- 2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:
 - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Regional Official Plan

The subject application is within the “Urban System” area as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

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

- 5.3.1.4 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.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.
- 5.3.2.4 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.
- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, 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.
- 5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.
- 5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.
- 5.5.4.1.4 To optimize the use of designated greenfield area.
- 5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:
City of Brampton: 51 residents and jobs combined per hectare;
- 5.5.4.2.4 Direct the area municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the designated greenfield area.
- 5.5.4.2.5 Encourage the area municipalities to require development around major transit station areas within the designated greenfield area to achieve a minimum density of 100 residents and jobs combined per hectare.
- 5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.
- 5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.
- 5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.
- 5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.
- 5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.

- 5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

Official Plan:

The property is designated “Residential” and “Special Land Use Policy Area 19” in the Official Plan. The “Residential” designation permits a broad range of residential uses. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. An amendment to the Official Plan is not required for the proposed development.

The Official Plan policies that are applicable to this application include but are not limited to:

- 3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:
 - (i) Accommodate a significant portion of population and employment growth;
 - (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;
 - (iii) Provide high quality public open spaces;
 - (iv) Support transit, walking and cycling for everyday activities;
 - (v) Develop in a compact form that will efficiently use land and resources,
 - (vi) Optimize the use of existing and new infrastructure and services;
 - (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,
 - (viii) Achieve an appropriate transition of built form to adjacent areas.
- 3.2.4.1 Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.
- 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.
- 3.2.6.4 Opportunities to exceed the maximum height and/or density within the Secondary Plan or Zoning By-law within primary intensification corridors shall be considered subject to the provisions of section 5.12.
- 4.2 (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- 4.2 (v) Promoting and facilitating intensification throughout the built-up area and in particular within the Urban Growth Centre and Central Area, intensification corridors, Mobility Hubs, and Major Transit Station Areas;

- 4.2 (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.
- 4.2 It is the objective of the Residential Policies to:
 - a) Establish policies that provide opportunities for the development of a broad mix of housing in terms of dwelling types, densities, tenure and cost to meet the needs of Brampton’s diverse community including persons with disabilities;
 - b) Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;
 - c) Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;
 - e) Improve Brampton’s residential assessment base by promoting a balanced mix of housing;
 - f) Reduce the cost of providing municipal services in residential areas by promoting efficient land use and layout design;
- 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.
- 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.

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

Density Category	Maximum Density	Permitted Housing Types
High Density	200 units / het hectare 90 units / net acre	Townhouses Duplexes Maisonettes Apartments

The density categories above shall not be construed as limiting the City’s housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

- 4.14.3.19 Special Land Use Policy Area 19: North-east Corner of Queen Street East and The Gore Road

To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing Secondary Plan Amendment and Zoning By-law for Special Land Use Policy Area 19 to ensure that higher order, higher density employment uses will be located within the Office designation. The Office designation shall have a minimum

area of three hectares (7.5 acres) and shall be developed to accommodate a minimum of 860 office jobs.

Complementary commercial and business support uses will be permitted within the Office designation, but will be restricted to a maximum percentage of floor space within the office buildings in accordance with the provisions of the implementing Zoning Bylaw, and shall not count towards the employment target of 860 jobs.

Buildings at the intersections fronting The Gore Road shall provide a focus for intensification, and shall be sited and oriented to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance.

Buildings fronting Queen Street East and The Gore Road shall have a minimum height of three storeys, with a built form that is pedestrian friendly and easily accessible. A high-density mixed use block shall be located fronting The Gore Road and north of the Office designation, to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. The block shall be developed as a mixed-use development that may include a full range of offices, retail and service activities, institutional uses, and multiple residential uses.

The balance of the residential uses at the southeast quadrant of The Gore and Focal Roads shall be developed with a range of housing types that fall within the medium density residential category of the Official Plan.

The implementing Zoning By-law shall contain a Holding (H) provision to ensure that building permits for residential uses not fronting The Gore Road or Fogal Road do not precede the issuance of the first building permit within the Office designation as shown on Schedule A.

- 5.12.1 Pursuant to Section 37 of the Planning Act, 1990, the City may enact a zoning by-law authorizing increases in height and density of development otherwise permitted in the by-law in exchange for such facilities, services or matters as set out in such a by-law.

Secondary Plan:

The property is designated “Mixed Commercial/Industrial” and “Special Policy Area 8 (Office Node – Mix Commercial/Industrial)” in the Bram East Secondary Plan (Area 41). The designations permit a range of business industrial and office uses. An amendment to the Secondary Plan is required for the proposed development.

The Secondary Plan sections that are applicable to this application include, but are not limited to:

- 3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan.

Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m² (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.

Outdoor or open storage of materials or goods and automotive body shops are not permitted. Notwithstanding any other policies in this secondary plan, supermarkets are not permitted within the Mixed Commercial Industrial designations, except for within an area bounded by Fogal Road to the north, Highway 50 to the east, Queen Street East to the south and the Claireville Tributary to the west. Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2. Hotels are not permitted except for those Mixed Commercial Industrial designations located east of The Gore Road and south of Ebenezer Road, and on the Woodlands site in accordance with policy 3.3.5.5 of this plan.

Special Policy Area 8 (Office Node-Mixed Commercial/Industrial)

The lands shown outlined as “Special Policy Area 8” on Schedule SP41(a) shall be a Mixed Office/Commercial/Industrial centre with office and commercial uses prominently situated along Regional Road 107, and any industrial uses and automobile related commercial uses with outdoor storage located further back from Regional Road 107. This juxtaposition of uses facilitates prominent office and commercial development along Regional Road 107 that reflects the location of this site as a City “Gateway”. The “Gateway” function of the site is emphasized with building located close to the street edge and multi-storey buildings at the intersections of Regional Roads 107 and 50, and Regional Road 107 and The Gore Road.

The development of each portion of the lands on either side of the valley shall be such that mutual vehicle and pedestrian access is facilitated and the necessary agreements are put in place for the maintenance of common elements (such as parking areas, landscaped areas). The development and ongoing operation of these lands shall be conducive to the overall “gateway” location within which they are located.

Uses permitted on land subject to “Special Policy Area 8” are those permitted by both the “Mixed Commercial/Industrial” and “Office Node” designations, subject to policies to ensure a minimum amount of office space and intended design elements.

- 3.2.5 The development of lands designated Office Node on Schedule SP41(a) shall coincide with the Office Node policies of Part I, section 4.2 and other relevant policies of the Official Plan.

Permitted uses typically include business, professional or administrative offices, hotels, motels, financial institutions, accessory and personal service retailing, a supermarket, food and beverage establishments, recreation, institutional, convenience retail uses, business support activities, prestige types of manufacturing or assembly that are compatible with an office or research environment, and existing commercial, industrial or business uses that are reasonably compatible with the long term development strategy for the Office Node.

Outside or open storage of materials or goods shall not be permitted in the Office Node designation.

- 3.2.11.1 The zoning by-law shall provide for a minimum of 9,290 square metres of office space on lands designated Special Policy Area 8. Lands within close proximity to the intersections of The Gore Road and Regional Road 107, and the Regional Roads 107 and 50 shall not develop for commercial uses (other than offices and accessory uses) until the minimum amount of office space exists within Special Policy Area 8.

To promote the development of the key intersection locations for office and accessory uses, holding zones will limit the use of these locations to only offices (and uses accessory to offices) and such holding zones will be lifted only when the minimum amount of office space specified in this policy and the zoning by-law exists within Special Policy Area 8. The lifting of the holding zones will permit a broader range of commercial uses at the key intersection locations if the required minimum amount of office space exists elsewhere within Special Policy Area 8.

- 3.2.11.2 Automotive related uses (excluding a gas station), uses requiring outdoor storage or drive-through facilities, convenience restaurants, and stand alone retail uses less than 930 sq.m. gross floor area shall not locate on prominent areas on the site to the extent that they will undermine the presence of the office and accessory office uses.

- 3.2.11.3 A motor vehicle body shop and a supermarket are not permitted.

- 3.2.11.4 Outdoor storage is permitted only in conjunction with a motor vehicle sales establishment, permitted warehouse uses and garden centre sales establishment.

- 3.2.11.5 The Zoning By-law shall have floor area restrictions for high traffic generating uses to respect the capacity of the surrounding arterial road network and provide for safe vehicular access to the site.

- 3.2.11.6 Pedestrian access to the site shall be close to planned transit stop locations and street intersections.

Zoning By-law:

The property is zoned “Residential High Density Zone” by Ontario Regulation 171/20. The MZO permits Brampton Council to make further amendments to the zoning regulations. An amendment to the Zoning By-law is required to facilitate the proposed development.

Sustainability Score and Summary

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 37 points, which achieves the City's Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

The applicant has submitted the following documents in support of the application:

- Completed Zoning By-law Amendment Application Form;
- Response Matrix to Pre-Consultation Comments;
- Architectural Drawings, prepared by Turner Fleischer Architects, dated November 18, 2020;
- Draft M-Plan for the TACC Holborn Subdivision, prepared by David B. Searles Surveying Ltd.;
- Planning Opinion Report, prepared by Malone Given Parsons Ltd., dated November 2020;
- Urban Design Brief, prepared by MBTW, dated November 18, 2020;
- Shadow Study, prepared by MBTW, dated November 12, 2020;
- Sustainability Score and Summary for the broader TACC Holborn Lands, dated August 28, 2017;
- Ground Floor Landscape Plan, prepared by MBTW, dated November 17, 2020;
- Draft Amendment – Zoning By-law, prepared by Malone Given Parsons Ltd.;
- Noise and Vibration Report, prepared by Jade Acoustics, dated November 16, 2020;
- Functional Servicing and Stormwater Management Report, prepared by Schaeffers & Associates, dated November 2020;
- Tree Evaluation Report, prepared by Beacon Environmental, dated September 11, 2020;
- Phase 1 Environmental Site Assessment, prepared by Soil Engineers Ltd, dated November 29, 2011; and,
- Transportation Assessment, prepared by Poulos & Chung, dated November 2020.

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.