

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 orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- 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; and
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposal will be reviewed for its compliance to criteria for a draft plan of subdivision as set out in Section 51(24) of the Act. The criteria that are applicable to this application include but are not limited to:

- The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- Whether the proposed subdivision is premature or in the public interest;
- Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- The suitability of the land for the purposes for which it is to be subdivided;
- The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- The dimensions and shapes of the proposed lots;
- The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

- The adequacy of utilities and municipal services;
- The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes; and
- The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

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;
 - h) promoting development and land use patterns that conserve biodiversity; and
 - 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; and
 - f) are transit-supportive, where transit is planned, exists or may be developed.
- 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.
- 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

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; and
 - 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.

- 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.
- 2.2.5.1 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; and
 - c) planning to better connect areas with high employment densities to transit.
- 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.
- 2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
- 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:

- 5.3.1.2 To achieve sustainable development within the Urban System.
- 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.
- 5.5.1.1 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.
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.
- 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.
- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.
- 5.5.3.1.3 To revitalize and/or enhance developed areas.
- 5.5.3.1.4 To intensify development on underutilized lands.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian friendly urban environments.
- 5.5.3.1.7 To intensify employment areas to optimize lands for future growth.
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.
- 5.5.4.1.1 To plan and designate greenfields to contribute to complete communities.
- 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.
- 5.5.4.1.5 To enhance the natural environment and resources.
- 5.6.1.1 To provide sufficient lands in employment areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities, in accordance with the

policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.

- 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.

Official Plan:

The property is designated “Residential”, “Office”, and “Special Land Use Policy Area 15” in the Official Plan. The “Residential” designation permits a broad range of residential uses while the “Office” designation permits differing scales of office. The “Special Land Use Policy Area 15” designation allows for residential uses in areas designated for employment 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:

- 3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.
- 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.
- 4.2.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.
- 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.
- 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.
- 4.4.3.5 The City may permit the development of limited residential uses in combination with commercial uses, or live-work opportunities, within the Office designations to the extent designated in the secondary plan subject to the following considerations:

(i) Amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;

(ii) Any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized; and,

(iii) Site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.

• 4.5.4.26 The City shall, in the subdivision plan and site plan control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.

• 4.14.3.15 Special Land Use Policy Area 15: Queen Street East and Palleschi Drive

Lands designated Office within Special Land Use Policy Area 15 may be permitted to include a residential component as part of a mixed-use development. The office component of the mixed-use development shall have a minimum gross floor area of 9,500 square metres (102, 258 square feet).

Lands designated Residential within Special Land Use Policy Area 15 shall be developed for a range of medium/high and medium density residential uses.

Buildings located at the intersections of Queen Street East and Palleschi Drive shall have a minimum height of three storeys, and shall be sited and oriented to address the intersection with a built form that is pedestrian friendly and easily accessible. A superior form of architectural design and detail, in addition to site design, landscaping and buffer treatment will be required to establish a well-structured focal point.

The implementing Zoning By-law for Special Land Use Policy Area 15 shall permit 70% of the residential units to be developed without a holding provision. Release of the remaining 30% of the residential units for development shall be subject to the following conditions:

- i) A building permit being issued for an industrial use for lands located to the west of Palleschi Drive and fronting Queen Street East prior to releasing 10% of the remaining building permits for residential units within a plan of subdivision, and;
- ii) A building permit being issued for an office use for lands fronting Queen Street East within the Office designation, prior to releasing the final 20% of the building permits for residential units within a plan of subdivision.

Secondary Plan:

The property is designated as “Mixed Commercial / Industrial” and “Office Node” on Schedule SP41(a) of the Bram East Secondary Plan. An amendment to the Secondary Plan is required for the proposed development. This application proposes to create two new land use designations to accommodate the proposed development, “Special Policy Area (Office Node – Mixed Use High Density Residential)” and “Special Policy Area (Cluster/High Density Residential)”.

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

- 3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.
- 3.1.2 Notwithstanding the housing policies for the various residential designations on Schedule 'SP41 (a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.
- 3.1.3 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 41.
- 3.1.6 In areas designated Cluster and High Density Residential on Schedule 'SP41(a)', residential uses within the High Density Residential category defined in Part I of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.7."
- 3.1.7 The net density for Cluster and High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approval for an increase in density, to a maximum of 150 units per hectare (60 units per acre) may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Housing Policy Statement, will have a reasonable floor space index relative to density yield, and will have minimal impact on the local roads and services within the Secondary Plan Area.
- 3.1.8 Any proposal for Cluster and High Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.
- 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.

- 3.2.6 Individual primary office projects are permitted at a minimum density of 0.5 Floor Space Index (FSI) and a maximum density of 1.5 FSI coverage within the Office Node designation. The retail and service commercial component of office projects and blocks shall not exceed 20 percent of gross floor area. Lot sizes shall generally be a minimum of 0.8 hectares (2.0 acres) while larger lots are encouraged along major arterial roads.

- 3.2.7 Development in the Office Node designation will generally adhere to the following requirements, principles and guidelines to contribute to a distinctive gateway character at the principal east entrance to Brampton:

- i) parking of cars and trucks shall be permitted only in structures or in yards removed from visually prominent locations to enhance streetscape amenity design to the greatest extent practicable;

- ii) superior site, and architectural and landscape design elements shall be used to generate an attractive, built urban environment;

- iii) a minimum Floor Space Index (FSI) strategy to be achieved if necessary by means of the staged development of particular projects;

- iv) a maximum percentage of retail allowable in appropriate circumstances;

- v) that there be no uses that harm or impair the overall environmental quality or urban design integrity in the area;

- vi) that appropriate minimum lot areas, setbacks, and other design standards and guidelines respecting parking, landscaping, outdoor display areas, service and loading areas be formulated and adopted by Council and incorporated as appropriate in the implementing by-laws;

- 3.2.9 The City shall require that office buildings within the Office Node designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses. In particular the scale and characteristics of the Office Node uses located adjacent to the Low Density Residential designation located south of Highway 7 and west of The Gore Road shall be sensitively selected for compatibility with adjacent Low Density Residential uses.

- 3.2.10 Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

Zoning By-law:

The site is zoned Industrial Four – Section 1751 (M4-1751), Industrial Four – Section 1752 (M4-1752), Industrial Four – Section 1800 (M4-1800), and Agricultural (A) by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to permit 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 32 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:

- Executed Pre-Consultation Submission Requirements Checklist;
- Pre-Consultation Comments Response Matrix, prepared by KLM Planning Partners Inc. and dated April 2020;
- Owners Authorization Letter, Dated March 2021;
- Parcel Abstract, dated April 2021;
- Completed and Executed OPA/ZBA Application Form, prepared by KLM Planning Partners Inc.;
- Completed and Executed Draft Plan of Subdivision Application Form, prepared by KLM Planning Partners Inc.;
- Draft Public Notice Sign, prepared by KLM Planning Partners and dated April 2021;
- Public Engagement Strategy, prepared by KLM Planning Partners Inc. and dated April 2021;
- Sustainability Metrics Output, prepared by KLM Planning Partners Inc and dated April 2021;
- Sustainability Metrics Summary Letter, prepared by KLM Planning Partners Inc. and dated April 2021;
- Draft Amendment – Official Plan, prepared by KLM Planning Partners Inc. and dated April 2021;
- Draft Amendment – Zoning By-law, prepared by KLM Planning Partners Inc. and dated April 2021;
- Planning Justification Report, prepared by KLM Planning Partners Inc. and dated April 2021;
- Survey Plan, prepared Shaeffer Dzaldov Bennett Ltd., dated January 2020;
- Draft Plan of Subdivision, prepared by KLM Planning Partners Inc. and dated April 2021;
- Concept Plan, prepared by Graziani + Corazza Architects Dated April 2021;
- Conceptual Landscape Plans, SBK Landscape Architecture and dated April 2021;
- Urban Design Brief, prepared by, John G. Williams Limited, Architect / SBK Landscape Architecture and dated April 2021;
- Tree Inventory and Preservation Plan, prepared by Kuntz Forestry Consulting Inc., dated December 2020;
- Noise and Vibration Study, prepared by Candevcon Ltd. and dated April 2021;
- Site Servicing, Grading and Drainage Plans, prepared by Candevcon Ltd. and dated April 2021;

- Functional Servicing and Stormwater Management Report, prepared by Candevcon Ltd. and dated April 2021;
- Environmental Site Assessment Phase I, prepared by DS Consultants LTD., dated April 2021;
- Archaeological Assessment and Ministry Response Letter, prepared by ASI and dated January, 2017; and,
- Transportation Impact Assessment, prepared by Candevcon Limited and dated April, 2021.

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.