

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 Region of Peel Official Plan and the City of Brampton Official Plan.

Planning Act

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O. 1990. A preliminary assessment identified that the sections applicable to this application include, but are not limited to:

- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The appropriate location of growth and development;
- 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.

Provincial Policy Statement

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (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;
 - d) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - 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; and
 - f) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 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 the 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.

• 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;
- 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 1.7.1 Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment-readiness

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 subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe, and are within a Provincially Significant Employment Zone (PSEZ). 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 the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or
 - iii. are in the Greenbelt Area;
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. locations with existing or planned transit, with a priority 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;

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

• 2.2.5.1 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;
- b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
- 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.

• 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.

• 2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;
- b) planning to achieve the minimum intensification and density targets in this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.

- 2.2.7.1 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;

Region of Peel Official Plan:

The subject application is within the “Urban System” area as established in Schedule D of the Regional Official Plan, and the “Designated Greenfield Area”, as established in Schedule D4. 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 THE URBAN SYSTEM

5.3.1 General Objectives

- 5.3.1.1 To conserve the environmental and resource attributes of the region.
- 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.
- 5.5.1.6 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.

5.3.2 General Policies

- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.

- 5.3.2.3 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 forms of urban development and redevelopment.

5.5.4 Greenfield Density

- 5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.
- 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;

City of Brampton Official Plan:

The property is designated "Business Corridor" and "Parkway Belt West" in *Schedule A: General Land Use Designations* of the Official Plan, as well as "Employment", "Utility", and "Designated Greenfield Area" on *Schedule 1: City Concept*. A 500 kVa Transmission Line Right-of-Way is identified at the southern portion of the subject lands on *Schedule F: Infrastructure, Utilities & Resources*. The Official Plan policies that are applicable to this application include but are not limited to:

3.2.2 Built Boundary and Designated Greenfield Area

- 3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.
- 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.

4.4.1 Business Corridor

- 4.4.1.1 The boundaries of the Business Corridor designations are to be interpreted flexibly and refined appropriately at the Secondary Plan level in accordance with studies undertaken as part of a new Secondary Plan or Secondary Plan review process.
- 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:

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:

- consideration of the estimated economic/employment demand for the area;
 - density of the surrounding area, with a permitted maximum density of 0.5 FSI, where such office uses are not located along intensification corridors ;
 - 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,
 - issues related to site design, including parking, outdoor storage and service areas, and landscaping.
- 4.4.1.5 At the development review or Secondary Plan stage, the planning of Business Corridor designations shall satisfactorily address the following matters:
- (i) A system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
 - (ii) The location of ingress and egress points to highways or arterial roads;
 - (iii) The impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;
 - (iv) The location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties and the generation of stormwater runoff and its impacts on water quality and infrastructure;
 - (v) The impact of large surface parking areas dominating the street edge;
 - (vi) The types and locations of outside storage facilities and their effects on adjacent properties;
 - (vii) Opportunities for transit-supportive patterns and designs including pathways;
 - (viii) The siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and ,
 - (ix) Accessibility for persons with disabilities.

4.13 Parkway Belt West

• 4.13.1 Development within the limits of the Parkway Belt West Plan area is governed by the map designations and policies of the Parkway Belt West Plan, July 1978 (as amended) which is deemed to form part of this Official Plan. For an official and more detailed description of the Plan area, reference should be made to The Parkway Belt West Plan, July 1978, and all amendments thereto.

• 4.13.2 Two specific designations, namely Provincial Highway (which refers to the portion of Highway 410 south of Steeles Avenue, all of Highway 407 and the 407 Transit way) and Open Space are indicated within the Parkway Belt West Plan Area on Schedule "A" of this Plan. These designations are considered to be the same as, or consistent with, those that are contained within the Parkway Belt West Plan, and also collectively represent the area of that Plan as amended to December 31, 2005. In the case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan prevail.

- 4.13.3 The lands between Highway 407 and the Hydro Corridor from Highway 410 to Torbram Road and designated “Industrial” on Schedule “A” are intended to be used for an appropriate range of Industrial uses to be specified in a secondary plan to be implemented through an official plan amendment. Until such time as such a Secondary Plan amendment is approved, the use of the subject lands shall be limited to those uses and related conditions set out for those same lands in the Parkway Belt West Plan, July 1978, as amended to June 28, 1993.

4.8.4 Hydro-Electric Power, Telecommunications and other Cabled Services

- 4.8.4.4 The City shall endeavour to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall have minimal detrimental effect on the use of land and enjoyment of property.

Bram East Secondary Plan (Area 41):

The majority of the property is designated “Mixed Commercial/Industrial” in the Bram East Secondary Plan. The northernmost parcel is designated “Special Policy Area 12 (Office Node and Mixed Commercial/Industrial)”. The Secondary Plan sections that are applicable to this application include:

Mixed Commercial Industrial Uses

- 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 12 (Office Node and Mixed Commercial/Industrial)

The lands shown outlined as “Special Policy Area 12” on Schedule SP41(a) shall be used in accordance with the Office Node and Mixed Commercial/Industrial designations subject to:

- a) Encouraging the development of office space by applying a restriction on the amount of retail and service commercial development along the Regional Road 50 (Highway 50) frontage of the site until a minimum amount of office development has been developed anywhere on the lands in advance of or in conjunction with retail and service commercial development.

b) The land use permissions of both the Office Node and Mixed Commercial/Industrial designation shall apply to the entire lands of the Special Policy Area 12 subject to industrial uses requiring large outdoor storage areas, motor vehicle sales establishment, garden centres, automotive related uses, and stand alone retail uses with a gross floor area of less than 930 square metres not being prominently visible from Regional Road 107 (Queen Street).

c) The on-site driveways shall operate as an internal road to accommodate access opportunities from the lands to the south to Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50). d) Development in the Office Node and Mixed Commercial Industrial designation shall adhere to the following Urban Design principles:

- i. The Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) frontages shall have minimal or no parking located between buildings and the street. Additional landscaping will be required where areas with one row of parking are retained.
- ii. A multiple storey building (minimum 3 storey building height) is to be located at the Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) corner of the site.
- iii. A principal building associated with any gas bar shall be located adjacent to Regional Road 107 (Queen Street) or Regional Road 50 (Highway 50) so that the building can screen the gas bar pump islands from the street.
- iv. Buildings shall have good quality and aesthetically attractive building materials and make use of glazing, roofline variation, and corner features.
- v. Landscape treatments shall be applied along The Gore Road frontage to ensure appropriate landscape screening between the site and the adjacent residential uses.
- vi. Convenient and safe pedestrian access shall be provided throughout the site and Pedestrian facilities such as street furniture will be provided along walkways between buildings and the adjacent public roads, and will include appropriate weather protection.
- vii. Service and loading areas shall be screened from all streets.
- viii. Drive-through facilities should not be located between buildings and any public roads.

Zoning By-law:

The property is zoned “Commercial Agricultural - CA”, and “Industrial Four – Section 1580” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to rezone the lands to facilitate future industrial development on the subject lands.

Documents Submitted in Support of the Application

1. Architectural Plans
2. Registered Owners Authorization and Fee Calculation Sheet
3. Cover Letter
4. Land Survey
5. Planning Justification Report
6. Public Engagement Strategy
7. Reference Plan
8. ‘Draft’ Public Notice Sign

- 9.** Noise Feasibility Study
- 10.** Arborist Report
- 11.** Archaeological Assessment
- 12.** Parcel Abstracts
- 13.** Functional Servicing Report
- 14.** Stormwater Management Report
- 15.** Phase One Environmental Site Assessment
- 16.** Sustainability Score and Summary
- 17.** Geotechnical Report

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.