

# Brampton

## Official Plan Review

### Office Strategy Discussion Paper

June 2005



CITY OF BRAMPTON  
PLANNING, DESIGN AND DEVELOPMENT  
DEPARTMENT

**Official Plan Review  
City of Brampton Discussion Paper – Office Strategy**

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This report is published for public and agency comment as part of the City of Brampton Official Plan Review. The proposed directions for refinement of the Official Plan do not necessarily represent the position of City Council.



## **PART A: BACKGROUND AND POLICY CONTEXT**

### **1. INTRODUCTION**

The City of Brampton is currently undertaking a scoped review of its Official Plan. To aid in this review, discussion papers have been prepared on the following topics:

- Environment and Open Space
- Urban Design
- Office Strategy
- Retail Strategy
- Growth Forecasts
- Cultural Heritage

The purpose of the Office Strategy Discussion Paper is to review existing office space policies and related land use designations and Schedule A of the Official Plan and to present policy options that best respond to the potential for office development within Brampton, considering historic and current trends in the office space market in the Greater Toronto Area. This discussion paper will provide a summary of the background, policy context and proposed revisions to the office dominant section of the Official Plan.

It is intended that public consultation arising from the circulation of this discussion paper will assist in identifying and defining local objectives and policies related to the office space strategy, which will be reflected in the amended Official Plan.

### **2. OFFICIAL PLAN REVIEW**

The City of Brampton Official Plan charts the course of land use decision-making within the municipality for the next 25 to 30 years. The Official Plan is used to guide many development and infrastructure decisions on issues related to land use, built form, transportation, the environment and open space. Brampton's current Official Plan was adopted by City Council in 1993 and approved by the Ministry of Municipal Affairs in 1997.

The authority for preparing and adopting an Official Plan is set out in the Planning Act. The Act requires that, at least every five years, Municipal Councils hold a public meeting to determine if there is a need to revise the Plan. A special meeting of Brampton City Council was held on June 3, 2002 at which time it was determined that the Official Plan should be reviewed and updated where necessary so that it reflects current trends and circumstances.

Given significant lower historical office absorption rates for Brampton, staff are of the view that many of the Official Plan's office nodes will not attract major office development within the timeframe of the Official Plan. As such, one of the objectives of the Brampton Official Plan Review is to re-evaluate the office strategy to reflect more realistic business development opportunities and to designate office lands that are better matched to the locational requirements of Greater Toronto Area office users.



## Office Space Strategy Objectives

The objectives of the Office Space Strategy Discussion Paper are as follows:

- To review the general policies of the official plan regarding office space to ensure consistency between the City's objectives, the Provincial Policy Statement and the Regional Official Plan;
- To update policies to reflect current information and provide clarity where necessary;
- To provide an overview of trends in the market for office space in the Greater Toronto Area (GTA),
- To present Brampton's office space inventory, vacancy rates and future warranted office space based on the findings of the following background studies:
  - North West Brampton Urban Boundary Review, Analysis of Land Use Options, Hemson Consulting, May 2002;
  - Employment Allocation Study, Hemson Consulting, October 2002 (prepared as part of the Bram West Community Design Study);
  - Primary Office Node Study, Royal LePage, 2003;
  - Volume 6, Supplementary Report and Model Run, Brampton 2021 Population of 540,000 – Economic base Study, Stamm Economic Research, May 1994;
  - 1993 Brampton Official Plan, Land Budget Justification Paper, City of Brampton Planning and Building Department, July 1996;
  - Central Area Plan Review (draft), The Planning Partnership et al., 2005;
  - Population, Employment and Housing Forecast Update, Hemson Consulting Ltd., October 2004

## 3. PROVINCIAL POLICY

### 3.1 The Planning Act

Matters of Provincial interest are set out in the Planning Act. Municipalities must conform to approved policies of the Provincial government and its agencies. The Planning Act establishes the legislative framework for planning within Ontario. The purpose of the Planning Act is:

- to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and,
- to recognize the decision-making authority and accountability of municipal councils in planning.



According to Section 3.1 of the Planning Act, the Province may issue policy statements on matters relating to municipal planning that in the opinion of the Minister of Municipal Affairs and Housing are of Provincial interest. The Council of a municipality, in carrying out its responsibilities under the Planning Act, is required to be consistent with matters of provincial interest. With respect to the office space strategy, the Planning Act identifies the following as matters of provincial interest:

- the orderly development of safe and healthy communities;
- the adequate provision of employment opportunities;
- the protection of the financial and economic well-being of the Province and its municipalities;
- the appropriate location of growth and development.

These interests are outlined further in the Provincial Policy Statement (PPS) issued by the provincial government.

### **3.2 2005 Provincial Policy Statement**

In March 2005 the Province approved a new Provincial Policy Statement, which provides policy direction on matters of provincial interest related to land use planning and development. It is the intention that these policies will be complemented by locally generated policies regarding matters of local interest. The Planning Act now requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS is based on three general principles as follows:

1. **Building Strong Communities:** wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.
2. **Wise Use and Management of Resources:** protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.
3. **Protecting Public Health and Safety:** reducing the potential for public cost or risk to Ontario’s residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage.

The Provincial Policy Statement recognizes that there are complex inter-relationships among environmental, economic and social factors in land use planning. A principle of the Provincial Policy Statement is that the long-term prosperity and social well being of Ontarians depend on maintaining strong communities, a clean and healthy environment and a strong economy.

Sections of the Provincial Policy Statement of particular relevance to the office space strategy are Section 1.1 – Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns, and 1.3 – Employment Areas. Section 2.1 – Natural Heritage and Section 2.6 - Cultural Heritage and Archaeology are also relevant in that proposed development will have to address the protection of natural heritage features and the conservation of heritage resources.

Section 1.1.1 (b) states that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs.

Section 1.1.2 states that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years. However, where an



alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. To-date, the GTA has been recognized as one of those areas where a longer time frame (i.e. 25-30 years) is appropriate.

1.1.3.7 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 uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

1. providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
2. 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;
3. planning for, protecting and preserving *employment areas* for current and future uses; and
4. ensuring the necessary *infrastructure* is provided to support current and projected needs.

### 3.3 Provincial Policy Initiatives

There are a number of Provincial initiatives currently underway that will impact future land use planning decisions in Ontario. These initiatives include a Golden Horseshoe Greenbelt Plan, Growth Plan, and Planning Reform. All of these initiatives are in various stages of completion, and the City of Brampton is reviewing and commenting on these initiatives at every opportunity.

#### Greater Golden Horseshoe Greenbelt

The Greenbelt Act (Bill 125) was passed in February 2005 and the final Greenbelt Plan, which was created under the authority of the Greenbelt Act, was released at the same time. The Greenbelt Plan delineated the final boundaries of the Greater Golden Horseshoe Greenbelt. The Greenbelt Act provides that decisions made under the Planning Act, by municipal councils and the Ontario Municipal Board must conform to the Greenbelt Plan. Furthermore, in the case of a conflict between the Greenbelt Plan and an Official Plan or zoning by-law, the Greenbelt Plan prevails. The Greenbelt Act requires that Council amend Official Plans to conform with the Greenbelt Plan.

The goal of the Greenbelt Plan is to enhance the urban and rural areas and overall quality of life by promoting the following within the Protected Countryside:

- Agricultural Protection;
- Environmental Protection;
- Culture, Recreation and Tourism;
- Settlement Areas; and,
- Infrastructure and Natural Resources

The Greenbelt Act will help to reduce sprawl and protect significant environmental features. With the exception of the Credit River Valley and about 500 acres located in North West Brampton, the majority of the Greenbelt lands are outside of the City of Brampton. This land, designated Protected Countryside, Natural Heritage System, are intended to continue to accommodate a range of commercial, industrial and institutional uses serving the rural resource and agricultural sectors.



However, this Plan emphasizes the Province's commitment to protecting the green areas, which will focus growth into existing developed areas. This will impact nodal development and employment lands.

### **Places to Grow – Better Choices, Brighter Future**

In February 2005, the Ministry of Public Infrastructure Renewal released the *Places to Grow: Better Choices. Brighter Future* discussion paper for stakeholder review and comments. The purpose of the draft growth plan is to “guide decisions on a wide range of issues – economic development, land-use planning, urban form, housing, natural heritage and natural resource protection, provincial infrastructure planning, and the development of municipal official plans and local servicing and implementation strategies.” The Growth Plan for the Greater Golden Horseshoe builds on the recommendations of the Central Ontario Smart Growth Panel and creates a clearer environment for investment decisions which will help secure the future prosperity of the Greater Golden Horseshoe

The discussion paper indicates that the goal of the growth plan is to provide a long-term vision for regional growth by providing guidance when making critical decisions and infrastructure investments by all levels of government over the next 30 years. The plan seeks to maximize existing opportunities to accommodate growth before looking for new growth areas.

Guiding principles applicable to office development are:

- Plan and manage growth to support a strong and competitive economy;
- Build compact, vibrant and complete communities that provide sustainable housing and transportation choices and enhance quality of life; and,
- Co-ordinate and integrate the economy, community and the environment through efficient infrastructure, and urban structure that links the region;

The Growth Plan provides more detailed strategies and policy directions that:

- direct growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth while providing strict criteria for urban boundary expansions; and,
- promote transit-supportive densities and a healthy mix of residential and employment land uses.





## Planning Reform

There are three components to the provinces planning reform initiatives: Planning Act Reform, Provincial Policy Statement and Ontario Municipal Board reform.

In June 2004, the Province released a consultation paper entitled “Planning Act Reforms and Implementation Tools”, which builds on the Strong Communities Act. This paper considered requirements for complete applications, intensification, bonusing, transfer of development rights and performance monitoring.

The second component of the planning reform initiative is to review the Provincial Policy Statement (PPS). In June 2004, the province released a draft consultation discussion paper entitled “Provincial Policy Statement: Draft Policies”. These proposed new policies have a larger emphasis on building strong communities, protecting the environment and resources and supporting a strong economy. The draft policies have been significantly strengthened to require that decisions be “consistent with” the PPS, as opposed to “have regard for” as is the terminology in the current PPS.

The third and final component of the planning reform initiative is Ontario Municipal Board Reform. This consultation paper was also released in June 2004 and identified the role, independence and competence of the Ontario Municipal Board as items to be reviewed further.

The municipality will continue to monitor and participate in all of the Province’s initiatives and will update the official plan as required.

## 4. REGION OF PEEL CONTEXT

### 4.1 Region of Peel Official Plan

The Planning Act requires all regional municipalities in Ontario adopt an Official Plan and review it on a regular basis to ensure that it remains current. The Region of Peel Official Plan was adopted by Regional Council in July of 1996 and subsequently approved with modifications by the Minister of Municipal Affairs and Housing in October 1996. The Regional Official Plan provides a long-term policy framework for decision-making at the Regional scale.

The Region of Peel Official Plan has identified a Regional Urban Boundary within which urban growth will be accommodated to the year 2021. Policy 5.2.2.1 of Peel’s Official Plan directs the City, in cooperation with the Region, to prepare growth management and phasing strategies for lands within the 2021 Regional Urban Boundary including issues such as:

- appropriate ratio of industrial-commercial to total assessment;
- fiscal impacts to the Region and area municipalities;
- improvement of live-work relationships;
- the timing and efficient provision and financing of necessary Regional and City services; and,
- the sustainable rate of employment growth to population growth.

Schedule C of Peel’s Official Plan designates one Regional Urban Node within the City, which is intended to be a major location of compact form of urban development providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the Greater Toronto Area. Policy 5.3.3.2.2 requires an amendment to the Regional Official Plan to add or delete a Regional Urban Node. Policy 5.3.3.2.4 directs the City to prepare policies for the Regional Urban Node addressing the following:

- intended role, character and extent of the node;
- the population and employment capacity objectives of the node;





- the location, type and density of land uses;
- the nature of the streetscape, focusing on pedestrian safety and security;
- the transportation system to and within the node; and,
- compatibility with the characteristics of existing communities.

Peel's Official Plan also directs the City to identify other appropriate urban nodes and urban corridors in the City's Official Plan.

One of the goals of the Region's Official Plan is to ensure that future growth of population and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner. In this respect, Policy 4.2.2.2 requires an amendment to Peel's Official Plan for changes to the population and employment forecasts presented in Table 1 of the Plan. Policy 4.2.2.6 addresses the review and update, jointly with the area municipalities, of the population and employment forecasts shown in Table 1 of the Peel Official Plan based on the most recent Census of Canada results. The process of forecasting population and employment estimates for the City is being carried out in consultation with the Region, as part of the City's Growth Management Program.

The Region's policy is to require and provide full municipal water and sewage services to accommodate growth in the Urban System (Policy 6.3.2.1). The City's Growth Management Program seeks to coordinate development with the provision of infrastructure.

The existing development approval process provides the opportunity for the Region to require conditions of development approval that satisfy the above-noted policies.

The economic development policies of Peel's Official Plan are fairly general in comparison with its policies pertaining to the environment and natural and heritage resources.

## **5. CITY OF BRAMPTON**

### **5.1 City of Brampton Official Plan**

Brampton's current Official Plan was adopted by City Council in 1993 and approved by the Ministry of Municipal Affairs in 1997. In July 2002, City Council directed staff to undertake a limited review of various components of the Official Plan, including the office space strategy section, which is the subject of this discussion paper.

When reviewing the office space section of the Official Plan, staff will ensure it is consistent with the Provincial Policy Statement, Regional Official Plan and the City's new Strategic Plan. In addition to reviewing the policies for conformity, staff will incorporate current City initiatives that are applicable to promoting office development in the City of Brampton.

The Brampton Official Plan recognizes that office development represents an important component of sustainable economic growth that is a requirement for building a firm foundation for long term community prosperity.

To attain this goal, the following objectives have been established in the Economic Base section of the Official Plan:

- To employ more than 60% of Brampton's labour force within the City;
- To achieve an unemployment rate which is less than the Metropolitan Toronto average;
- To develop business growth targets by employment and economic sectors;



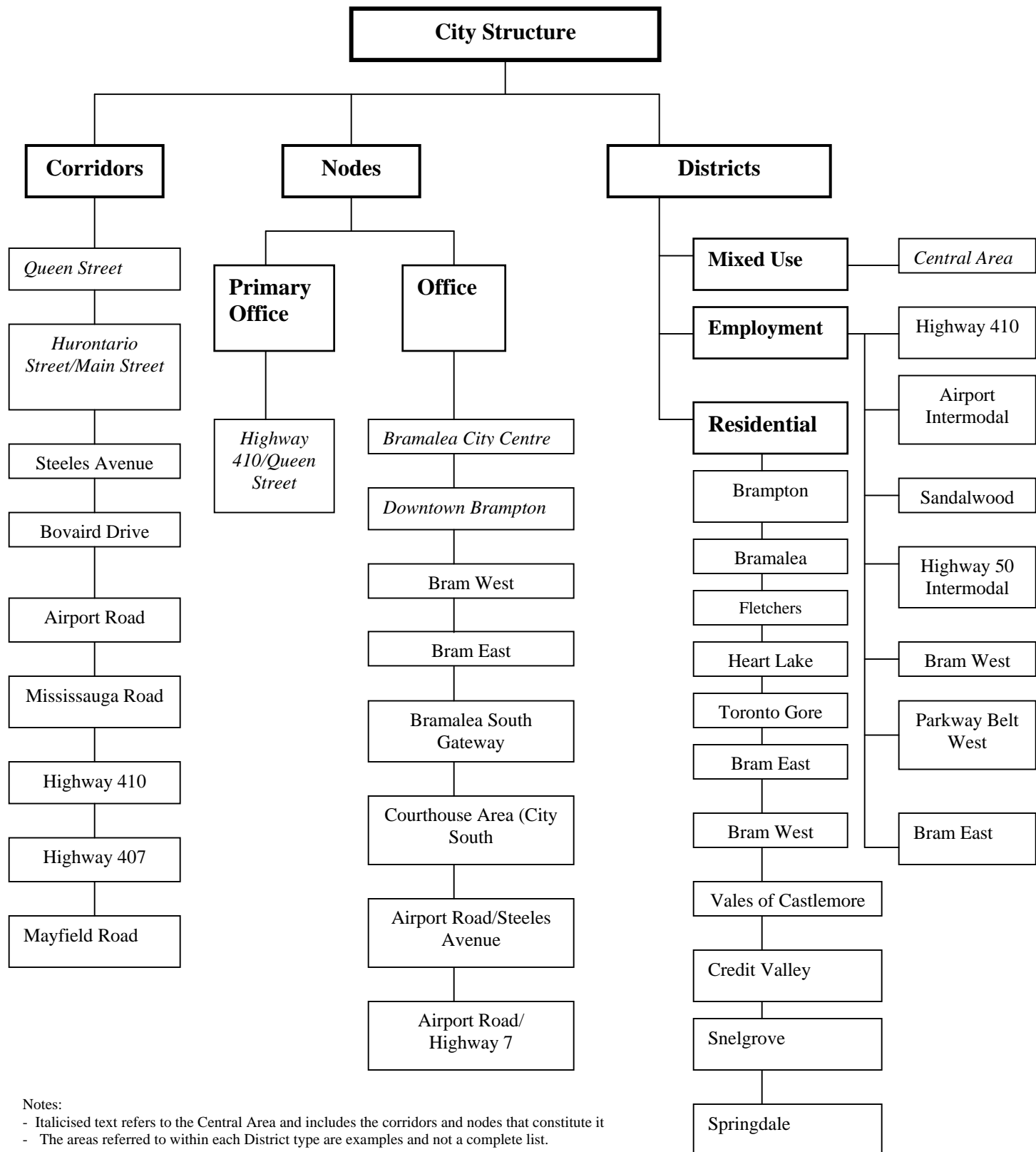
- To achieve a commercial/business/industrial assessment ratio of at least 35% of total assessment; and,
- To provide flexible commercial and industrial land use designations and policies to generate a healthy level of economic competition and to maximize the amount of employment and non-residential assessment growth attracted to Brampton.

#### City Structure

The essence of Brampton's structure as an urban place is an inter-related pattern of activities and land uses concentrated in terms of variety, scale or specialization at a number of key nodes and areas. The City's Official Plan describes the Central Area as the major location for commercial, cultural, civic and entertainment activity in the municipality. Based on the City concept established in Section 3 of the Official Plan, the City structure is provided in Figure 1, Brampton City Structure.

The Economic Base Section of the Plan is intended to provide a general outline for commercial and industrial development in the City. The policies applicable to key areas of the City for commercial and industrial development are based on the city structure concept established in Section 3 of the Official Plan entitled City Concept. These policies are subject to all other policies of the Plan, as well as the detailed policies of the relevant Secondary Plans.

Figure 1 Brampton City Structure



Notes:

- Italicised text refers to the Central Area and includes the corridors and nodes that constitute it
- The areas referred to within each District type are examples and not a complete list.



## 5.2 City of Brampton Strategic Plan

Vision Brampton - Strategic Plan 2003, was adopted by Council May 26, 2003. The City's Strategic Plan sets out six priority goals (Pillars) to guide the City over the next 5 years. The Six Pillars are as follows:

- 1) **Modern Transportation Systems** - The City's strategic goal related to transportation is to implement a master plan to develop a safe and efficient transportation system for moving people and goods within Brampton's central corridors, as well as provide improved and efficient linkages within the Greater Toronto Area.
- 2) **Managing Growth** - To manage a program that co-ordinates and stages the level and distribution of development growth in Brampton in relation to specific elements of infrastructure and community services required to support such growth in a manner that minimizes public costs and optimizes service levels to both residents and business.
- 3) **Protecting our Environment, Enhancing our Community** - Brampton is committed to conserving and protecting significant environmental features for the citizens of Brampton to enjoy. The goal is to build a community that preserves our heritage and achieves a high standard of civic design for the whole City.
- 4) **A Dynamic and Prosperous Economy** - Continue to foster the emergence of Brampton as one of Canada's dynamic and prosperous local economies by attracting and retaining targeted employment growth in strategic locations; supporting a competitive business infrastructure; achieving excellence in advanced manufacturing and design technology; promoting local job growth through entrepreneurship; and by sharing Brampton's identity with key sectors.
- 5) **Community Lifestyle** - Achieve a higher level of service excellence related to the attributes Brampton residents are most proud of, namely: parks, recreation and sports; fire and emergency services; cleanliness; multiculturalism; arts and culture; and Brampton's rich history.
- 6) **Excellence in Local Government** - To be a leader in the efficient and effective delivery of services that the community values most.

Although all pillars will indirectly affect the policies in the Official Plan related to the office strategy, there would be a direct impact from Pillar 2, Managing Growth and Pillar 4, A Dynamic and Prosperous Economy.

## 6. OFFICE SPACE OVERVIEW – GTA AND BRAMPTON

### 6.1 GTA Context

The Canadian Urban Institute report “Business Competitiveness in the GTA: Why Toronto is Losing Ground” (June 2005) states that while Toronto has the largest, most significant concentration of commercial office development in Canada, 80% of all Class A office space built in the GTA has been developed in the “905 area” since 1998.

The City of Toronto has a significant concentration of high rise buildings in its downtown core with the office development extending north along the Yonge subway line and up the Don Valley Parkway towards the Highway 401, in locations accessible to this transportation facility. In the early 1990’s office construction in downtown Toronto stopped because demand for office space dropped after the recession, but office space construction continued in suburban office parks.

In the suburban areas, offices are mainly built for specific companies on former industrial lands, either in campus/park settings or as free-standing buildings. These buildings are all in areas that are easily accessible to the highways, have large surface parking lots for employees and large floor plates. Office space construction has shifted from downtown Toronto to the suburban GTA.

Table 1 shows additions of new office space (in millions of square feet) in the Toronto CMA (Census Metropolitan Area). This shows that the Toronto districts have the majority of the office space, but that since 1982 the office park numbers have been rapidly increasing.

**Table 1 Commercial Office Space for the GTA (1954-2005)**

	1954-70	1971-81	1982-92	1993-05	Commercial Space ***	Total sq. ft.
<b>Financial District</b>	10,312,065	10,467,484	10,862,253	555,740	274,712	32,472,254
<b>Midtown Toronto</b>	5,478,480	5,749,853	4,268,660	398,096	470,090	16,365,179
<b>Toronto(outside Financial and Midtown)</b>	10,473,415	4,618,045	11,696,388	1,884,671	1,936,142	30,608,661
<b>Office Parks *</b>	84,400	9,002,252	16,998,104	11,795,032	2,028,016	39,907,804
<b>Office Commercial Subcentres **</b>	196,513	4,116,031	11,201,945	1,118,807	213,084	16,846,380
<b>Dispersed Locations</b>	2,585,728	4,573,186	8,129,192	3,168,591	1,757,355	20,214,052

Note: Class G (government) buildings were not included.

\* Airport, Highway 404 and Steeles, Highway 407 and Highway 7, Consumers Road, Don Mills.

\*\* Meadowvale, Highway 427, Heartland centre and Duncan Mills, North York City Centre, Scarborough Town Centre, Etobicoke Six Points and Mississauga City Centre.

\*\*\* Additional commercial office space with unknown completion date.

Source: Canadian Urban Institute, Business Competitiveness in the GTA: Why Toronto is Losing Ground(June 2005)

The Mississauga City Center has 3.4 million square feet of office space, along with a further 3.3 million square feet of office space along the Hurontario Corridor, and is home to 52 head offices of major corporations. Markham calls itself the “high-tech capital of Canada” and is developing a downtown that will include 400,000 square metres (4 million square feet) of office space. Vaughan has a proposed “corporate centre” in an area currently occupied by big box stores. According to the Canadian Urban Institute report, the bulk of current commercial development is focused in two concentrations along the Highway 7 corridor at Highways 400 and 404, and a third major focus for growth is located west of the airport on Highway 401.

According to the Canadian Urban Institute report, the pattern of office development in the GTA (nodes at North Yonge, Mississauga City Centre, Airport Corporate Center and more spread out concentrations along highways in the suburban areas) is the result of three factors: economic trends, public policy and the decisions of individual businesses.

Economic trends have altered the form and placement of office buildings. Restructuring during the recession resulted in the elimination of clerical jobs. By the time the economy improved, employees had learned to use computers and no longer relied on large typing pools, so large offices were no longer needed. Information technology has allowed offices to relocate data handling jobs to suburban locations where land values are cheaper and large new buildings could be wired less expensively. Outsourcing has allowed companies to relocate work to call centers in suburban locations or in distant locations.

Public policy includes such factors as planning and zoning, property taxes and transportation investment. Planning policy can direct office development to concentrated nodes or allow it to develop in a more spread out fashion. Allowing the growth of scattered office parks can detract from promoting suburban downtowns as concentrated locations for office growth. Tax rates can lead to growth in cheaper suburban locations in the GTA rather than in downtown Toronto locations. New office development in the 905 area of the GTA is located close to highways, which allows workers to commute from greater distances, and is convenient for deliveries, shipping and visits from clients. Investment in transportation by municipalities is important for suburban office locations.

The decisions of individual businesses vary and result from budgets, work force, need for space, location requirements, access to labour and to clients, and visibility. The GTA is considered to be one large labour market and employees will generally commute to where their job is, so offices can generally locate anywhere in the GTA. Some businesses want to locate close to similar businesses, such as within the high-tech industry. Many high-tech businesses are already located in Markham and other high-tech businesses may choose to also locate in this vicinity. Suburban offices are newer and have more up to date infrastructure, and do not have to be retrofitted for information technology like downtown Toronto offices would have to be, resulting in higher costs. Some companies want to own their own building rather than rent or lease a floor in a large downtown office building. In this case, it is easier and less expensive to have a new office building built in a suburban location rather than have a building built in downtown Toronto.

Parking is cheaper in suburban locations, where an office can have a surface parking lot with free parking for employees, rather than structured parking that must be paid for in a downtown location. Land costs and development costs are cheaper in suburban GTA locations as opposed to downtown Toronto. The housing market in Toronto is quite expensive, and firms may locate in the suburban GTA because housing is less expensive for their employees who want to spend more time with their families and less time commuting.

The Royal LePage Commercial 2004 Survey/2005 Forecast states that the suburban markets – especially GTA West – have performed better and that strong leasing activity has resulted in healthy absorption levels and a steady stream of new supply. The GTA West, which has outperformed all other markets in Toronto, saw its occupied space increase by over 1.5 million square feet during the last year. The area’s growing appeal is attributed to lower realty taxes, the availability of larger sized space, numerous sublease opportunities, and proximity to the airport and major



transportation routes. Nodes in the sub-market that have performed very well include Mississauga's Airport Corporate Centre, Hurontario Street and Burlington.

Brampton is part of a very competitive marketplace, and most of the Official Plan's office nodes must continue to compete with office nodes in other municipalities that may be better matched to the marketplace right now. The Office Development Report for the first quarter 2005 from Royal LePage Commercial shows suburban office development that is completed, under construction and firmly proposed. For the GTA West district, all the 2004 completions are shown in Oakville and the Airport Corporate Centre. The one project under construction in the GTA West is the Loblaws Head Office building. Of the thirty one firmly proposed office projects in the GTA West, ten are located in the Airport Corporate Centre, nine in Oakville and eight in Meadowvale.

## **6.2 Office Space Trends**

With the exception of the 33,000 sq.ft. Kaneff office building at Mississauga Road adjacent to the Lionhead Golf Course, a new free-standing office building has not been constructed in Brampton since 2001. In 2005, the Loblaws 443,000 square foot property is scheduled to be completed. The following section refers to specific geographic market areas, shown on Figure 2.

### **2002**

According to the CB Richard Ellis update for the third quarter 2002, the unfavourable market conditions for new office construction were due to a slowing Canadian economy, which was the result of a struggling U.S economy and the fall-out in the high-tech sector. With the inclusion of the vacant space in the Nortel Building, office space vacancy rate had increased to 25% at year-end 2002.

Outside of the City of Toronto, office uses were concentrated in Meadowvale, Mississauga City Centre, Airport Corporate Centre and the Highway 404 Corridor. Hemson estimated, in the Northwest Brampton Urban Boundary Review Study of May 2002, that the Meadowvale Business Park in Mississauga would be built-out in about ten years. With the Meadowvale Business Park acting as the catalyst, there is significant potential for major office uses in the adjacent Bram West Secondary Plan area in Brampton.

### **2003**

New office supply remained low with only 37,500 square feet of new construction completions in the second quarter 2003. Toronto West was the only market across the GTA to complete a new office building, according to CB Richard Ellis. Office buildings that were under construction in 2003 were concentrated in Oakville, Airport Corporate Centre, and the North Yonge Corridor bringing an additional 820,000 square feet of office space to market by early 2004 for Oakville, Mississauga and Toronto.

The Central Toronto office market had steady activity in the fourth quarter of 2003 as vacancy rates declined by 0.1% to 14.2% since the third quarter of 2003, as compared to the West suburban office market vacancy rate which dipped from 18.4% in the third quarter of 2003 to 18.1% in the fourth quarter of 2003.

There was minimal construction activity in the suburban office market, with only one Class 'A' building completed in Oakville in the fourth quarter of 2003, which added an additional 37,500 square feet of new office space to the overall west office market, for a 2003 total of 169,500 square feet.

### **2004**

According to the CB Richard Ellis update for the first quarter 2004, the west suburban market (Brampton/Mississauga/Oakville) experienced increased leasing activity in the City Centre and Airport Corporate Centre office markets, and almost all markets across the GTA have office space under construction, with 58% of the new space to be built in the central office market and 42% to be built in the suburban markets, all with expected completion dates in 2005 and 2006. Increased availability within City Centre office node was the result of tenants relocating to other areas of the west market, as well as the desire to relocate to more suburban communities with



ample parking, larger floor plates, lower additional rent charges, and with less focus on local infrastructure (i.e. malls).

The Colliers International update for the first quarter 2004 states that activity is dominated by the renewal of existing tenants with little or no expansion. The suburban GTA absorption levels were better than the downtown Toronto levels this quarter. The slightly more than 400,000 square feet of absorption in the suburbs was driven by new development. A significant portion of the forecast net absorption for 2004 is Loblaw's 400,000 square foot design-build facility constructed by Orlando in southwest Brampton, Altana Pharma's design-build project by Giffels for 54,000 square feet in Oakville and the Hitachi building also by Giffels for 55,000 square feet in Mississauga.

The Colliers International report "Canadian Real Estate Review" states that the 754,000 square feet of new office inventory will be substantially occupied by the close of 2004. Demand will continue to falter in 2004, although the suburban phenomena as a cheaper alternative to downtown will draw cost-conscious tenants from more expensive locations. Recent examples include Loblaw's move from midtown Toronto to Brampton.

The CB Richard Ellis Limited 2004 third quarter report for the office market view states that increased activity in both Meadowvale and the Highway 10 and 401 node led to the increase in absorption in third quarter 2004. There was no new construction activity in the west market, but there still remains 252,000 square feet under construction, which was started in 2003. The Colliers International update for the fourth quarter 2004 predicted that as the economy picked up steam in 2004, the office market would start to show some encouraging signs, however the GTA West office market is virtually unchanged from the same time last year. New office space was added in the Airport Corporate Centre Node, Meadowvale and Edwards Boulevard, all in Mississauga.

**Figure 2 Toronto Office Markets**



Source: Central Area Plan Review, Existing Context Report, 2005.

## 2005

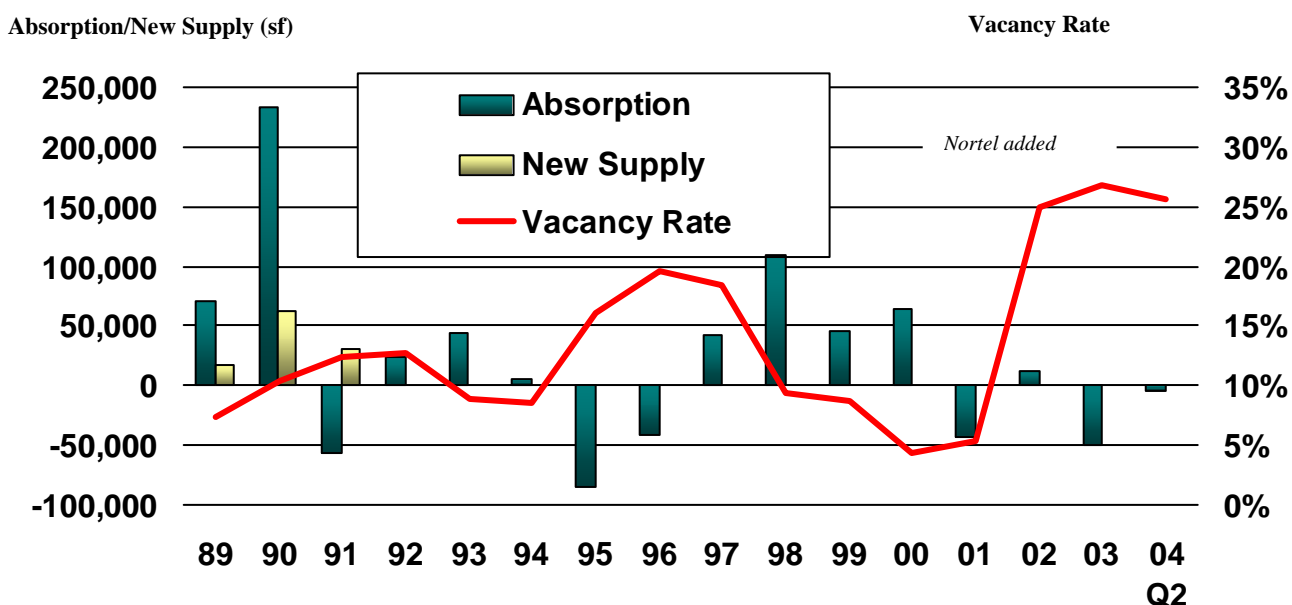
The CB Richard Ellis Limited 2005 first quarter report for the office market view states that leasing activity held steady and the majority of leasing activity occurred in Class “A” space, particularly in the west suburban market where there was an influx of large corporations seeking space. Increased transactions occurred along the QEW/service road corridors of the Oakville and Burlington office markets, where landlords put various incentives in place such as free parking, a variety of amenities and lower rent.

The Colliers International “Greater Toronto Office Quarterly Update” for the first quarter 2005 states that some submarkets, for example Meadowvale, have little vacancy available but any increase in rent has been stalled by discounted competitive space in neighbouring locations. The two largest concentrations of vacancy are in the Class A inventories of Mississauga City Centre and the Airport area. Over the last year, large blocks of space in excess of 100,000 square feet have diminished. Nevertheless, there is still plenty of high-quality space available for lease. As a result, rental rates have remained largely unchanged. The GTA West forecast predicts that rents will remain largely unchanged for the rest of 2005. There are several new smaller buildings, of less than 100,000 square feet, slated for completion in the Airport Corporate Centre and Oakville in 2005.

### 6.3 Office Space Inventory

The Brampton Central Area Plan Review Study (Existing Context Report, November 2004) by Royal LePage reports that Brampton currently represents a relatively small concentration within the GTA office market and a major office node is unlikely to develop within the Central Area. Across the entire City there is about 195,090 square metres (2.1 million square feet) of office space available. This represents less than 5% of the Greater Toronto Area West suburban office market and less than 1% of the entire Greater Toronto Area office market. Aside from the 3,000 square metres (33,000 square feet) Kaneff building on Mississauga Road built in 2001, and the LobLaws headquarters of 37,000 square metres (400,000 square feet) under construction in the Bram West area, there has not been a new major office building constructed in Brampton in over a decade. As a result, the limited inventory of major office space and relative lack of new supply during the past decade results in the Brampton market as not one of the more active suburban office investment markets in the GTA.

Figure 3 Absorption and New Supply



Source: Royal LePage Advisors, PowerPoint Presentation, November 18, 2004

In 2002, the local office space inventory included the available space at the Nortel building (located just south of the Bramalea City Centre) resulting in a large jump in the vacancy rate to 25% at year-end 2002. (Brampton Central Area Plan Review Study, Existing Context Report, November 2004, Royal LePage). In 2004, the Nortel site was rezoned to permit office as a primary use, resulting in 50% of the approximately one million square feet becoming available for lease.

Clayton and Joseph (Economic Rationale for OPA & Rezoning Applications, Nortel Networks Headquarters Complex, Clayton Research Associates Limited and Joseph Urban Consultants) state that the retention of a large scale office facility such as Nortel would positively contribute towards maintaining and increasing the office employment in Brampton. Hemson Consulting Ltd., who performed a peer review of the Clayton report, stated a concern that 400,000 square feet of office space entering the market represents the equivalent of more than four years of future office space needs entering the market at one time, based on the Clayton report that concluded almost 95,000 square feet of demand for office space per year by 2006.

The Brampton Central Area Plan Review Study states that the Central Area includes approximately 84,000 square metres (900,000 square feet) of office space, or roughly 43% of the City's total. With a vacancy rate of 10% and a rental rate of \$9-\$12 per sq.ft. for Class A office space, the demand for new office space in the Central Area is currently limited.

Table 1 provides an office summary for the GTA, including Brampton, Downtown/Midtown Toronto, Suburban City Centres and Highway Related office nodes. Brampton comes in last in the standings when considering both the number of buildings and also gross leasable area.

**Table 2 GTA Office Node Evolution**

<b>GTA Office Node Evolution</b>						
	<i>Total Inventory 2004 Q2</i>		<i>Era Built (Mns sf)</i>			
	<i>No. Bldgs</i>	<i>GLA (Mns sf)</i>	<i>&lt;1970</i>	<i>1970-1979</i>	<i>1980-1989</i>	<i>1990-2004</i>
<b>Downtown/Midtown</b>						
Financial Core	119	33.7	11.58	8.69	8.51	4.92
Downtown Fringe	227	29.8	11.20	6.22	6.18	6.22
Midtown	142	17.4	6.25	6.32	3.32	1.48
<b>Suburban City Centres</b>						
North Yonge Corridor	47	8.94	0.10	1.83	4.73	2.29
Scarborough	45	5.13	0.21	0.95	2.86	1.10
Mississauga City Centre	19	3.46	0.00	0.89	2.01	0.56
<b>Office Nodes - Highway Related</b>						
Woodbine/7	91	8.36	0.09	0.06	3.17	5.05
Woodbine/Steeles	46	6.14	0.00	0.00	4.35	1.79
Airport Corporate Centre	69	6.25	0.02	0.00	1.35	4.88
Hurontario Corridor	32	3.05	0.00	0.00	1.69	1.36
Meadowvale	40	3.90	0.02	0.62	1.65	1.61
<b>Brampton</b>	<b>24</b>	<b>2.14</b>	<b>0.00</b>	<b>0.84</b>	<b>0.89</b>	<b>0.40</b>
<b>Total Toronto</b>	<b>1,304</b>	<b>159.84</b>	<b>32.26</b>	<b>36.12</b>	<b>52.79</b>	<b>38.67</b>

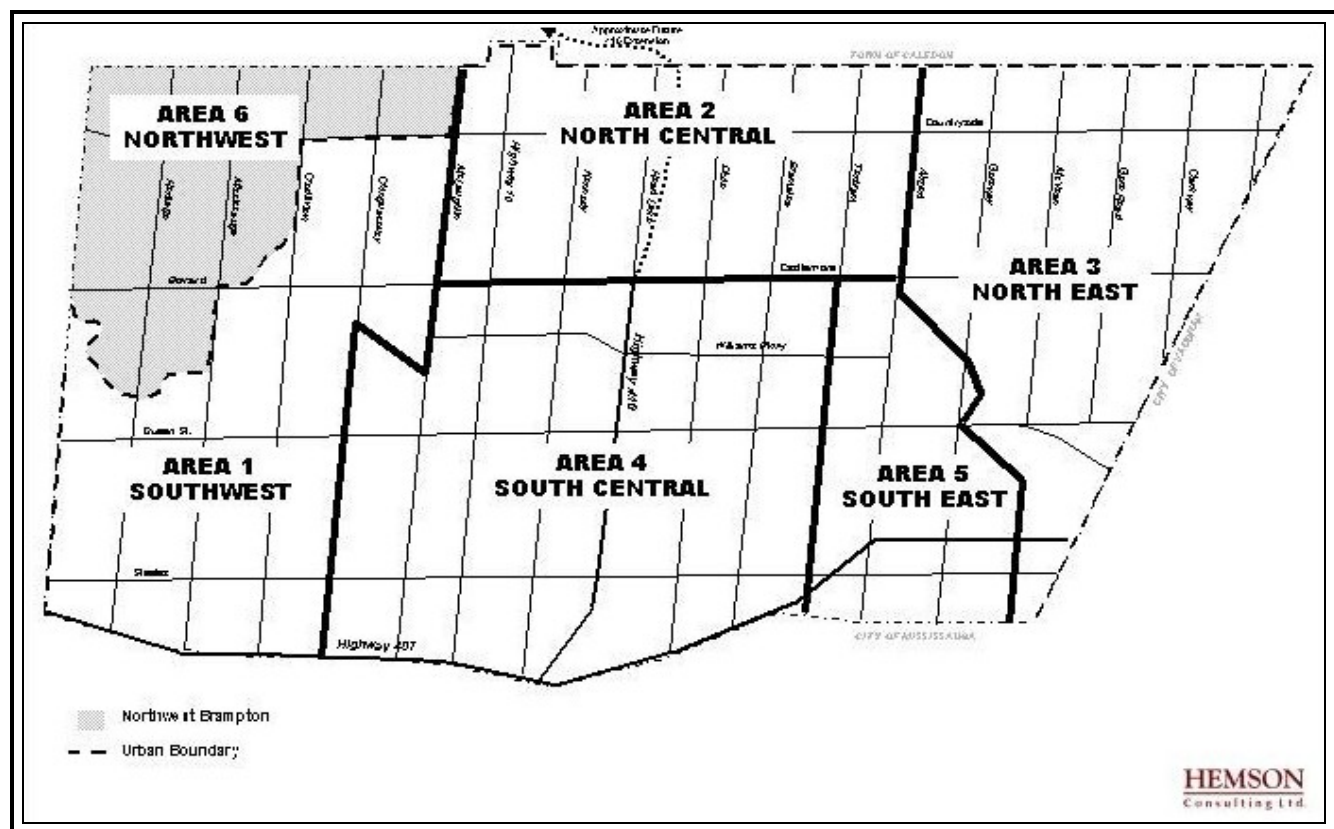
Source: Royal LePage Advisors

Appendix D provides an office form typology (containing typical attributes in Brampton) of Corporate Office, Commercial Central Business District, Business Park, Medical, and Mixed-Use Office development. Also included is a detailed office inventory by node, including the gross leasable area, number of storeys and building class. This illustrates that the majority of the office is located in the Downtown Brampton and Courthouse area office nodes.

For the purposes of analysing the office space inventory and allocating future office space demand, Hemson divided the City of Brampton into the following six areas as described below and shown on Figure 4.

- Area 1- South West
- Area 2- North Central
- Area 3- North East
- Area 4- South Central
- Area 5- South East
- Area 6- North West

Figure 4 Forecast Districts



The gross leaseable area of the office space (in square metres) within each of these areas as of 2004 is shown in Table 3.

**Table 3 – Major Office Space Inventory, City of Brampton**

Area	Gross Leaseable Area (GLA) (sq. m)	Gross Leaseable Area (GLA) (sq. ft)
Area 1- South West	316	3,400
Area 2- North Central	9,160	98,600
Area 3- North East	0	0
Area 4- South Central	225,016	2,422,131.
Area 5- South East	22,342	240,500
Area 6- North West	0	0

Source: Brampton Commercial Profile, 2004 Retail & Office Profile, Economic Development Office

The following is a description of each of the areas noted above, with respect to the office designation found in the Official Plan and any major freestanding buildings present:

#### **Area 1 - South West**

Area 1 is bounded by McLaughlin Road, the CNR rail line and Chinguacousy Road to the east, Winston Churchill Boulevard to the west, Highway 407 to the south and the Northwest Brampton urban boundary to the north (see Figure 1). The Office Node designation within Area 1 is at the intersection of Mississauga Road and Steeles Avenue West in the Bram West Secondary Plan. However, the existing office space within Area 1 is all within areas designated Business Industrial. The Business Industrial designations within Area 1 are along Mississauga Road and Steeles Avenue West as shown on Figure 4. The major office within Area 1 is the Lionhead Corporate Centre, a four storey building located on Mississauga Road, north of Steeles Avenue West. The new 400,000 square foot Loblaws head quarters is also under construction in this area.

#### **Area 2 - North Central**

Area 2 is bounded by Airport Road to the east, Castlemore Road/Bovaird Drive to the south, McLaughlin Road to the west and Mayfield Road/the Town of Caledon boundary to the north. There are two local serving office buildings located at Kennedy and Sandalwood, the Heart Lake Medical building and the Village Offices of Heartlake. As well, there is the Springdale Medical building located at Bramalea Road and Peter Robertson Boulevard.

#### **Area 3 - North East**

Area 3 is bounded by Highway 50 to the east, the City of Mississauga boundary to the south, McVean Drive/Goreway Drive and Airport Road to the west and Mayfield Road to the north. There are no office free standing buildings within this area.

#### **Area 4 - South Central**

Area 4 is bounded by Torbram Road to the east, Highway 407 to the south, Chinguacousy Road/the CNR rail line/McLaughlin Road to the west and Castlemore Road/Bovaird Drive to the north. Area 4 contains the Central area of Brampton. Some of the office space within this area is shown on Table 3 below.



Table 4 – Major Office Buildings in the City of Brampton Central Area

## Major Office Buildings in the City of Brampton Central Area

Class	Address	Owner/Manager	Size (sf)	Year Built	# of Floors	Floor Plate (sf)	Current	Current	Quoted	Additional
							Vacancy Rate	Vacancy	Rent (\$/sf)	Rent/TMI (\$/sf)
A	27 Main Street South	City of Brampton	150,000	1991	5	30,000	0%	0		
A	24 Queen Street East	Inzola - O&Y Mgmt.	77,900	1970	10	6,400	49%	38,500	\$15.00	Net \$9.00
A	8 Nelson Street	Maritime Life Assurance Company	74,114	1990	6	14,000	16%	11,873	\$12.00	Net \$15.45
A	50 Queen Street West	1070149 Ontario Inc	21,648	1989	3	7,000	0%	0		\$8.77
A	187 Queen Street West	Queen & Lynch Holdings	n.a.	1930	n.a.	n.a.	n.a.	0		
B	164 Queen Street East	Brampton Queen Equities Inc	33,300	1987	3	10,440	26%	8,666	\$12.00	Net \$13.50
B	41 George Street South	Haycroft Holdings Ltd	26,000	1979	4	6,500	74%	19,300	\$7.50	Net \$7.00
B	145 Queen Street East	Cumberland Developments	25,000	1979	5	5,500	0%	0		\$6.60
B	389 Main Street North	Daypart Incorporated	19,721	1988	2	19,721	0%	0	\$6.00	Net \$8.72
B	20 Nelson Street West	Dundee Realty Mgmt. Corp.	19,711	1970	4	4,000	12%	2,437	\$6.50	Net \$8.50
B	101 Main Street North		10,000	1987	1	10,000	0%	0		\$6.50
C	10 Peel Centre Drive		200,000	1978	6	33,333	0%	0		\$7.00
C	40 Peel Centre Drive	Genra Inc	72,873	1979	2	8,750	0%	0		\$8.92
C	44 Peel Centre Drive	Brookfield Canada Realty Inc	55,400	1979	4	15,000	0%	0	\$12.00	Net \$11.59
C	21 Queen Street East	Menkes	45,000	1979	9	5,150	0%	0	\$7.00	Net \$7.00
C	37 George Street North	1100886 Ontario Ltd	36,125	1974	4	7,225	17%	6,299	\$9.95	Net \$9.00
C	150 Central Park Drive	City of Brampton	34,000	1973	3	12,000	0%	0		\$8.00
TOTAL			900,792				10%	87,075		

Source: Royal LePage Commercial Inc.

## Area 5 - South East

Area 5 is bounded by McVean Drive/Goreway Drive to the east, the City of Mississauga boundary/Highway 407 to the south, Torbram Road to the west and Castlemore Drive to the north. Office space within this area is limited to a two storey building located on the east side of Torbram Road, north of Steeles and a three storey building at Airport Road and Williams Parkway.

## Area 6 - North West

Area 6 is outside the urban boundary (see Figure 4). There is no office space within this area.

This office space inventory demonstrates that there is a difference in the type and market orientation of the freestanding office space in Brampton. The majority of office space can be categorized as local serving office, while there is limited head office development in Brampton, which is expected to mainly occur in the Bram West area. The Central Area of Brampton contains a high concentration of existing office space in older, multi-tenant buildings, as shown in Table 4. There is no office space in either the northeast or northwest parts of Brampton.

## 6.4 Brampton Office Nodes

The Brampton Central Area Plan Review Study (Existing Context Report, November 2004) by Royal LePage states that the overall market potential for substantial new office development anywhere in Brampton is limited in the short and medium term in view of other established suburban office nodes and the current market environment. Over the long term, continued GTA expansion and maturing suburban markets will result in opportunities for new office development,



but even then it may be focused on undeveloped sites with excellent highway access and exposure, such as those locations within the BramWest Secondary Plan.

Generally speaking, future office development in Brampton will be characterized by the development of built to suit office buildings in the developing employment areas of the City and intensification and redevelopment of selected sites within the Central Area.

The market review component of the Central Area Plan Review also states that the majority of office development that the City of Brampton is likely to receive over the coming years will likely be focussed on greenfield sites with highway accessibility (likely close to Highway 407). The Orlando/Loblaws development of 37,000 square metres (400,000 square feet) currently under construction at Mississauga Road and Highway 407 is indicative of this future market in the Bram West Secondary Plan.

Staff are of the view that a number of existing office node designations in the Official Plan have limited potential for attracting Major Office uses, and there may be potential for broadening permitted uses to include a wider range of employment uses that are compatible with the surrounding area. For example, expanding the uses to include prestige industrial uses would still support some future interest in office development in these nodes.

Figure 5 shows the location of existing Office Nodes in the City of Brampton Official Plan. The following information provides a description of each of these nodes, both within and outside the Central Area.

#### Central Area

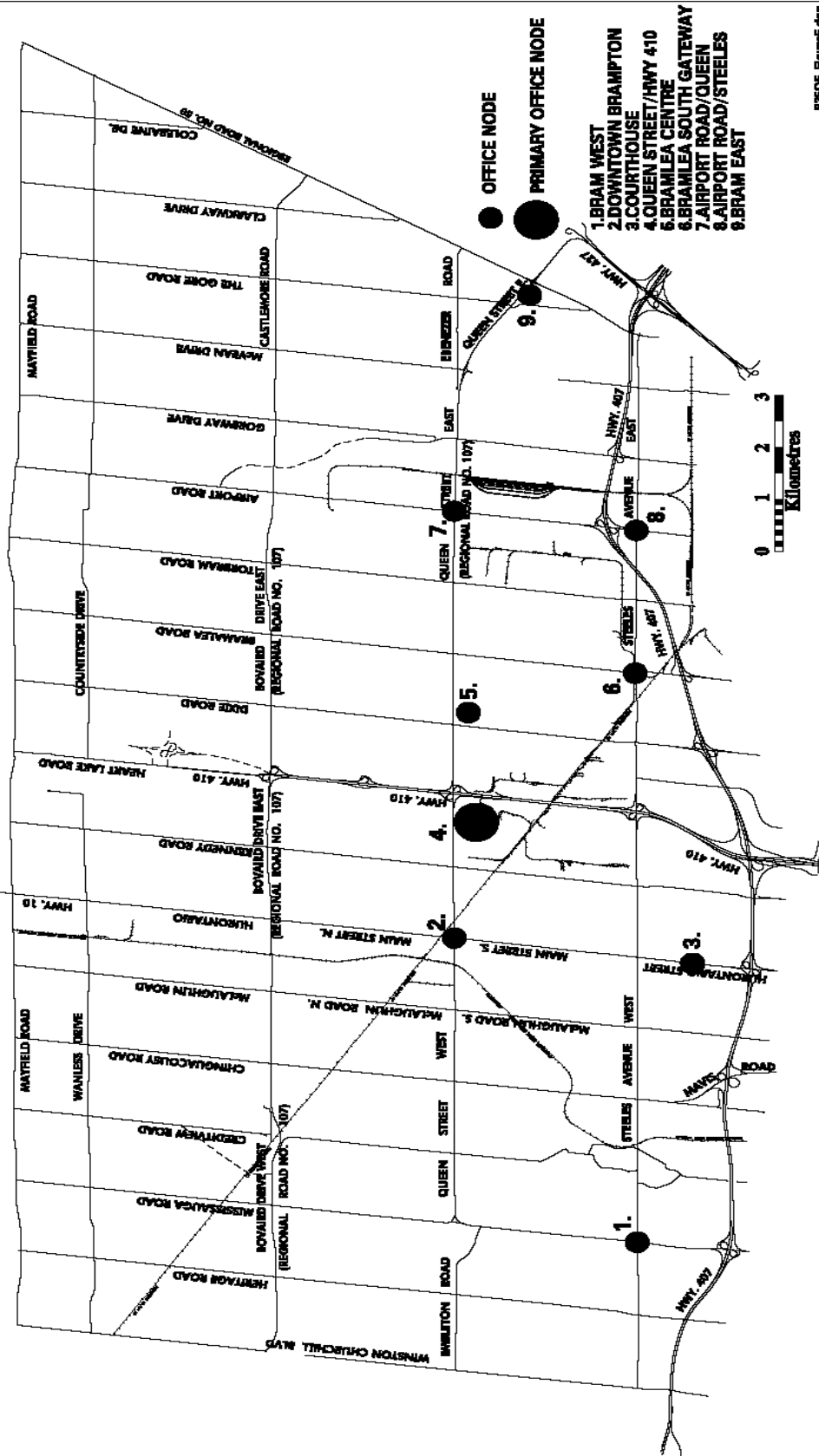
There are few large, contiguous parcels of land in the Central Area and office development will be in the form of small scale users (less than 100,000 square feet) including business support, professional, financial and managerial sectors as well as institutional users, unless parcels are able to be assembled. The Central Area contains an office node at the intersection of Main Street and Queen Street and at the Bramalea Centre, as well as the Primary Office Node at the southwest corner of Queen Street East and Highway 410.

The Downtown Brampton Office Node is designated for significant office development that is compatible with the local historic character. Brampton's Downtown office node at Main Street and Queen Street is expected to attract certain types of small scale office uses that seek out prestige locations, such as real estate, insurance, law firms and other professional offices.

The Bramalea Centre Office Node has a large concentration of office development and has vacant lands available along the edges of the property for redevelopment. It is designated as a focus of higher density development which is based on the provision of higher order transit services to accommodate future population and employment growth. Morguard Investment Limited is currently renovating the Bramalea City Centre, and have plans for the land around the shopping mall that include additional residential and office space.

The Primary Office Node is bounded by Queen Street/Highway 410/the CNR rail corridor and the rear property line of the properties fronting the west side of Rutherford Road. This area is designated as the major office activity area for the city of Brampton and is supposed to contain the highest density and greatest concentration of office development. The uses permitted include offices, services, retailing, entertainment, hotels, business support activities, community services and all uses consistent with the Central Area designation.







## Outside the Central Area

With respect to development outside of the Central Area, the Bram West Secondary Plan contains the significant potential and infrastructure attributes to attract higher order, large scale office space development as a result of its proximity to Highway 407 and the Meadowvale Business Park to the south in Mississauga. An Office Node is designated at the intersection of Mississauga Road corridor from Highway 407 to and Steeles Avenue West, and forms the gateway to the City of Brampton from the southwest. The designation permits both office uses and complimentary retail and service uses.

The Airport Road and Steeles Avenue office node, referred to as the Airport/Intermodal District, is an emerging employment area. This area has been very active in terms of new employment land development in recent years because of its proximity to the Lester B. Pearson airport, the CN intermodal facility and easy access to Highway 407. Most of Brampton's recent employment land development has occurred here and the area contains over half of Brampton's zoned and serviced supply of employment land. However, the majority of employment is concentrated in large distribution facilities.

The Office Development Opportunity mapping from the Brampton Commercial Profile (City of Brampton Economic Development Office) shows four office development opportunities in this vicinity. There are 62 acres at the northeast corner of Airport Road and Steeles Avenue East slated for office/hotel by Minuk Developments. On the east side of Airport Road, south of Steeles are 84 acres also proposed for office/hotel by Bentall Development.

The Bramalea South Gateway Office Node, located within the Steeles Avenue corridor, is recognized as an urban gateway to the City of Brampton. The development of this area as a mixed use Office Node is based on planned expansion of the Bramalea GO Station to include all day, two-way train service and accessibility to Highway 407. The Bramalea Road South Gateway Redevelopment Area Secondary Plan designates all four corners of this intersection as office, surrounded by mixed-use office & retail permissions. This node consists mainly of employment lands in the form of large industrial and distribution facilities. Par Pak (a plastic manufacturer) is located on the northwest corner, Simmons (a mattress manufacturer) is located on the northeast corner, a gas station and the Canadian Tire Distribution Centre are located on the south east corner and the Bramalea GO Station is located on the southwest corner.

The Office Development Opportunity mapping from the Brampton Commercial Profile, 2004 Retail & Office Profile shows two office development opportunities. At the northeast corner of Steeles Avenue and Bramalea Road are 18 acres for potential office/residential and on the southeast corner are 27 acres for potential office/industrial. Neither of these potential office development opportunities is for pure office use.

The Bram East Office Node is within the Bram East Secondary Plan, centred on Highway 7 and surrounded by a mixed commercial/industrial designation. This area has significant locational and infrastructure attributes, including proximity to Highways 7, 50 and 427, and the airport. The secondary plan contains requirements, principals and guidelines for development to contribute to a distinctive gateway character at the principal east entrance to Brampton. The designation permits business, professional or administrative offices as well as complimentary retail and service uses as well as prestige types of manufacturing that are compatible with an office or research environment. There have been a number of applications seeking commercial and service uses on these lands, while there have been no applications for a major office user.

There is a current Official Plan and Zoning By-Law amendment proposing commercial uses for the 68 acres located north of Queen Street East between The Gore Road and Highway 50, referred to as the Morrissey lands (currently vacant). This application requests the removal of the office node designation since the area has failed to realize a major office presence as envisioned by the Official Plan. In the recommendation report, staff recommended approval of the Official Plan and Zoning By-Law for a mix of office, industrial and commercial uses, however, staff note that the development of the site is integral to establishing a "gateway" to Brampton from the east. Therefore, a minimum office



space requirement of 100,000 square feet will still be required and directed to the prominent intersections next to the site. In addition, key urban design elements are recommended to maintain this planned gateway at the City's east end.

The Courthouse Area node has examples of office use, including the police station, the William Davis Courthouse and the new Ontario Court of Justice Provincial Offences Office. There are no vacant sites available for new office development, so potential office growth would be limited to infill and small redevelopment/retrofit of existing buildings.

The Airport Road and Queen Street area is designated as an office node in the Official Plan and the Airport Road/Highway 7 Secondary Plan recognizes it as a business centre. Three areas, the northeast, southeast and northwest corners were specifically designated as office centres, permitting business, professional or administrative office buildings. The lands to the northeast are the only lands still designated as an office centre, and the Office Development Opportunity mapping from the Brampton Commercial Profile shows a 5 acre development opportunity at this location. The majority of this area will become industrial and distribution facilities, preventing the area's growth as an office node.

Currently there are two power centers which have developed at the northwest and southwest corner of Airport Road and Queen Street East. Located on the northwest corner is Canadian Tire, at 9,123 square metres (98,202 square feet) and Rona, at 12,018 square metres (129,364 square feet). On the southwest corner is Walmart at 12,172 square metres (131,028 square feet). There is a proposal at the northeast corner for a power center with a total retail area of approximately 40,069 square metres (431,297 square feet), containing two large retail buildings (Home Depot and Costco) and a number of smaller retail units

The Nortel Networks Headquarters site is not located in an office node, but it is the largest single office facility in Brampton. It is a one million square foot former industrial property that has undergone a substantial refit to convert the facility into office space. Nortel Networks only requires half of the space for its own purposes, and therefore space in excess of 400,000 square feet will be released into the market for other office users. The zoning now allows additional offices to be created, although no tenancy is allowed to be created for an area less than 9,290 square metres (100,000 square feet).

## **6.5 Policy Driven Versus a Market Driven Approach**

Using a policy driven approach, municipalities implement policies to try and direct office development to desired locations. The Stamm Economic Base Study was an example of policy driven approach, in that the City of Brampton adopted policies in its Official Plan to encourage office development across the entire municipality.

A policy driven approach was used in the 1970's to encourage the development of new office buildings beyond downtown Toronto to midtown and suburban locations. Official and district plans included the designation of employment nodes at Yonge and Bloor, Yonge and St. Clair, Yonge and Eglinton, and around the City Halls of North York and Scarborough.

A market driven approach lets the market place decide where uses should develop, rather than a municipality deciding where they would like these uses to locate. Regional and urban development will occur not only as a consequence of growth of population, employment and capital, but also as a consequence of "redistribution" within the GTA.

Stamm states that at the GTA scale, the economic functions reposition themselves constantly across the region as the major infrastructure adjustments cause economic opportunity changes, and as economic activities revise their operational requirements.

The changes at the GTA level occur largely in response to the impact of changes in infrastructure on economic operations of major employment sectors, and how that pertains to location and relocation options.

Allowing the market place to decide where employment uses will locate without guidance from the municipality may result in development occurring in scattered locations outside of the designated nodes.

Using a policy driven approach allows the municipality the opportunity to influence the timing, positioning and design of major GTA infrastructure which has a direct bearing on employment growth and land use planning. Concentrating growth into nodes and corridors might create a critical mass of development which will support transit and reduce traffic congestion.

If a market approach is taken and no nodes are designated then development will occur in a scattered fashion and the critical mass necessary for successful office node development will not be realized. If a policy approach is taken, like in the current Brampton Official Plan, and areas for office development are designated, there is no guarantee that development will occur in those locations. A blend of a policy driven and market driven approach may be required and is being considered as part of the revised office strategy for the Official Plan. Staff are of the opinion that office development may best occur when the growth processes are driven by economic and market realities and then influenced by planning policies in the Official Plan.

## 6.6 Population, Housing and Employment Forecast Update (Hemson)

The latest forecasts for office space demand prepared by Hemson Consulting for the City of Brampton Official Plan Review have been reviewed and found to be significantly lower than those prepared by Stamm Economic Research for the 1990 Official Plan Review. For this reason, the office node designations will be revisited in light of these recent projections. Hemson Consulting Ltd. provided a detailed year-by-year breakdown of employment growth for six geographic areas (Table 5).

**Table 5: Office Employment by District**

Office Employment by District Medium Scenario Including Northwest Brampton (employees)							
	Area 1 SW	Area 2 North	Area 3 NE	Area 4 Central	Area 5 SE	Area 6 NW	Total
1986	0	0	0	3,900	900	0	4,700
1991	0	200	0	5,100	700	0	5,900
1996	0	200	0	5,000	700	0	5,800
2001	200	400	0	6,400	800	0	7,600
2006	1,500	400	0	6,300	800	0	10,500
2011	5,700	800	0	9,100	1,600	0	18,700
2016	8,800	1,100	0	11,900	2,300	0	25,600
2021	11,500	1,500	300	14,500	3,000	0	32,200
2026	13,600	1,700	600	16,600	3,500	0	37,500
2031	15,800	2,000	900	18,700	4,000	0	42,900

Source: Hemson Consulting, October 2004, Population, Household & Employment Forecast Update

Table 5 shows the majority of office employment occurring in the Central Area, with the South West area starting to catch up in 2011. By 2031, the majority of the office employment is still in the Central Area, followed by South West Brampton.

At the root of Hemson's forecast is an employment survey conducted by the Economic Development Office for the City of Brampton. The survey is conducted every two years to assess what the existing employment base is for the

City of Brampton. The EDO's survey was last completed in November of 2001. Hemson Consulting incorporated the latest survey as a base for estimating the employment growth to 2031.

The employment forecasts under each of the scenarios reflect a similar range as the Medium (Reference), Low and High population and household Scenarios. The High Scenario shows more rapid growth than the Medium Scenario and reaching a slightly higher level at the end of the forecast period. The Low Scenario shows a slower rate of growth and results in about 20% less employment growth over the 2001 to 2031 period than in the Medium Scenario.

Hemson Consulting Ltd. Also classified employment growth by three fundamental employment types (Table 6). These three employment types are Major Office Employment, Population Related Employment (retail, commercial, institutional or anything directly related to population growth) and Employment Lands.

**Table 6: Total Employment by Type**

<b>Total Employment By Type (employees)</b>				
	<b>Major Office</b>	<b>Population Related</b>	<b>Employment Lands</b>	<b>Total</b>
<b>1986</b>	<b>4,700</b>	<b>31,400</b>	<b>43,400</b>	<b>79,500</b>
<b>1991</b>	<b>5,900</b>	<b>39,100</b>	<b>47,600</b>	<b>92,600</b>
<b>1996</b>	<b>5,800</b>	<b>41,400</b>	<b>56,600</b>	<b>103,800</b>
<b>2001</b>	<b>7,600</b>	<b>50,200</b>	<b>75,800</b>	<b>133,600</b>
<b>2006</b>	<b>10,500</b>	<b>65,800</b>	<b>100,500</b>	<b>176,800</b>
<b>2011</b>	<b>18,700</b>	<b>79,000</b>	<b>129,900</b>	<b>227,600</b>
<b>2016</b>	<b>25,600</b>	<b>90,700</b>	<b>146,300</b>	<b>262,600</b>
<b>2021</b>	<b>32,200</b>	<b>99,600</b>	<b>156,400</b>	<b>288,200</b>
<b>2026</b>	<b>37,500</b>	<b>104,400</b>	<b>165,000</b>	<b>306,900</b>
<b>2031</b>	<b>42,900</b>	<b>105,000</b>	<b>173,100</b>	<b>321,000</b>
<b>2036</b>	<b>48,900</b>	<b>105,500</b>	<b>179,600</b>	<b>334,000</b>
<b>2041</b>	<b>55,000</b>	<b>106,900</b>	<b>182,900</b>	<b>344,800</b>

Source: Hemson Consulting, October 2004, Population, Household & Employment Forecast Update

Table 6 shows that Employment Lands have the most employment, followed by Population Related employment. In all years, Major Office is last as far as total employment by type. The increase in Major Office employment in 2011 relates back to the increase in the office employment in South West Brampton shown in Table 5.

Table 7 provides information on Major Office Employment, including total employment numbers, employment growth, major office employment (employees), major office employment growth (employees) and major office growth (floor space in sq. m.) in five year increments.

Major office growth (floor space) shows a peak around 2010 before beginning a gradual decline, which corresponds with an increase in major office employment growth (employees) in that same time period, before also beginning a decline.

Table 7: Major Office Employment

Year	Total Employment (employees)	Employment Growth (employees)	Major Office Employment (Employees)	Major Office Employment Growth (Employees)	Major Office Growth (Floor Space sq. m)	Major Office Growth (Floor Space sq.ft)
2005	167,016	8,479	9,376	420	10,500	113,020
2010	217,300	10,300	16,920	1,780	44,500	479,000
2015	256,160	7,140	24,700	1,500	37,500	403,660
2020	283,780	5,120	31,480	1,320	33,000	355,220
2025	304,020	3,780	37,200	1,100	27,500	296,020
2030	319,880	3,020	42,340	1,060	26,500	285,250

Source: City of Brampton Planning, Design & Development Department and Hemson Consulting Limited

Table 8 shows a comparison between the projections from Stamm and Hemson Consulting. It is difficult to compare the methodologies of the two forecasts because they use different definitions of “office”. When Stamm uses the term “office space”, it is used to describe both a low density campus style building arrangement or a high density urban core building within three categories: central business district/core complex, campus/colony and business parks. When Hemson refers to “Major Office” it is defined as employment in free-standing office buildings of 20,000 sq. ft. or greater. Stamm is much more inclusive in its definition of “office space” and does not include a size limitation. The office space forecasts prepared by Hemson are much lower than Stamm, based not only on Hemson’s definition of office, but also because of current market and economic realities.

Table 8: Comparison of Forecasts

Year	Employment Projections by Space Type (office) Stamm (May 1994)	Total Employment by Type (Major Office) Hemson (October 2004)
1991	43,141	5,900
1996	54,951	5,800
2001	69,287	7,600
2006	83,932	10,500
2011	99,219	18,700
2016	111,396	25,600
2021	120,870	32,200

Source: Economic Base Study, Table 3, (Stamm Economic Research), and Population, Housing and Employment Forecast Update (Hemson Consulting Ltd.).

## 6.7 1990 Official Plan Review

Early in the 1990 Official Plan Review process, it was determined that planning for commercial, business and industrial uses would be given a high priority and that the City would undertake a comprehensive Economic Base Study to ensure that allocations, designations and associated infrastructure would achieve a balanced assessment and implement the City’s employment objectives. Stamm Economic Research was retained to prepare the Economic Base Study

The first five volumes were released in July 1993 while the final volume (Volume 6) was completed and released in May 1994. Volumes 1 through 5 were run based on a population figure of 489,000 for the 2021 projection year, while Volume 6 was run based on a revised 2021 City of Brampton population of 540,000 because of publication of higher regional population projections for the GTA.



Therefore, the Stamm Economic Base Study Volume 6 forecasts represented the primary input into the 1993 Official Plan Land Budget Justification Paper, which explains the translation of forecast employment space by category into estimates of employment land area requirements by sub-area and subsequently into urban expansion area employment land requirements.

**Table 9: 1991-2021 Employment and Floor Space Estimates/Forecasts by Commercial/Industrial Type**

Commercial/ Industrial Type	Employment and Floor Space Estimates/Forecasts					
	1991		2021		1991-2021	
	No. Jobs	Floor Space (Million Sq. Ft)	No. Jobs	Floor Space (Million Sq. Ft)	No. Jobs	Floor Space (Million Sq. Ft)
Industrial	13,223	54.02	54,422	136.62	41,199	82.60
<b>Office</b>	<b>43,141</b>	<b>4.23</b>	<b>120,870</b>	<b>18.98</b>	<b>77,729</b>	<b>14.75</b>
Retail	10,375	5.03	23,158	15.14	12,783	10.11
Retail Serv.	16,914	2.11	37,459	5.30	20,545	3.19
Institutional	7,153	1.88	20,488	5.04	13,335	3.16
Accomm.	358	0.45	749	0.94	391	0.49
Other	N/A	N/A	N/A	N/A	N/A	N/A
<b>TOTAL</b>	<b>91,164</b>	<b>67.73</b>	<b>257,143</b>	<b>182.01</b>	<b>165,979</b>	<b>114.28</b>

Source: Extracted and derived from Tables 3 and 5 of Volume 6 of the Stamm Economic Base Study

Table 6 of Volume 6 of the Stamm Study shows the estimated 111.14 million square feet of commercial/industrial space that was forecasted to be developed in Brampton between 1991 and 2021. This forecast was expected to be divided between the Industrial Dominant, Office Dominant and Retail Dominant Urban Space Complexes as summarized below (see Table 10).

**Table 10: Distribution of Incremental Commercial/Industrial Space Among Urban Space Complex Dominant Groupings**

Industrial Dominant	79.73 million sq. ft. of floor space
<b>Office Dominant</b>	<b>21.46 million sq. ft. of floor space</b>
Retail Dominant	9.95 million sq. ft. of floor space
<b>TOTAL</b>	<b>111.14 million sq. ft. of floor space</b>

Stamm's opinion on the city's office development potential was based on the notion that through an aggressive municipal policy approach to the development of infrastructure, land use designations, road patterns and zoning that a primary office node could be defined in the City's Central Area. Stamm recommended that the southwest quadrant of Queen Street East and Highway 410 was the most suitable location on Queen Street for designating a new office node.

Stamm allocated approximately several million square feet of pure office type space to this Primary Office Node location and thought that with the strong influence of the Province, Region of Peel and City of Brampton that this node could reach a development potential of six million square feet.

While the 1997 Official Plan was prepared on the basis of Stamm's forecasts, the October 2004 forecasts completed by Hemson Consulting reveal that they are no longer representative of the current and future market demand. Table 10 illustrates the major office employment as forecast by Hemson



Stamm forecast an estimated 111.14 million square feet of commercial/industrial space to be developed in Brampton between 1991 and 2021, with 21.46 million square feet of this as office dominant. This figure is much higher than the 33,000 square metres (355,220 square feet) of office growth forecast by Hemson for 2020.

As stated previously, it is difficult to compare the forecasts prepared by Stamm and Hemson because they use different definitions of “office”. Stamm’s definition is much more inclusive (low density campus style building arrangements or high density urban core buildings, including the central business district/core complex, campus/colony and business parks) while Hemson includes employment in free-standing office buildings of 20,000 sq. ft. or greater.

The office space forecasts prepared by Hemson are much lower than Stamm, based not only on Hemson’s definition of office, but also because of current market and economic realities. As well, Hemson’s forecasts are population driven, with office growth based on an average square metres per person basis, and does not take into account one-time increases due to the development of large-scale office buildings such as the Loblaws head office in Bram West or the release or a large amount of office space into the market from the Nortel campus at Dixie Road and Orenda Road.

**Table 11: Major Office Employment**

Year	Total Employment (employees)	Employment Growth (employees)	Major Office Employment (Employees)	Major Office Employment Growth (Employees)	Major Office Growth (Floor Space sq. m)	Major Office Growth (Floor Space sq.ft)
2005	167,016	8,479	9,376	420	10,500	113,020
2010	217,300	10,300	16,920	1,780	44,500	479,000
2015	256,160	7,140	24,700	1,500	37,500	403,660
2020	283,780	5,120	31,480	1,320	33,000	355,220
2025	304,020	3,780	37,200	1,100	27,500	296,020
2030	319,880	3,020	42,340	1,060	26,500	285,250

Source: City of Brampton Planning, Design & Development Department and Hemson Consulting Limited



## **7. CENTRAL AREA**

As a result of taking almost four years to adopt and approve the current Official Plan by the Ministry of Municipal Affairs and Housing, a number of issues and concerns were raised by various groups. As a result of staff's review and evaluation, a list of proposed modifications were prepared and were incorporated into the Official Plan that was approved by the MMAH in 1997. For the most part, the modifications were minor in nature, with the exception of modifications to the Economic Base section of the Official Plan.

The City proposed modifications to the commercial and industrial policies of the Plan were suggested by the Central Area supporters, who thought that the Plan did not assign sufficient priority to the task of attracting development into the Central Area, and that desirable Central Area uses should be kept out of competing industrial areas.

### **7.1 Central Area Mixed-Use Corridor**

In 1996, the Central Area supporters expressed fundamental concerns that significant priority was not being given to the task of attracting development to the Central Area. The Central Area supporters stated that the Central Area is important as the social and business heart of Brampton and its financial health should be ensured through the placement of appropriate sections in the Official Plan in order to establish the significance of the Central Area. There was also discussion about the extent to which desirable Central Area uses should be kept out of competing areas to optimize the achievement of those objectives.

In light of this, staff proposed adjustments to the Official Plan to provide more certainty respecting the Central Area. These adjustments included re-establishing a Central Area designation while maintaining a potential Highway 410 Primary Office Node and narrowing the scope of the Central Area to include a range of uses more consistent with higher order retail and office commercial uses.

It was suggested that the land use permissions of the Central Area designation should exclude certain Business Industrial uses that may be inconsistent with the longer term high order retail and office commercial uses envisaged by the Official Plan. The Central Area supporters advocated for a less restrictive approach based on acknowledging that conventional highway commercial type uses would continue to play a valid transitional role in the short to medium term. Staff agreed with this suggestion and drafted policies to realize this transitional reality and noted that secondary plans would incorporate specific policies to identify expectations for effective transitional uses that could advance the long term high order redevelopment objectives for the Central Area.

### **7.2 410/Queen Primary Office Node**

The Primary Office Node is bounded by Queen Street/Highway 410/the CNR rail corridor and the rear property line of the properties fronting the west side of Rutherford Road. This area is designated in the current Official Plan as the major office area for the City of Brampton and is supposed to contain the highest density and greatest concentration of office development. The uses permitted include offices, services, retailing, entertainment, hotels, business support activities, community services and all uses consistent with the Central Area designation.

The justification associated with the creation of the Primary Office Node was its proximity to the Highway 410 and Queen Street interchange, availability of existing transit facilities, potential to develop a new GO Station at Rutherford Road and a location representing the geographic center of Brampton and the GTA marketplace.

This Primary Office Node was designated ten years ago and still has not developed as planned. The scale of this node has proven to be too large geographically to act as a node and the area is generally industrial. The costs associated with redeveloping from its current industrial state to office uses are not justifiable from an economic perspective. Development as a node depended on obtaining enhanced access to Highway 410 as well as an additional



GO Station at the CNR line between Highway 410 and Rutherford Road. GO Transit has advised the City that it does not have plans to develop a GO Station at Rutherford Road.

In light of the foregoing, the Primary Office Node should become part of a larger “Central Area Transit Corridor” which is the primary location for commercial and office uses outside of the Bram West Secondary Plan, with an emphasis on transit orientated mixed-use development.

## **8. INDUSTRIAL AREA**

### **8.1 Directing Office Uses from Industrial Areas to the Central Area**

Also part of the Central Area supporter’s position was the need to prohibit desirable Central Area uses in competing areas of the City to optimize the achievement of the Central Area. One of these key desired Central Area uses was office development.

In the workshop discussion paper, dated May 1996, it was proposed that office uses in the primary Industrial designations within the Plan would be limited to:

- a) office, retail and service uses in conjunction with industrial operations; and,
- b) free standing offices, restaurants, banks, retail and service uses in areas specifically designated for such purposes in the secondary plans.

Staff also advocated in the discussion paper that any policies for the Industrial designations must clearly preserve the opportunity for corporate offices to be established in conjunction with industrial/manufacturing. The Central Area supporters indicated their agreement that an exception for legitimate corporate offices should be included. During follow-up discussions between staff and the Central Area supporters, agreement was reached that exceptions should be considered to accommodate office uses that serve a regional catchment area and that require a first level freeway access or edge site to be competitive, subject to evidence in the form of a market study.

The current Official Plan states that the Business Industrial and Industrial designations will be broken down through the secondary plan process into various sub-designations and that specific policies will be set out along with appropriate requirements and restrictions, as shown in Table 12.

**Table 12: Business Industrial/Industrial Sections of the Official Plan**

4.2.10 Business Industrial Dominant Sector	4.2.11 Industrial Dominant Sector
	Sub-designations that permit primarily Industrial uses:  Office Uses: Ancillary office uses, corporate office uses in association with an industrial function, and industrial serving business uses within industrial malls.
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:	Sub-designations that permit Industrial/Business or similar uses:  Office Uses: Ancillary office uses, corporate office uses in association with an industrial function, industrial serving business uses within industrial malls, and free-standing office uses subject to a City review on the basis of criteria including, but not necessarily limited to the following:
<ul style="list-style-type: none"> <li>▪ consideration of the estimated economic/ employment demand for the area;</li> <li>▪ the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a permitted maximum density of 0.5 FSI;</li> <li>▪ location of site within the Business Industrial/Industrial 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,</li> <li>▪ issues related to site design, including parking, outdoor storage and service areas, and landscaping.</li> </ul>	

Planning staff submitted a report to City Council in May 1997 commenting on a proposed strategy for limiting office uses in industrial malls in accordance with the Official Plan and recommended that restrictions and definitions be incorporated into amending zoning by-laws. Concern was expressed about potential wording, implementation and enforcement so a meeting of staff, Council and members of the industrial office sector was held in February 1998 to discuss options to limit office uses in industrial malls. It became evident that there was support for an approach which explicitly defined which uses would/would not be permitted, but there was not support for placing floor space limitations on permitted office uses. Staff also met with zoning by-law and enforcement staff to discuss a possible approach to a zoning by-law amendment to limit office uses in industrial malls.

The result was an agreement to define which office uses would not be permitted in industrial malls in the context of the Official Plan policy intent to restrict the establishment of professional office uses in such locations.

Regardless of the approach proposed to limit office uses in industrial malls (a prohibitive list or permission list) it would not be possible to create an exhaustive list to cover off all types and variations of office uses. By focussing on the intent of the Official Plan policy, which is to prevent professional office uses from locating in industrial malls, in addition to the current restrictions for medical, dental and related offices, staff were of the opinion that policy objectives could be achieved and that a zoning by-law amendment could be clearly worded to reflect that objective.

The zoning by-law amendment to limit office uses in industrial malls is one measure intended to implement the policies of the Official Plan, which is the limitation of the potential range of commercial uses permitted in industrial areas in order to increase the potential that they will locate in the Central Area.



The following section relating to commercial uses in industrial zones is included in Zoning By-Law 2004:

#### Commercial Uses in Industrial Zones

The following ancillary commercial uses shall be permitted within any industrial zone, provided such uses are located in an industrial mall as defined in this by-law:

- (a) a bank, trust company or financial institution;
- (b) a dining room restaurant or a convenience restaurant, to a maximum of one restaurant per industrial mall, and a maximum gross leasable area of 465 square metres or 5% of the total gross floor area of the building whichever is less.
- (c) a commercial, technical, or recreational school;
- (d) a banquet hall; and,
- (e) an office, excluding offices for medical, health care and dental practitioners; administrative offices of school boards and governments; and offices of accredited or licensed professionals, such as accountants, architects, engineers, financial advisors, insurance agents/brokers, landscape architects, lawyers, real estate agents/brokers/appraisers and urban planners.

There have been many applications to the Committee of Adjustment since 1997 for office uses in industrial areas and City staff have been consistent in recommending refusal of these applications, so that such uses can be redirected to areas more suitable for office development, like the Central Area.

## 9. BRAM WEST

The City of Brampton is repositioning the opportunity for business development in the Bram West Secondary Plan by refining its employment land use designations to ensure that the character and quality of the area will be of the highest “business park” standards. The Bram West review will also promote Mississauga Road, north of Highway 407 to Steeles Avenue, for the most prestigious businesses. In 2002, Hemson Consulting Limited was retained to prepare an Employment Lands Allocation Analysis, which provided a profile of the employment land market expected to invest in Bram West over the next 30 years.

The function of employment areas has changed from heavy industrial only areas to employment areas that accommodate a wide range of functions for many sectors of the economy, including office, warehouse and distribution, manufacturing and retail. In the short term, locations along Mississauga Road are expected to be in high demand and the office employment should be accommodated there.

Hemson’s study stated that the long term prospects for growth in Brampton are very good as the municipality is at the centre of a rapidly growing market in the GTA West. The build out of employment land in Mississauga improves prospects for future land demand in Brampton. Development favours the GTA West area due to a well-developed transportation network, excellent accessibility to the airport and proximity to major USA markets. Many employment areas in the GTA West area, such as the Meadowvale and Gateway business parks in Mississauga have benefited from these attributes.

In their study, Hemson estimated that total employment in the area would grow to over 40,000 by the time development is largely complete between 2021 and 2031. Ultimate employment will consist of more than 9,000 office jobs pure office buildings.

The Bram West Secondary Plan is anticipated to accommodate at build-out substantial office growth anticipating about 3 million square feet (278,700 square metres) of office space in total. The report noted that office concentrations typically have a longer build out period than nearby employment lands or residential. Just over half of this office space is anticipated to be in place by 2031. Even so, Hemson anticipates Bram West to account for almost 25 percent of the total occupied major office space in the City of Brampton.



This figure matches up with the recent work done by Hemson in 2004 on the Population, Housing and Employment Forecast Update, which states that by 2030 there will be approximately 26,500 square metres (285,250 square feet) of major office growth, and that the majority will be divided between the Central District and the South West District.

Staff are proposing that the intersection of Mississauga Road and Steeles Avenue in Bram West be redesignated in the Official Plan as a Primary Office Node, with policies in place to prevent the intrusion of non-complimentary lower order employment or commercial uses, establish minimum office space requirements and specific urban design policies to maintain the planned “gateway”.

## **PART B: PROPOSED REVISIONS**

The 1997 Official Plan’s office strategy was prepared on the basis of the Stamm Economic Base Study, however, based on Hemson’s October 2004 forecasts, they are no longer representative of the current and projected market demand for office development in the City of Brampton. The following section discusses revisions to the policies and designations of the Official Plan for discussion purposes.

### **1. STRUCTURE**

To provide more clarity in the Official Plan, it is proposed that the office strategy policies be reviewed, taking into account the following considerations:

- Designations need to reflect realistic business development opportunities in the context of the GTA;
- Marginal office designations need to be identified and alternative uses considered;
- Update the Official Plan to reflect the recent employment forecasts by Hemson Consulting;
- More flexibility may be required with respect to the uses permitted within certain office node designations. For example, the inclusion of limited Prestige Industrial uses;
- Significant potential exists in Bram West for higher order, large scale office development based partly on its proximity to the Meadowvale Business Park and it should be redesignated as a Primary Office Node;
- Refine policies to establish the significance of the Central Area and its role and function as a local serving location for office uses.

Currently the Official Plan contains a Primary Office Node and eight Office Nodes. These designations identify areas that have unique attributes required to attract higher order office development and which are supposed to be protected for that purpose.

In a number of areas of the City these office node designations actually reflect a mixed-use area since the permitted uses within the Office Node designation include offices, hotels, motels, accessory and personal service retailing, food and beverage establishments, compatible recreation, institutional and convenience retail uses and business support activities. Some nodes have mainly industrial uses and will not develop as office nodes. It is proposed to revise the terminology in the Official Plan to delete some areas as office nodes, but to establish minimum office space requirements and specific urban design policies to maintain the planned “gateway”, and add policies to protect these areas from shorter term lower order or incompatible uses. Some nodes will be deleted entirely, while the Bram West area is proposed to be designated as a Primary Office Node. Additional policies are proposed to be added to establish the significance of the Central Area





## 1.1 Primary Office Node

The current location of the Primary Office Node is at Queen Street/Highway 410 and, as discussed herein, it is unlikely that this area will ever develop as a Primary Office Node. Instead, the Primary Office Node designation should be relocated to the current Bram West office node, given the excellent locational attributes of the Mississauga Road Corridor north of Highway 407.

The Bram West Office Node, centred at Mississauga Road and Steeles Avenue, represents the gateway to the City of Brampton from the southwest. The designation permits both office uses and complimentary retail and service uses. This node has significant potential for prestige office space development as a result of its proximity to Highway 407 and the Meadowvale Business Park. Based on the land use concept in the Bram West Community Design Study and its subsequent refinement by City staff, through the secondary plan review, approximately 115 net hectares (284 acres) has been prepared to be designated for office use. This office node offers an excellent opportunity to attract office users wanting a Business Park or Corporate Park setting and should be protected from amendments that would allow the intrusion of residential uses or other non-complimentary lower order employment uses.

## 1.2 Central Area Transit Corridor

The Downtown Brampton Office Node, Bramalea Centre Office Node and Queen Street/Highway 410 Office Node are all located within Brampton's Central Area. These nodes will be deleted and the entire corridor fronting on Queen Street from McLaughlin Road to Bramalea Road is proposed to be designated as "Central Area Transit Corridor".

### **Bramalea Centre Office Node**

The Bramalea Centre Office Node is designated as a focus of higher density development which is based on the provision of higher order transit services to accommodate future population and employment growth. This node has a large concentration of existing office use and vacant lands along the edge of the property available for redevelopment. This location offers excellent road network, existing transit, major mall anchor and exposure characteristics. Morguard Investment Limited is currently renovating the Bramalea City Centre, and have plans for the land around the shopping mall that include additional residential and office space. As well, the City's AcceleRide transit initiative, which will result in inter-regional higher order rapid transit services along Queen Street, should progress towards implementation over the next few years. This may encourage intensification around the Bramalea City Centre. As well, the Region of Peel offices are expanding in this area to include a new Peel Regional Police Division. Over the years, this area will have added commercial, office, residential and civic/cultural uses making it a true mixed-use centre.

### **Downtown Brampton Office Node**

The Downtown Brampton Office Node is designated for significant office development that is compatible with the local historic character. Brampton's Downtown office node at Main Street and Queen Street is expected to attract certain types of small scale office uses that seek out prestige locations, such as real estate, insurance and other professional offices, which will benefit from proximity to City Hall. Development will likely be small scale infill and intensification projects. As well, this area has been the recent recipient of applications to permit mixed-use and residential development. This will continue to be representative of a mixed-use, downtown urban area. Consideration should also be given to protecting this area from shorter term lower order and incompatible uses.

### **Queen Street/Highway 410 Primary Office Node**

This area is designated as the major office activity area for the City of Brampton and is supposed to contain the highest density and greatest concentration of office development. The justification associated with the creation of this node was its proximity to the Highway 410 and Queen Street interchange, availability of existing transit facilities, the potential to develop a new GO Station at Rutherford Road and a location representing the geographic center of





Brampton and the GTA marketplace. The uses permitted include offices, services, retailing, entertainment, hotels, business support activities, community services and all uses consistent with the Central Area designation.

This area is too large geographically to act as a node and the costs associated with redeveloping many of the industrial sites is not justifiable from an economic perspective. The area is generally industrial and will require many years to change from its current state, if it changes at all. GO Transit does not have plans to develop a GO Station at Rutherford Road.

### 1.3 Rationalization of Office Node Designations

Given significant lower historical office absorption rates for Brampton and the competitive marketplace, many of the Official Plan's office nodes will not attract major office development within the timeframe of the Official Plan. As such, one of the objectives of the Brampton Official Plan Review is to re-evaluate the office strategy to reflect more realistic business development opportunities and to designate office lands that are better matched to the requirements of Greater Toronto Area office users. It is proposed to revise the Official Plan to delete these areas as office nodes.

Policies may be added to these areas to establish minimum office space requirements and specific urban design policies to maintain their planned "gateway" function, add policies to protect these areas from shorter term lower order or incompatible uses or add policies to allow additional employment uses which would still be compatible with the surrounding area, based on the location and function of the area.

Figure 6 shows the Primary Office Node and eight other Office Nodes which are currently designated on Schedule 'A' of the Brampton Official Plan. Those nodes proposed to be revised are identified with "RV" (revise) while those nodes where there appears to be little potential for major office development over the long term of the Official Plan are identified with an "RM" (remove). The new Primary Office Node and the Central Area Transit Corridor are shown.

The following section discusses the Office Nodes proposed for deletion in the Official Plan.

#### **Courthouse Area Office Node**

The Courthouse Area Office Node is designated as an office node incorporating retail, a significant amount of institutional space, and residential uses, where appropriate. The area has developed with institutional uses such as the new police station, the William Davis Courthouse and the new Ontario Court of Justice Provincial Offences Office. Any remaining office potential of this node for new office development has been lost due to re-designation to residential uses.

#### **Airport Road/Queen Street Office Node**

The Airport Road/Queen Street intersection is designated as an Office Node. The existing secondary plan permits complementary business support services, generally serving the surrounding industrial areas and recognizes the intersection as a business centre. Three areas, the northeast, southeast and northwest corners were specifically designated as office centres, permitting business, professional or administrative office buildings. The lands to the northeast are the only lands still designated as an office center but an OPA/rezoning application for a power center has been submitted to the City. The majority of this area will become industrial and distribution facilities, limiting the area's growth as a future office node. Past land use approvals have introduced employment uses that are not considered compatible with large-scale office development.

Currently there are two power centres which have developed at the northwest and southwest corner of Airport Road and Queen Street East. Located on the northwest corner is Canadian Tire, at 9,123 square metres (98,202 square feet) and Rona, at 12,018 square metres (129,364 square feet). On the south west corner is Walmart at 12,172 square metres (131,028 square feet). As noted above, there is a proposal at the northeast corner for a power centre with a



total retail area of approximately 40,069 square metres (431,297 square feet), containing two large retail buildings (Home Depot and Costco) and a number of smaller retail units.

Based on the type of development that has been attracted to this area, the Airport Road/Queen Street area will likely not develop as an office node. The office node designation should be deleted and the permitted uses in this node should be reviewed to allow additional employment uses that would still be compatible with the surrounding area.

#### **Steeles Avenue/Airport Road Office Node**

The Steeles Avenue/Airport Road Office Node is focused on the area south of the Highway 407/Airport Road interchange. This area was to be developed as a specialized industrial/commercial employment node containing a moderate amount of office space and related retail and service uses generally serving the surrounding industrial designations.

This node is Brampton's newest employment area and has been very active in terms of attracting large scale manufacturing and warehousing development in recent years because of its proximity to the airport, intermodal facility and easy access to Highway 407. Most of Brampton's recent employment land development has occurred here and the area contains over half of Brampton's zoned and serviced land supply. However, as noted above, most of the employment is large scale distribution facilities and the site is constrained by the Hydro Corridor on the south side of Steeles Avenue.

This area will not develop as an office node. The office node designation should be deleted and the permitted uses in this node should be reviewed to allow additional employment uses that would still be compatible with the surrounding area.

#### **Bramalea South Gateway Office Node**

The Bramalea South Gateway Office Node is recognized as an urban gateway to the City of Brampton. The development of this area as a mixed use Office Node is based on planned expansion of the Bramalea GO Station to include all day, two-way train service and exposure and accessibility to Highway 407. This node is similar to the Airport Road and Steeles Avenue office node in that most of the employment is large industrial and distribution facilities, however, this area developed more than 30 years ago. The area is currently a stable industrial area but there may be an opportunity for transition from industrial to limited commercial and office fronting Bramalea Road and Steeles Avenue. However, the office node should be removed and the permitted uses in this node should be reviewed to allow additional retail/commercial uses to locate along the Bramalea Road and Steeles Avenue frontage, which would still be compatible with the surrounding employment area.

#### **Bram East Office Node**

The Bram East Office Node forms a gateway to the City of Brampton from the east. The designation permits both office uses and complimentary retail and service uses. This node was based on several attributes, such as proximity to Highway 427, the natural vistas provided by the Claireville Conservation Area and exposure to Highway 50. There have been a number of applications seeking commercial and service uses on these lands, while there have been no applications for a major office user.

The Official Plan and Zoning By-Law amendment proposing commercial uses for the 68 acres located north of Queen Street East between The Gore Road and Highway 50, referred to as the Morrissey lands (currently vacant) requests the removal of the office node designation since the area has failed to realize a major office presence as envisioned by the Official Plan. In the recommendation report, staff recommended approval of the Official Plan and Zoning By-Law for a mix of office, industrial and commercial uses, however, staff note that the development of the site is integral to establishing a "gateway" to Brampton from the east. Therefore, a minimum office space requirement of 100,000 square feet will still be required and directed to the prominent intersections next to the site. In addition, key urban design elements are recommended to maintain this planned gateway at the City's east end.



Considering the range of past planning approvals and the proximity of the Canadian Pacific intermodal facility; this office node should be removed, but the opportunity for some office use should continue to be protected. Minimum office space requirements should be established and urban design policies should be implemented to maintain the planned “gateway” function of the Bram East Secondary Plan.





## 1.4 Benchmarking Other Municipal Official Plans

A benchmark comparison of Official Plan policies for the City of Brampton was done to examine other areas in the GTA, including the City of Mississauga, City of Toronto, Town of Markham and the City of Vaughan. This was completed in order to determine if other cities have policies which are relevant to the City of Brampton, and which the City of Brampton can learn from. These benchmark Official Plan policies are contained in Appendix 1.

### City of Mississauga

The City of Mississauga Official Plan encourages a mix of medium and high density housing, employment and commercial uses, including mixed use residential/commercial buildings and offices to locate in its City Centre and Nodes. Mississauga has specifically designated the Meadowvale Business Park as a district that will continue to develop primarily for corporate head offices, manufacturing, research and development and accessory commercial uses. The Office designation of the Official Plan will accommodate small concentrations of office space, and may be permitted throughout the City. What the City of Brampton can learn from this Official Plan is that an office area like Bram West should have a specific designation in the Official Plan to preserve it for office uses and provide policies on the visual appearance of the area.

### City of Toronto

The City of Toronto does not have the specific office nodes that Brampton does, but seems to concentrate on mixed-use centres, which are seen as vital mixed-use communities. The potential of the centres to support various levels of both commercial office job growth and residential growth outside of the Downtown is seen as important. Brampton may find that this type of centre more readily applies to some existing nodes.

The City of Toronto also provides policies for its institutional areas to recognize the strong linkages between major institutions and the private sector for joint research, innovation and the creation of new products and services. Permitting firms engaged in a joint venture with a major institution, research and development facilities and professional offices affiliated with major institutions to locate in institutional areas encourages this strong linkage.

### Town of Markham

The Town of Markham does not designate office nodes in its Official Plan, it instead has commercial land use categories based on planned function, location, land use and development requirement. All six commercial categories permit office uses. All three industrial land use categories permit offices, however, in the General Industrial Area the office uses are limited to ancillary use. Markham also has a Business Park Area which is specifically for office/industrial business parks including corporate head offices and research facilities. The Official Plan states that this area has specific standards for design, visual attractiveness and image.

### City of Vaughan

The City of Vaughan does not designate office nodes in its Official Plan, and includes office uses within the seven commercial designations. In the City of Vaughan, residential communities include a range of retail, office, institutional, recreational and community facilities but they are intended to rely upon and be supportive of Vaughan Centre (urban centre) and Vaughan Corporate Centre (Regional Centre). Within the Vaughan Centre Secondary Plan area there are specific policies regarding the location of office buildings, regulations on floor area (maximum 10,000 m<sup>2</sup> or 107,640 sq. ft.) and height (5 storeys).

## 1.5 Proposed Policy and Mapping Changes

Proposed changes to the office policies and related mapping on Schedule “A” of the Official Plan are based on review of the existing City of Brampton Official Plan as well as benchmarking other GTA Official Plans and fall under the following four areas:

### 1. Designate Bram West as a Primary Office Node

Hemsons employment forecasts show the majority of office employment will occur in the Central Area with the South West district (which includes the Bram West Secondary Plan) starting to catch up in 2011.

The Bram West area has significant potential for prestige office space development as a result of its proximity to Highway 407 and the Meadowvale Business Park. Based on the land use concept in the Bram West Community Design Study and its subsequent refinement by City staff, approximately 115 net hectares (284 acres) of land in the Bram West Secondary Plan area have been designated for office use.

### 2. Designate a Central Area Transit Corridor

Hemsons employment forecasts show the majority of office employment occurring in the Central Area. By 2031, the majority of the office employment is forecast to still be in the Central Area, followed by South West Brampton (Bram West).

The Downtown Brampton Office Node, Queen Street/Highway 410 Primary Office Node and Bramalea City Centre Office Node will not likely develop with high concentrations of offices in these particular locations, but rather the office development will likely be distributed along the Central Area.

### 3. Reconsider the number of office node designations based on Hemsons employment forecasts and identify marginal office node designations and consider alternative land use designations

Some office nodes are not currently being developed for office development and have limited long range potential for offices. Consideration should be given to considering alternative land use designations, which would still be compatible with the surrounding area.

### 4. Refine policies based on staff's review of other municipal Official Plans.

Other municipalities do not have specific office nodes like Brampton has, and instead have commercial or mixed-use centers with a broader range of permitted uses.

Provide more direction for business industrial areas to encourage corporate head offices, research and development facilities to locate in a business park setting.





On the basis of the review, the following directions for revising the Official Plan's office strategy are suggested for public consultation:

- Re designate the Bram West Office Node as the Primary Office Node and add policy to prevent the intrusion of non-complimentary lower order commercial or employment uses.
- Designate a "Central Area Transit Corridor" to encourage the development of offices and add an additional policy to protect the Central Area from shorter term, lower order or incompatible uses.
- Remove the Downtown Brampton Office Node, Bramalea Centre Office Node, Queen Street/Highway 410 Primary Office Node and the Courthouse Area Office Node designations.
- Remove the Airport Road/Queen Street Office Node and add policies to allow additional employment uses which would still be compatible with the surrounding area.
- Remove the Steeles Avenue/Airport Road node and add policies to allow additional employment uses which would still be compatible with the surrounding area.
- Permitted uses in the Bramalea South Gateway node should be reviewed to expand the range of commercial/retail uses which would still be compatible with the surrounding employment area.
- Remove the Bram East Office Node designation while providing policies to establish a "gateway" to Brampton from the east, requiring minimum office space requirements, directing office to the prominent intersections, and recommending key urban design elements to maintain this planned gateway at the City's east end.
- Provide more direction within the Official Plan for business industrial areas which may develop as a business park to attract corporate head offices, research and development uses. In this respect, policies need to be added to the Official Plan that provide clearer guidelines regarding the range of relevant uses and associated urban design criteria.



## **APPENDIX A**

### **BENCHMARKING OTHER MUNICIPAL OFFICIAL PLANS**

## Benchmarking of the City of Mississauga, City of Toronto, City of Vaughan and Town of Markham Official Plans

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
	Note: No specific office policies, office use is included within the “city centre and nodes”.	Note: No specific office policies, office use is included within the “mixed use centres”.	Note: No specific office policies, office use is included within the “commercial designation”.	Note: No specific office policies, office use is included within the “commercial designation”.
general purpose, definition of area	<b>3.10 City Centre and Nodes</b>  3.10.1.1 a mix of medium and high density housing, employment and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre and Nodes.	<b>Policies</b>  Downtown will continue to evolve as a healthy and attractive place to live and work as new development that supports the re-urbanization strategy and the goals for downtown is attracted to the area. In particular, the downtown policies of this plan will shape the City’s future by accommodating development that:  c) focuses on the financial district as the prime location for the development of prestige commercial office buildings and landmark buildings that shape the skyline.	<b>1.4 Community Development</b> The City shall encourage the development of distinct communities, each having a range of residential types and opportunities, as well as retail, office, institutional, parks, open space and community facilities which serve the residents of the community.	<b>b) Land Use Categories</b> ii) COMMERCIAL, shall mean lands used primarily for a full range of business establishments, including shopping facilities, personal and service commercial facilities, offices and mixed use developments.

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Nodes			<p><b>1.6 Vaughan Corporate Centre</b></p> <p>The City shall promote the development of Vaughan Corporate Centre as the Regional Centre and focal point of business activity, and as a mixed use node with a variety of commercial, residential and institutional uses and facilities.</p>	<p><b>3.4.6 Specific Category Policies</b></p> <p><b>3.4.6.1 Major Commercial Area</b></p> <p>a) Planned Function</p> <p>To provide for large scale multi-use, multi-purpose centre or area offering a diverse range of retail, service, community, institutional and recreational uses serving a major portion of the municipality and/or a broader regional market. Major Commercial Areas shall serve as identifiable destinations for major shopping needs, recreation, entertainment and hospitality uses. This designation is also intended to accommodate office development and medium and high density housing at appropriate locations.</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Description of key nodes		<p><b>2.2.2 Centres: Vital Mixed Use Communities</b></p> <p>The potential of the centres to support various levels of both commercial office job growth and residential growth outside of Downtown is important.</p> <p>Etobicoke Centre takes in a range of urban conditions including commercial office buildings, high rise apartments, auto-orientated retailing and traditional main street shopping.</p> <p>North York Centre is a major concentration of commercial office space where businesses benefit from excellent transit service to the downtown core as well as from good highway access.</p> <p>The Scarborough Centre's proximity to a large Employment District presents unique options for employment growth offering a mix of offices, housing, retailing and servicing.</p>	<p><b>4.2.2.3.1 District Commercial Centre – Located Within the Vaughan Centre Secondary Plan Area (OPA 483)</b></p> <p>ii. Uses permitted in a District Commercial Centre may include a promotional department store, a large major food store, drugstore, a full range of comparison and convenience shopping goods, restaurants, places of entertainment, personal and business services, business and professional offices, service stations and gas bars in addition to residential uses permitted, as described in Section 4.2.1.4 of this Plan.</p>	<p><b>3.4.6.2 Community Amenity Area</b> Planned Function To provide for a multi-use, multi-purpose centre offering a diverse range of retail, service, community, institutional and recreational uses serving several nearly residential and/or business areas. Community Amenity Areas shall function as significant and identifiable focal points for the areas served.</p> <p>This designation is also intended to accommodate office development and medium and high density housing at appropriate locations.</p> <p><b>3.4.6.3 Neighbourhood Commercial Centre</b> Planned Function To provide locations for convenience commercial uses that primarily serve the surrounding residential area.</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Description of key nodes		Yonge-Eglinton Centre continues to develop as both an office centre and a desirable living centre.	<p><b>4.2.2.4 Neighbourhood Commercial Centre</b></p> <p>i. Permitted uses in Neighbourhood Commercial Centres may include a food store, a drug store, other retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, restaurants, service stations and gas bar but shall not include a department store.</p> <p><b>4.2.2.5 Local Convenience Commercial</b></p> <p>i. Permitted uses within the Local Convenience Commercial Centres are intended to provide convenience level shopping and personal services and shall include retail stores, personal service shops, offices and similar uses.</p>	<p>c) Land Uses Lands designated Neighbourhood Commercial Centre may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan:</p> <p>- offices;</p> <p>Heritage Main Street Area</p> <p>a) Planned Function To provide a traditional shopping experience in the form of an historic commercial area; To provide a unique shopping and leisure destination for both residents and visitors, not normally found in modern commercial development; and, To provide residents in the Town with a symbolic and historic community focal point and an identifiable sense of place that celebrates the past and belongs to the entire community.</p>



<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Description of key nodes			<p><b>4.2.2.6 General Commercial</b></p> <p>i. Permitted Uses within General Commercial designation are existing commercial uses, retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks, and business and professional offices.</p> <p>iv. In addition to the uses permitted in Section 4.2.2.6 i, uses permitted in the “General Commercial-Special Policy” designation on Schedule “B1”, may include offices, convention centres, hotels, institutional uses, places of entertainment, tourism oriented uses, recreation uses, including sports facilities. The subject lands may be placed in a Holding Zone until Council has approved the comprehensive design scheme referred to in 4.2.2.6 ii) above.</p>	<p>c) Land Uses Lands designated Heritage Main Street Area may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan: - offices;</p> <p><b>3.4.6.4 Commercial Corridor Area</b></p> <p>a) Planned Function To recognize, where appropriate, the existing linear commercial development that has occurred along major roads.....</p> <p>c) Land Uses Lands designated Commercial Corridor Area may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan: - offices;</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Description of key nodes			<p><b>4.2.3 Employment Area Designations</b> The lands are subject to the following policies:</p> <p>b. Limited retail, office commercial (and head offices in particular) and service commercial uses will be permitted, including financial institutions, hotels, convention centres, restaurants, entertainment uses (within a hotel, convention centre or office complex), and institutional uses on lands having frontage on Major Mackenzie Drive;</p>	<p><b>Retail Warehouse Area</b> a) Planned Function To accommodate medium to large format retail stores, often referred to as “retail warehouse”, and large scale, “themed” retail development.</p> <p>Such development serves as a regional destination and may accommodate single or multiple purpose sites.</p> <p>The locational attributes of these sites lend themselves to the accommodation of certain other complementary uses such as offices,</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
<p>Economics</p> <p>Promote development</p>		<p><b>Chapter 2: Shaping the City</b></p> <p><b>2.2.1 Downtown: the Heart of Toronto</b></p> <p>The economic strength of Downtown arises not only from the largest concentration of office towers in the nation but also from a myriad of other activities located here: Such as Government offices.</p> <p>Toronto's Financial District is Canada's premier business office centre. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and the downtown subway stations.</p> <p>Opportunities exist to extend the Financial District south of the rail corridor, with the potential to significantly add to the supply of premier commercial office space.</p> <p>Policies</p> <p>2. Each Centre will have a Secondary Plan that will:</p> <p>c) create a positive climate for economic growth and commercial office development.</p>		

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
different designations permit office	<p><b>3. General Policies</b></p> <p>3.2 residential</p> <p>3.2.1.1 Uses permitted by residential designations are:</p> <p>c. accessory offices for physicians, dentists and drugless practitioners in their principle private residence.</p> <p>3.3 business employment</p> <p>3.3.1 permitted uses</p> <p>d. offices</p> <p>3.5 Commercial</p> <p>3.5.1 permitted uses</p> <p>Commercial, Residential, community and office uses will be permitted.</p>		<p><b>2.2 Housing</b></p> <p>iii. To provide for mixed use development , usually including residential, office and retail uses, at appropriate locations.</p> <p><b>2.3 Commercial</b></p> <p>iv. To encourage mixed use development including residential, retail, office and recreational uses in Vaughan Centre and Vaughan Corporate Centre.</p> <p>vii. To provide within the primary commercial areas of each Urban Village for a variety of appropriate uses, such as department stores, comparison shopping opportunities, offices, office buildings and entertainment facilities, and to ensure that the areas are developed in accordance with sound principles of urban design and in particular, are well integrated with adjacent land uses.</p>	

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
designations permit office			<p>iv. Within areas designated Medium Density Residential-Commercial, small-scale retail and office commercial uses shall be permitted provided such uses face on a primary street or arterial road.</p> <p><b>4.2.1.4 High Density Residential-Commercial Areas</b></p> <p>i. High Density Residential-Commercial Areas are the most intense locations of residential and commercial use in Urban Village Areas 1 and 2 and the Vaughan Centre Secondary Plan. These areas are intended to contain a high order of retail, office and residential use in a mixed use form. The anticipated high level of activity is supportive of transit services.</p>	

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Special Policy area:			<p><b>4.2.1.5 District Centres - Urban Village #1 and #2 Vellore-Urban Village 1 and Patterson-Urban Village 2</b></p> <p>i) District Centres are intended to provide the community focus for <b>Vellore-Urban Village 1 and Patterson-Urban Village 2.</b></p> <p>These areas will provide opportunities for community scale retail and commercial facilities along with more intense residential forms of development. Given the function of the District Centres, high quality urban design is a prerequisite.</p> <p>ii) Within the District Centres the following uses shall be permitted:</p> <p>Commercial</p> <p>The following uses shall be permitted either in a shopping centre format or as component(s) of a mixed use development:</p> <ul style="list-style-type: none"> <li>- business and professional offices</li> </ul>	



<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
employment		<p><b>Chapter 4: Land Use Designations</b></p> <p>Land use designations describe where housing can be built, where store, offices and industry can locate and where a mix of uses is desired.</p> <p>Designations for Growth</p> <p>Toronto's industrial districts and suburban office parks are designated Employment Areas, reflecting the broad objective of retaining our employment areas as places of business and developing and intensifying job growth within these areas, especially those areas that can be reached by transit.</p> <p><b>4.6 Employment Areas Policies</b></p> <p>1. Employment Areas are places of business and economic activity. Uses that support this function consist of : offices, .....</p>		

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Key areas Central area		<p><b>4.5 Mixed Use Areas</b></p> <p>Mixed use areas achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, ....</p> <p>Mixed use areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.</p> <p>Office and retail uses will continue to be paramount in the Financial District, but much of the new development along the Avenues will have a residential emphasis.</p>	<p><b>4.0 Community Planning Policies</b></p> <p><b>4.1 Urban Form and Structure</b></p> <p>iv. Vaughan Centre shall be an urban centre as defined in the Regional Official Plan including a mix of high and medium density residential uses, retail, office, community, cultural, recreational, civic, entertainment and tourism, oriented as shown on Schedule "B2" for that portion of the Vaughan Centre Secondary Plan Area south of Rutherford Road.</p> <p>v. Vaughan Corporate Centre shall be a Regional Centre, including employment generating uses such as industrial, business, office, institutional, retail and entertainment uses or a mix thereof, and may also contain medium and high density residential uses or a mix thereof.</p>	

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Key areas Central area			<p><b>4.2.2.2 Vaughan Centre Secondary Plan Area and Vaughan Corporate Centre</b></p> <p>ii. It is the intention of this Plan that both Centres shall be planned to include commercial components to provide a higher order of goods and services, including department stores, speciality stores, major chain stores, restaurants, cafes, places of entertainment and amusement, nightclubs, personal service shops, hotels, business and professional offices.</p> <p>ix) e) In addition to the General Commercial uses permitted in Section 4.2.2.6 i),permitted uses on those lands designated “General Commercial” on Schedule “B2” may also include hotels, convention centres accessory to hotels, and places of entertainment. Office building uses shall be subject to the policies of f) below.</p>	

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
<p>Key areas</p> <p>Central area</p>			<p>f) The maximum Commercial Floor Area of all commercial uses located within the Vaughan Centre Secondary Plan area south of Rutherford Road, with the exception of hotels and accessory convention centres, shall be 160,000 m<sup>2</sup>. Office building uses shall only be permitted in the area shown as "Office Precinct" on Schedule "B2".</p> <p>Office building uses shall not collectively exceed a total C.F.A. of approximately 10,000 m<sup>2</sup> and shall have maximum building heights of five storeys.</p> <p>The implementing zoning by-law shall provide the standards required to implement these policies.</p>	

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Office development	<p><b>3.6 Office</b></p> <p>Lands designated office will accommodate small concentrations of office space, and may be permitted throughout the City.</p> <p><b>3.6.1 permitted uses</b></p> <p>3.6.1.1 the predominant use of lands will be for offices.</p> <p><b>3.6.2 Policies</b></p> <p>3.6.2.1 for lands designated office, the permitted maximum Floor Space Index (FSI) will be 0.5.</p> <p>3.6.2.2 accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</p> <p>3.6.2.3 Activities, buildings and landscaping will be situated and designed so as to encourage pedestrian circulation within Office sites.</p>			

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Develop a Strategy to attract/increase office	<b>2. Goals and Objectives</b>  <b>2.3 population and employment</b>  2.3.2 Objectives 2.3.2.2 to increase office employment			
Office compatibility	<b>4.22.3 Urban Design Policies</b>  <b>4.22.3.1</b> To achieve a high standard of building design, landscape and streetscape, the following design policies will be used to evaluate the design aspects of development proposals:  b. by taking advantage of special building forms on lands proposed for office and commercial uses, interesting and varied entrance corridors will be created;			
Variety of office types		2.3.1 Healthy Neighbourhoods  Increasingly, people work in their neighbourhoods, both in home offices and in local stores and services.		



<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Description Of Individual Office nodes	<p>4.22 Meadowvale Business Park</p> <p>This district will continue to develop primarily for corporate head offices, manufacturing, research and development and accessory commercial.</p> <p>Within this framework, more specific forms of commercial development will be encouraged. The amount of office development will be regulated so that the traffic generated can be accommodated by transportation facilities available or to be provided</p>			
Retail	<p><b>4.6.4.2 Retail Core Commercial</b></p> <p>Lands designated retail core commercial will accommodate the highest concentration of commercial activities in the City in addition to a mix of other land uses.</p> <p>4.6.4.2.2 permitted uses</p> <p>c. Offices</p>			

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Mixed Use	<p><b>4.6.4 Land Use</b></p> <p>4.6.4.1 Mixed Use Lands designated mixed use permit a wide range of land uses and activities. These uses may be grouped either within a development parcel or an individual building</p> <p>4.6.4.1.1 permitted uses c. offices</p>			
Business Industrial				<p><b>3.5.6.1 Business Park Area</b></p> <p>a) Planned Function The Business Park Area category applies to office/industrial business parks characterized by development displaying high design standards including corporate head offices and research facilities. The visual attractiveness and consistent image of such areas is of prime importance. Retail and service commercial activities will be strictly controlled.</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Business Industrial				<p>c) Land Uses</p> <p>Lands designated Business Park Area may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan:</p> <p>offices;</p> <p>ancillary retail and service uses and restaurants, where internally integrated as a component of an office building and clearly intended for the convenience use of local businesses and employees;</p>
Industrial Office Policies		<p><b>2.2.4 Employment Districts</b></p> <p>Most of these districts are characterized by manufacturing, warehousing and product assembly activities, while some are exclusively commercial office parks.</p>		<p><b>Industrial</b></p> <p>Industrial Land Use Categories</p> <p>c) The categories of industrial land use identified in Sections 3.5.3(a) provide for certain additional non-industrial uses that may be developed so as to be compatible and complementary to the primary industrial and office functions.</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Industrial Office Policies				<p><b>General Industrial Area</b>  a) Planned Function  To accommodate industrial activities related to manufacturing, processing, repair and servicing, warehousing, and similar such uses. In recognition of changes that are occurring and will continue to occur in the industrial sector, the category also provides for complementary uses to serve employees and business needs.</p> <p>c) Land Uses  Lands designated General Industrial Area may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan:  - office uses ancillary to a permitted primary use;</p>

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Industrial designations				<b>3.5.6.3 Business Corridor Area</b> a) Planned Function This category identifies locations for a mix of high quality business activities in corridors along major road frontages, primarily adjacent to industrial areas. c) Land Uses i) Lands designated Business Corridor Area may be zoned to permit the following uses, subject to provisions of this Plan and any implementing Secondary Plan: offices;
Institutional	<b>4.8 Institutional Areas Policies</b> 2. Strong linkages between major institutions and the private sector for joint research, innovation and the creation of new products and services will be encouraged by: a) permitting firms engaged in a joint venture with a major institution, research and development facilities and professional offices affiliated with major institutions to locate in Institutional areas			

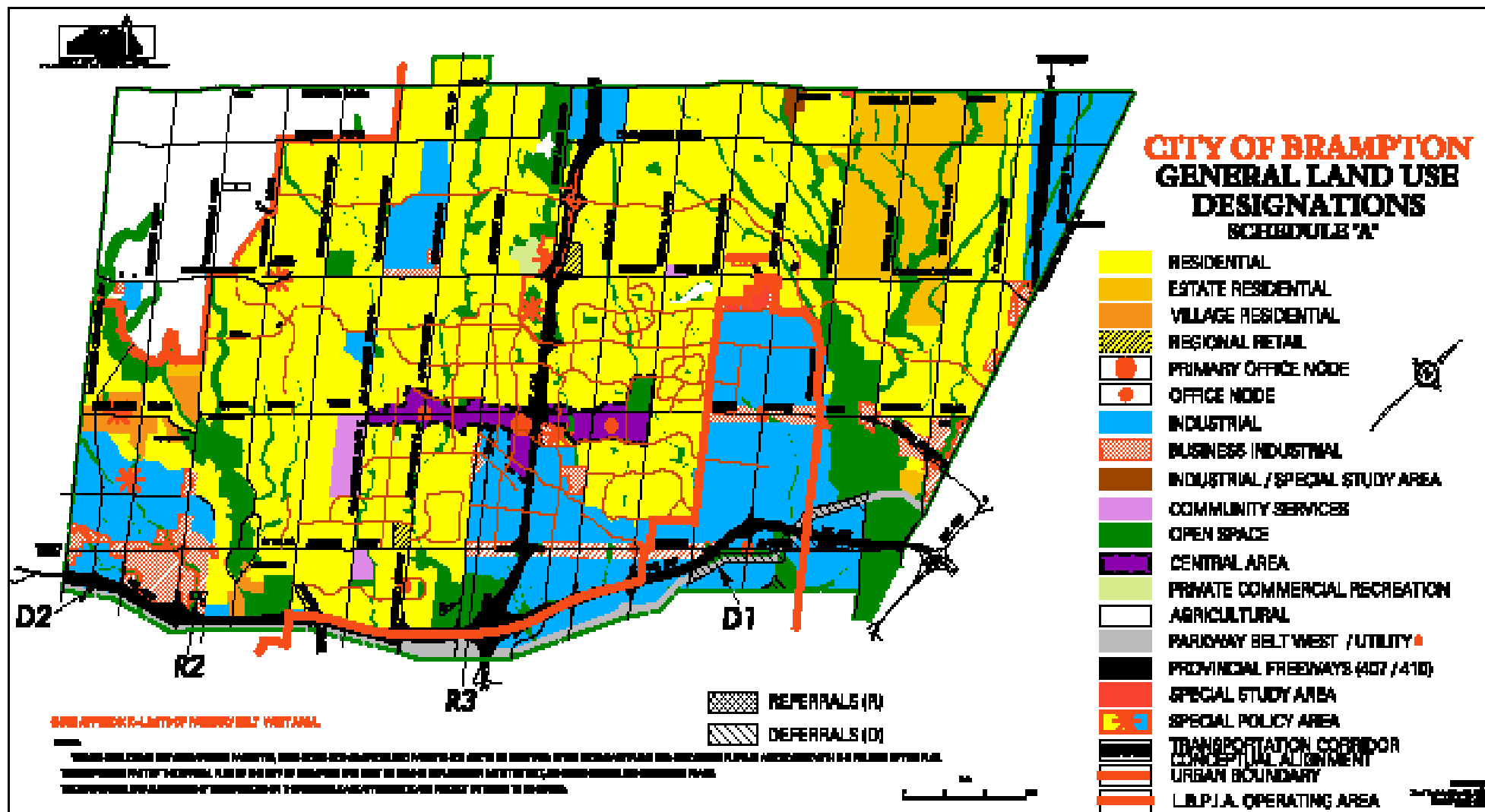
<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Integration	<b>4.6 City Centre</b> <b>4.6.2 Development Concept</b> <b>4.6.2.2 Development Objectives</b>  b. The location of streets, high standard of urban and streetscape design, and the development and enhancement of a comprehensible public/private system of pathways and open space, including public art will: Integrate commercial, office, civic and other facilities;			
Limit parking supply to encourage transit		<b>Downtown Accessibility and Mobility</b>  The growth in trips has been successfully handled by improvements to transit services and an increase in Downtown housing that has put more people within walking and cycling distance of their place of work and other activities.		

<b>Policy</b>	<b>City of Mississauga</b>	<b>City of Toronto</b>	<b>City of Vaughan</b>	<b>Town of Markham</b>
Limit parking supply to encourage transit		<p>Lower parking requirements in the downtown, including maximum parking requirements for new office development, have helped reinforce this pattern of trip growth.</p> <p>The PATH system of underground walkways offers an alternative, especially in winter, for moving between the major office towers, City Hall and the Eaton centre.</p>		



**APPENDIX B**  
**SCHEDULE 'A' TO THE CITY OF BRAMPTON OFFICIAL PLAN**







## **APPENDIX C**

### **SUMMARY OF PROPOSED POLICY CHANGES**

### Summary of Proposed Changes to Office Strategy of the Brampton Official Plan

Section	Current Policy	Proposed Changes for Discussion Purposes
<p>1.2.1 Role and Function of Key Areas</p>	<p>Central Area</p> <p>4.2.1.1 The Central Area designation identifies an area which shall collectively serve as the location for:</p> <ul style="list-style-type: none"> <li>• a full range and concentration of commercial uses, including office, retail, and service activities;</li> <li>• the major location for entertainment and cultural uses. In this regard, the Central shall serve as the major location for movie theatres, museums, art galleries and live theatre;</li> <li>• governmental, institutional and community facilities and uses; and</li> <li>• compatible residential uses, both free-standing and in mixed use forms.</li> </ul>	<p>Add wording referring to the “Central Area Transit Corridor ” as a higher order transit area that represents one of the city’s prime locations for office development.</p>

Section	Current Policy	Proposed Changes for Discussion Purposes
<p>4.2.1 Role and Function of Key Areas</p>	<p>Bram East</p> <p>4.2.1.2 The Bram East Secondary Plan area has significant locational and infrastructure attributes, including proximity to Highways 7, 50 and 427, Lester B. Pearson International Airport, and environmental and outdoor recreation lands, such as the Claireville and Ebenezer conservation lands, and several nearby golf courses. These attributes provide the basis to attract the following uses:</p> <ul style="list-style-type: none"> <li>• Prestige industrial uses along the Highway 7/Ebenezer Road corridor;</li> <li>• Personal and business service uses along the Highway 7 and Highway 50 corridors;</li> <li>• Regional and local scale retail and service uses; and,</li> <li>• Office development at the Highway 7 and Highway 50 node, and along Highway 7;</li> </ul>	<p>Delete this node but add policies to establish minimum office space requirements and specific urban design policies to maintain the planned “gateway”, and add policies to protect this area from shorter term lower order and incompatible uses.</p>
	<p>Bram West</p> <p>4.2.1.3 The Bram West Secondary Plan area, with access and visibility to Highway 407, has the potential and infrastructure attributes to attract the following uses:</p> <ul style="list-style-type: none"> <li>• Prestige and general industrial uses;</li> <li>• Office and research uses; and,</li> <li>• Regional and local scale retail and service uses along Mississauga Road and Steeles Avenue.</li> </ul>	<p>Redesignate this area as a Primary Office Node.</p> <p>Implement policies to prevent the intrusion of residential uses or other non-complimentary lower order employment uses, and provide more direction within the Official Plan for business industrial areas that contain office nodes that may develop as a business park district developing with corporate head offices, research and development uses. In this respect, policies need to be added to the Official Plan that provide clearer guidelines regarding the range of relevant uses and associated urban design criteria.</p>

Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.3 Office Dominant Sector	The office dominant hierarchy includes Primary Office Node and Office Node designations as indicated on Schedule "A" of this Plan. These designations identify areas that have the unique attributes required to attract higher order office development and that should be protected for that purpose. Although other smaller scale offices will locate in retail centres, Business Industrial designations, or Industrial designations, such uses are inherently more flexible and do not require the same critical mass of office space to maintain their attractiveness for such uses.	Reword to remove reference to a hierarchy that includes a Primary Office Node and Office Node designations. Add wording to state that the Mississauga and Steeles area of Bram West is designated as a Primary Office Node and the Central Area will be a "Central Area Transit Corridor".
	4.2.3.1 The City shall interpret the Primary Office Node and Office Node land use designations as identified on Schedule "A" to provide for the development of major office uses at appropriate locations along with business uses, accessory and personal service, retail, hotels and business support services.	Remove reference to the Office Nodes.
	4.2.3.3 The City shall require proposals to expand or add to the Primary Office Node or Office Node designations to be subject to an Official Plan Amendment.	Remove reference to the Office Node, add "Central Area Transit Corridor."

Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.4 Primary Office Node	<p>Policies</p> <p>4.2.4.1 The Primary Office Node designation is located within the Central Area, bounded by Queen Street, Highway Number 410, the CNR rail corridor and the rear property line of the properties fronting the west side of Rutherford Road. This area shall be developed and reinforced as the major office activity area for the City of Brampton and will contain the highest density and greatest concentration of office development. The uses permitted in the Primary Office Node designation shall include offices, services, retailing, entertainment, hotels, business support activities, community services, and all uses consistent with the Central Area designation.</p>	<p>Reword this section to refer to Bram West node as the “Primary Office Node”.</p>
	<p>4.2.4.2 The City shall encourage major offices, hotels, convention centres, government buildings, entertainment uses and cultural facilities which have a City-wide or larger service area to locate within the Primary Office Node designation.</p>	<p>Remove reference to the Primary Office Node, reword to state that “The City shall encourage major offices, hotels, convention centres, government buildings, entertainment uses and cultural facilities which have a City-wide or larger service area to locate within the Central Area Transit Corridor”, and put this under Section 4.2.2 Central Area.</p>
	<p>4.2.4.3 The development of the Queen Street/ Highway 410 Primary Office Node as a major office area is predicated on the provision of enhanced access from the abutting Highway Number 410 and the provision of higher order transit services including a new GO Train Commuter Station and a transit terminal to be operated as part of a planned North-South Transit Corridor along Highway 410 in accordance with the Transportation section of this Plan.</p>	<p>Remove this section.</p>

Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.4 Primary Office Node	<p>4.2.4.4</p> <p>The ultimate development form of the Queen Street/ Highway 410 Primary Office Node area including the type, location, and interrelationship of land uses, including multiple density residential uses, shall be determined as part of a Secondary Plan study for the area.</p>	<p>Remove “Queen Street/Highway 410 Primary Office Node” and replace with “Central Area Transit Corridor”. Ultimate development will be determined as part of the Central Area Plan Review process and shall form part of the Secondary Plan.</p>
	<p>4.2.4.5</p> <p>The Primary Office Node designation on Schedule “A” of this Plan is intended to recognize the long term potential of this area for redevelopment for a full range of higher order uses. Notwithstanding this designation, existing industrial uses both within and adjacent to the Primary Office Node designation will continue to be permitted by this Plan and the relevant Secondary Plan, and the potential impact of such development and redevelopment on the viability of existing industrial uses will be considered as part of the comprehensive land use and transportation studies that are required to provide for the transition of this area to an appropriate mix of higher order uses, in particular, the impact of the type and volume of vehicular traffic on the use, activities and operation of nearby industrial uses.</p>	<p>Remove reference to the Primary Office Node, refer to the area as the “Central Area Transit Corridor”.</p>

Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.5 Office Node	<p>4.2.5.3 The Office Node designations identified on Schedule "A" of this Plan are:</p> <ul style="list-style-type: none"> <li>(i) Downtown Brampton;</li> <li>(ii) Bramalea Centre;</li> <li>(iii) Courthouse Area;</li> <li>(iv) Airport Road/Highway 7;</li> <li>(v) Steeles Avenue/Airport Road;</li> <li>(vi) Bramalea South Gateway;</li> <li>(vii) Bram East; and,</li> <li>(viii) Bram West.</li> </ul>	Remove this section.
	<p>4.2.5.4 The Downtown Brampton Office Node area is located in the general vicinity of the intersection of Queen and Main Streets. This area will be developed to permit significant office development that is compatible with the local historic character of the area.</p>	Revise to re-designate the node as part of the “Central Area Transit Corridor”, and also add policies to protect this area from shorter term lower order or incompatible uses.
	<p>4.2.5.5 The Bramalea Centre Office Node is generally bounded by Highway Number 7, Dixie Road, Clark Boulevard and Central Park Drive. This area will be developed as a focus of higher density development which is based on the provision of higher order transit services to accommodate future population and employment growth.</p>	Re-designate the node as part of the “Central Area Transit Corridor”, and also add policies to protect this area from shorter term lower order or incompatible uses. The Bramalea City Centre will be identified as a Regional Center in the Official Plan.



Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.5 Office Node	<p>4.2.5.6</p> <p>The Courthouse Area Office Node is located in the general vicinity of Highway Number 10 between Steeles Avenue and Highway 407, focused on the County Court Boulevard and Highway Number 10 intersections. This area will be developed as an office node incorporating retail, a significant amount of institutional space, and residential uses, where appropriate.</p>	<p>Remove this node since there are no vacant sites available for new office development and potential office growth would therefore be limited to infill and small redevelopment/retrofit of existing buildings.</p>
	<p>4.2.5.7</p> <p>The Airport Road/Highway 7 Office Node area is located at the intersection of Highway Number 7 and Airport Road. This area will be developed as a small scale office employment area that also contains complementary business support services, generally serving the surrounding industrial designations.</p>	<p>Remove this node, add policies to allow additional employment uses which would still be compatible with the surrounding area.</p>
	<p>4.2.5.8</p> <p>The Steeles Avenue/Airport Road Office Node area is focussed on the area north of the planned Highway Number 407 alignment at Airport Road. This area will be developed as a specialized industrial/commercial employment node containing a moderate amount of office space and related retail and service uses generally serving the surrounding industrial designations.</p>	<p>Remove this node, add policies to allow additional employment uses which would still be compatible with the surrounding area.</p>

Section	Current Policy	Proposed Changes for Discussion Purposes
4.2.5 Office Node	<p>4.2.5.9</p> <p>The Bramalea South Gateway Office Node area is located at the intersection of Bramalea Road and Steeles Avenue East. This area is recognized as an urban gateway to the City of Brampton. The development of this area as a mixed use Office Node is based on the planned expansion of the Bramalea GO Station to include all day, two way train service; the construction of Highway Number 407 and its interchange at Bramalea Road and the functional integration of public transit facilities as detailed in the Transportation section of this Plan.</p>	<p>Remove this node, permitted uses in this node should be reviewed to allow additional employment uses which would still be compatible with the surrounding area.</p>
	<p>4.2.5.10</p> <p>The Bram East Office Node area is located along Highway Number 7, west of Highway Number 50, and shall form the gateway to the City of Brampton from the east. The designation will permit both office uses and complementary retail and service uses.</p>	<p>Remove this node, establish minimum office space requirements and specific urban design policies to maintain the planned “gateway” function.</p>
	<p>4.2.5.11</p> <p>The Bram West Office Node area is located in the area of Steeles Avenue/Highway Number 407 and Mississauga Road, and shall form the gateway to the City of Brampton from the southwest. The designation will permit both office uses and complementary retail and service uses.</p>	<p>Establish this area as a “Primary Office Node”.</p>



## **APPENDIX D**

### **OFFICE FORM TYPOLOGY/OFFICE INVENTORY**

Office Inventory

Node	Type	Building	#	Street Address	Intersection	GLA	Storeys	Class	Mkt. Segment	Owner
Bram West	FS	Lionhead Corporate Centre	8501	Mississauga Rd.	Mississauga Road & Queen St. W.	34,000	4	B	Professional	Kaneff Group
Bramalea	FS	Medical Arts Building	40&40	Peel Centre Drive	Queen Street East & Dixie Road	77,380	2	B	Professional	Gentra Inc.
Bramalea	FS	Bestgate Professional Centre	40	Finchgate Blvd.	Bramalea Road & Queen Street East	31,216	4	C	Medical/Professional	The Typhon Group
Bramalea	FS	North Bramalea Centre	9780	Bramalea Road	Bramalea Road & North Park Drive	26,400	4	C	Medical	Bramnor Holdings
Bramalea	FS	Kensington Place	18	Kensington Road	Bramalea Road & Queen Street East	46,200	5	C	Medical	Bramalea Holdings
Bramalea	HO	MDA Space Missions	9445	Airport Rd.	Airport Rd. & Williams Pkwy. E.	51,385	3	A	Professional	Orlando Corporation
Bramalea	IN	Region of Peel One Medical Place	10	Peel Centre Drive	Queen & Dixie	29,600	4		Government	Region of Peel
Central Area	FS		178	John Street	John Street & Centre Street	12,124	3	C	Medical	The Typhon Group
Central Area	FS		164	Queen Street East	Queen Street East & Centre Street	40,000	3	C	Medical	Brampton Queen Properties Inc
Central Area			145	Queen St. E.	Queen St. E. & Centre St. S.	22,500	5	C	Medical	Inzola Group
Central Area	IN	Brampton Civic Centre	150	Central Park Drive	Dixie Road & Queen Street E	200,000	3	B	Professional	City of Brampton
Central Area	MT		284	Queen Street E.	Queen & Hansen	15,000	2	C	Medical	
Central Area	FS	Queen Lynch Medical Building	157	Queen Street E.	Queen & Lynch	7,600	2	C	Medical	
Central Area	FS	Exit Realty Building	134	Queen Street E.	Queen & Centre	3,400	3	C	Professional	
County Court	FS	Crown Court Offices	195, 197, 199	County Court Blvd.	Hwy 10 & County Court Blvd.	49,305	3	B	Professional	Kerbel Group
County Court	FS	2 County Court	2	County Court Blvd.	Hwy 10 & County Court Blvd.	87,497	4	B	Professional	Investors Group
County Court	FS	Executive Court	201	County Court Blvd.	Hwy 10 & County Court Blvd.	63,338	6	B	Professional	CUE Real Property Ltd.

County Court	FS	Crown Court "A"	201 County Court Blvd.	Hwy 10 & County Court Blvd.	46,000	3	B	Professional	Kerbel Group
County Court	FS		7755 Hurontario	Hurontario & County Court	15,300	2	C	Professional	
County Court	FS	William G. Davis Courthouse	7755 Hurontario	Hurontario & County Court	389,203		A	Institutional	
County Court	MT	South City Plaza	7700 Hurontario	Hurontario & Ray Lawson	217,040	2	C	Other	
County Court	IN	Peel Regional Police	7750 Hurontario	Hurontario & Sir Lou	100,000		B	Institutional	Peel Regional Police
Downtown	FS	Brampton Executive Centre	8 Nelson Street West	Highway #10 and Nelson Street West	66,000	6	B	Professional	
Downtown	FS	Dominion Building	8 Queen Street East	Queen Street East & Main Street	10,800	3	B	Professional	Inzola Group
Downtown	FS	Brampton Place	21 Queen Street East	Highway #10 & Queen Street E.	51,000	9	B	Professional	National Trust
Downtown	FS	Market Square Business Centre	24 Queen Street East	Highway #10 & Queen Street East	74,500	10	A	Professional	Inzola Group
Downtown	FS		36 Queen Street East	Queen Street East & Main Street	10,000	3	C	Professional	Goodison Insurance
Downtown	FS	The Brampton Centre	50 Queen Street West	Queen St. W. & George St.	21,600	3	B	Professional	1070149 Ontario Inc.
Downtown	FS	George Square	37 George Street North	George Street & Nelson Street West	23,654	4	B	Professional	1100886 Ont. Ltd.
Downtown	FS	Dale & Morrow Main-Nelson Centre	6 George Street South	George Street & Queen Street West	15,738	3	C	Professional	Dale & Morrow Insurance
Downtown	FS		1 Nelson Street West	Main Street North & Nelson Street West	24,662	2	B	Professional	Main-Nelson Centre
Downtown	FS		20 Nelson Street West	Nelson Street West & George Street North	19,272	4	B	Professional	Tandem Group Inc.
Downtown	FS	The Mill	60 Queen Street East	Queen Street East & Union Street	30,000	3	B	Professional	Glen Elm Holdings
Downtown	MT		14 Nelson Street West	Nelson Street West & George Street North	14,000	2	C	Professional	
Downtown	FS	Brampton Dental Building	111 Queen Street West	Queen Street West & Mill Street	11,322	3	C	Medical	1515153 Ontario Inc.
Downtown	FS		118 Queen Street West	Queen Street West & Mill Street	12,705	3	C	Medical	GCH Holdings Ltd.
Downtown	FS	Kapil	14 George Street North	N/E George Street & Queen Street West	2,200	2	C	Professional	David Kapil

		Building								
Downtown	FS		103 Queen Street West	S/W Queen Street West & Elizabeth Street	10,000	2	B	Medical		
Downtown	FS	Brampton Enterprise Centre	33 Queen Street West	Main Street & Queen Street	10,000	2	B	Professional	City of Brampton	
Downtown	FS		11 Queen Street East	Main Street & Queen Street	13,425	3	C	Professional		
Downtown	FS	Olde Shoe Factory	57 Mill Street North	Mill Street North & Church Street	28,603	3	B	Professional	David Nava	
Downtown	FS	Vodden Medical Building	36 Vodden Street East	Main Street North & Vodden Street	30,000	3	C	Medical	Vodden Medical Arts Cntre Inc	
Downtown	FS		300 Main Street N.	Main & Vodden	10,000	2	C	Medical		
Downtown	IN	City of Brampton - City Hall	2 Wellington Street W.	Wellington & Main St. S.	163,879	6	A	Government	City of Brampton	
Downtown	MT	Vodden Place	341 Main Street N.	Main St. N. & Vodden	19,268	2	C	Professional		
Heart Lake	FS	Village Offices of Heartlake	1,3,5 Conestoga Drive	Kennedy Road & Sandalwood Pkwy	54,000	3	B	Professional	Giglio Properties	
Heart Lake	MT	Heart Lake Medical	10425 Kennedy Road	Kennedy Road North & Sandalwood Pkwy	17,600	3	C	Medical	The Typhon Group	
Other	HO	Nortel Networks Brampton Centre	8200 Dixie Road	Dixie Road & Orenda Road	948,000 1 & 2		A	Professional	Nortel Networks Limited	
Other	FS		215 Orenda Road	Orenda Road & Hwy 410	26,793	4	B	Professional	Peel District School Board	
Other	MT	Commons at 7 & 10	10 Gillingham Road	Bovaird & Hurontario Street	60,751	3	C	Medical	LDASK MBC Corporation	
Other	MT	Matrix Mall	83 Kennedy Rd. S.	Kennedy Rd. S. & Clarence St.	20,000	2	C	Other	Rice Group	
Other	MT	CDI College	389 Main Street N.	Main St. N. & English	38,177	2	C	Professional	H & R Developments	
Springdale	FS	Springdale Medical Building	900 Peter Robertson Blvd.	Peter Robertson Blvd & Bramalea Rd	27,000	2	C	Medical	United Church	
Springdale	FS	Professor's Lake Medical Clinic	1090 Peter Robertson	Torbram Road & Peter Robertson	6,000	2	B	Medical		
Springdale	MT	Springdale Village Centre	25-35 Sunny Meadow	Sunny Meadow & Bovaird	21,726	3	C	Medical	City Core	

Steeles Corridor	MT	Rutherford Plaza II	350 Rutherford Rd. S.	Rutherford Road & Steeles Ave	36,000	3	B	Professional	Jurian Investments
Steeles Corridor	FS		9 West Drive	West Dr. & Steeles	25,000	1	C	Other	
Steeles Corridor	MT		2155 Steeles Ave. E.	Steeles & Melanie	12,800	2	C	Other	
Steeles Corridor	MT	Bartley Square Provincial Offences Office	1 Bartley Bull	Steeles and Hurontario	3,530	2	C	Professional	
County Court	IN		5 Ray Lawson Blvd.	Ray Lawson & Hurontario	31,270	3	B	Institutional	City of Brampton
<b>TOTAL</b>					<b>3,565,763</b>				

HO = Head Office

IN = Institutional

MT = Multi-tenant

FS = Freestanding

Under Construction or To Be Built

Other	FS	The Commons at Main & Seven (not built)	60 Gillingham Drive	Main Street and Bovaird	90,000	7	B	Professional	LDASK MBC Corporation
Springdale BramWest	MT HO	Springdale Medical Arts Building (not built) Loblaw	25 Sunny Meadow 1 Presidents Choice Circle	Sunny Meadow & Bovaird Mississauga Rd. & 407	597,432	6	B A	Medical	City Core Developments Inc.
<b>TOTAL</b>					<b>687,432</b>				

## Office Form Typology

Office Typology	TYPICAL Attributes in Brampton
Corporate Office with Plant (Mfg/WH)	Occupant: Single User; Corporate or Regional Office Office with Industrial Production Area – Export serving e.g.: Brita; Can-Art; Jaguar; Zellers; ABB; CCB; Clorox Height: 1-3 Storeys Parking: Surface Parking Lot Area: 5+ acres FSI: 0.30-0.60
Pure Office A: Commercial CBD	Occupant: Multi-Tenanted or Single User – Local serving or Export Serving, including institutional Height: 3+ storeys Parking: Surface and/or underground parking Lot Size: 1-5 acres FSI: 0.50-2.0
Pure Office B: Business Park	Occupant: Single or Multi-Tenant Admin; R&D; Lab/proto-type Mfg/processing. Loblaws HQ; RBC; Mary Kay; Dupont; Glaxo-Wellcome; Nortel HQ – Export Serving Height: 2+ Storeys Parking: Surface and/or Deck Lot Size: 5+ acres FSI: 0.5-2.5 (Multiple buildings/Campus)
Medical Arts	Occupant: Multi-tenanted: Physicians/labs/retail Local Serving Market Segment Height: 2-6 storeys Parking: Surface and/or open below grade Lot Size: 1-5 acres FSI: 0.35-0.75
Mixed-Use Ind. Malls or Malls/Strip Plazas	Occupant: FIRE; Legal; Trades; Local & Export Height: 1-2 storeys Parking: Surface Lot Size: 2+ acres FSI: 0.35-0.75

*Export: Domestic Regional or  
International flow of goods and services*