

**Detailed Planning Analysis**  
City File Number: OZS-2023-0011

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, and the Airport Intermodal Secondary Plan (SPA4) provide direction and policies that encourage sustainable development of land and the use of existing infrastructure to provide transit-oriented communities, appropriate mix of housing types, promote environmental sustainability, protect employment lands, superior community design and natural heritage systems. These documents support land use planning in a well-designed manner that supports sustainable long term economic viability.

**Planning Act R.S.O 1990**

The planning act provides guiding principles for land use planning in Ontario, describing how land uses are managed and is further reinforced through the Provincial Policy Statement and the Growth Plan. This application is in compliance with matters of provincial interest as identified in Section 2 of the Planning Act R.S.O 1990 in terms of the following:

*(h) the orderly development of safe and healthy communities;*

*(k) the adequate provision of employment opportunities;*

*(p) the appropriate location of growth and development*

The proposed development has regard for matters of provincial interest, set out in the Planning Act and represents orderly development of land uses, in a suitable location that is compatible with the existing surrounding land uses. The application proposes to re-designate agricultural lands to facilitate and support the future development of the adjacent highway commercial lands, while having regard to the Parkway Belt West Area and transmission corridor.

The proposed zoning by-law amendment to amend the Agricultural zoned land to facilitate the development of a transportation facility is consistent with section 2(k) as it will create and support employment opportunities on lands that are underutilized and currently facilitate the holding of goods and staging of trucks, which are currently not permitted uses on the site. It also demonstrates consistency with section 2(p) as the proposal is compatible with the surrounding industrial uses that support the transport and logistics industry. It's compatibility with existing industrial uses also has regard to the orderly development of safe and healthy communities as it will be away from residential communities and will have regard to the Parkway Belt West area and existing transmission corridor.

**Provincial Policy Statement (PPS) (2020)**

The PPS provides policy guidance on matters of provincial interest in relation to land use planning and development. Section 3 of the Planning Act requires that decisions affecting

planning matters “shall be consistent with” policy statements issued under the Act. The application is consistent with the following PPS policies, identified below:

- 1.1.1 *Healthy, liveable and safe communities are sustained by:*  
*b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development achieves efficient and resilient development and land use patterns as it is consistent with section 1.1.1 (b). The proposed use will accommodate and offer a mix of employment opportunities through the allowable commercial uses, office and warehouse use proposed, and in conjunction with the commercial uses will permit the storage of trucks and trailers to support the automotive and transportation industry.

- 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*  
*g) are freight-supportive.*

The proposed zoning by-law amendment is supportive of the vitality and regeneration of settlement areas, critical to long-term economic prosperity. It is consistent with section 1.1.3.2 (g) as it supports freight movement that facilitates the movement of goods by offering a truck repair shop, truck wash facility and outside storage of truck trailers.

- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed uses are consistent with 1.1.3.6 as development will be located in a designated growth area of Brampton and the uses will be adjacent to the existing built-up area. The uses also allow for the efficient use of land within an industrial area and will provide a service facility for the logistics industry.

- 1.3.1 *Planning authorities shall promote economic development and competitiveness by:*  
*a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*  
*b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

Policies under section 1.3.1 promote economic development and competitiveness. The proposed uses are consistent with section 1.3.1 (a) and (b) as it will contribute to a mix of

commercial and industrial uses that are suitable and compatible within the industrial area promoting economic development to meet long-term needs.

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

The proposed development will facilitate commercial and industrial uses within a provincially identified employment area and will provide support to the surrounding businesses by operating in the vicinity of a major arterial corridor and Highway 407. The proposal will offer employment along Goreway road and is in close proximity to Highway 407, which facilitates the movement of major goods for employment uses in the area.

*1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.*

The proposal will not negatively affect planned transportation and infrastructure corridors as the proposed zoning by-law amendment will guide development on adjacent lands to the existing corridors. A truck repair shop and outside storage is compatible with and supportive of the long-term purposes of the corridor by offering services to this growing industry. Development will occur outside of the lands within the transmission corridor; uses proposed within the transmission corridor will only be an accessory and be permitted in conjunction with the commercial uses abutting the corridor, therefore minimizing any impacts to the existing transmission lines.

### **Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides the framework for building stronger, prosperous communities by managing growth long term. It promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area' within the Growth Plan. The proposal was reviewed against the Growth Plan and conforms to the applicable policies:

*2.5.2.1 Economic development and competitiveness in the GGH will be promoted by:*

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- d) integrating and aligning land use planning and economic development goals*

The truck wash and repair shop will be an efficient use of the existing employment area as it is currently underutilized with the current permitted uses. The proposed uses will still provide

employment opportunities and will offer businesses in the area truck services, thus aligning with land use planning and economic development goals.

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

As the proposed development is located along Goreway Rd and is near Highway 407, the proposed uses will be compatible and conform to the intended policies for this area and will support in facilitating the movement of goods along major arterial roads and major highway interchanges.

*2.5.2.7 Municipalities will plan for all employment areas within settlement areas by:  
c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

The proposed zoning by-law amendment from 'Agricultural' to 'Highway Commercial' will provide an appropriate interface between the employment area and the adjacent utility corridor as it will allow the lands to be utilized to support an adjacent commercial/industrial use while still maintaining land use compatibility between the employment area and utility corridor.

### **The Parkway Belt West Plan (PBWP) (1978)**

The Parkway Belt West Plan was created to reserve land for infrastructure, separate urban areas and connecting open spaces in Halton, Peel, York, Hamilton and Toronto. Now, the PBWP primarily designates and protects land required for large scale infrastructures like transit, hydro and electrical facilities. The proposed development is contemplated over two separate parcels. The eastern portion of the subject lands, fronting Intermodal Drive, are located within the 'Public Use Area' and designated 'Electric Power Facility'. The parcel within the PBWP was reviewed against the plan and applicable policies are as follows:

*5.4 The Public Use Area comprises areas presently used or to be used predominately used in the future for public uses.*

*The Public Use Area consists of areas designated in the maps of the Plan as "Public Open Space and Buffer Areas", "Utility", "Electrical Power Facility", "Road", and "Inter-urban Transit". The Province shall encourage interregional linear facilities to locate in these areas.*

*5.4.1 Subject to Subsection 5.4.2, the uses permitted in the Public Use Area are:*

*b) Linear Facilities Linear transportation, communication, and utility facilities, including necessary accessory facilities and installations such as interchanges, transformer stations, and treatment plants that are part of the linear distribution or collection networks.*

The subject lands are located east of Goreway Rd and north of Highway 407, the eastern portion of the subject lands located within the PBWP are designated 'Public Use Area' and are designated 'Electrical Power Facility' under the Northern Link (Milton – Woodbridge Link) Map 4

of the PBWP. Through consultation with the Ministry of Municipal Affairs and Housing (MMAH), it has been determined that an amendment to the PBWP will be required to permit the proposed uses.

Currently, the government is in review of a proposal to revoke the PBWP and no decision has been made. As such, at the time when the application was initially submitted the Ministry was not accepting PBWP amendment applications while the government's review is on going. The land use designations and permission under the PBWP would continue to apply to the subject lands until the PWBP is amended or revoked.

The proposed zoning by-law amendment will include a holding provision that will only be lifted if and when the PBWP designations and permission are amended or revoked. The Ministry advised that they will now be accepting applications while the government reviews the plans and they have no concerns with the holding provision in the proposed zoning by-law amendment, as long as the provision provides direction of when the hold will be lifted with respect to the PBWP. A provision of when the holding is to be lifted has been included in the draft zoning by-law amendment.

### **Region of Peel Official Plan (2020)**

The Region of Peel Official Plan (ROP) provides a long-term policy framework used to manage growth and development within Peel. The intent of the Regional OP is to direct growth and development, while protecting the environment, manage resources and provides a basis for efficiently managing growth. The subject lands are within the 'Urban System' designation of Schedule E-1, partially within a 'Planned Major Transit Station' as per Schedule E-2, and designated 'Employment Area' on Schedule E-4 as established in the ROP. The proposed zoning by-law amendment to enact this proposal conforms to the following policies of the ROP:

- 5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- 5.6.14 *Continue to cooperate with the Province and the local municipalities in the assessment of the role of the Parkway Belt West Plan Area within Peel.*
- 5.6.16 *Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.*

The application conforms with the applicable 'urban systems' policies as the proposal seeks to develop on lands within the Regional Urban Boundary. The proposal has regard for the PBWP and has provided a holding provision for lands within the PBWP area, as interim during the government's review to revoke the plan. The proposal will also assist in preserving and developing employment and industrial uses near and adjacent to major goods movement facilities and corridors as a truck service facility will support the movement of goods and services close to Highway 407, contributing to the Region's employment and growth area.

- 5.6.17.4 *To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*
- 5.6.19.6 *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:*
- c. Planned Major Transit Station Area – Areas identified in this plan which are intended to become Major Transit Station Areas, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.*
- 5.6.19.14 *Ensure existing surface parking lots and other land uses within Major Transit Station Areas that do not meet the objectives of this Plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.*
- 5.6.19.17 *Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary Major Transit Station Area through a Regionally initiated Official Plan Amendment in accordance with Section 16(16) of the Planning Act.*
- 5.6.19.18 *Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*
- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
  - b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
  - d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
  - f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
  - h) Supports high quality public realm improvements to enhance the Major Transit Station Area;*
  - i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and*
  - j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.*

A portion of the subject property is located within the Goreway (code 407-8) 'Planned Major Transit Station Area' along Highway 407. Planned Major Transit Station Areas (MTSAs) are identified areas that will become MTSAs but require further study and assessment prior to being delineated. Until such time that the Planned MTSA be delineated and identified as primary or secondary MTSA, the proposal intends to meet the policies set out in the ROP regarding Planned MTSAs as it will contribute to employment densities and make use of the underutilized lands. Further, given that a portion of the subject lands is also within the transmission corridor and development is limited to the lands outside of the corridor, the proposal will still efficiently make use of the lands and add to the employment density by facilitating a mix office, industrial and commercial uses where feasible.

- 5.8.2 *To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.*
- 5.8.5 *To attract and retain a range of employment types in Peel.*
- 5.8.10 *To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.*
- 5.8.22 *Protect existing and future Employment Areas to meet the long-term market demand and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*
- 5.8.26 *Protect and support Employment Areas as identified on Schedule E-4 of the Region of Peel Official Plan for employment uses.*
- 5.8.28 *Protect and support existing and future Employment Areas in the vicinity of the Toronto Pearson International Airport, the Brampton-Caledon Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.*
- 5.8.31 *Permit retail and commercial uses that are ancillary to the primary employment use in Employment Areas in accordance with the local municipal official plans.*

The Region of Peel OP defines employment areas as places of business and economic activity which are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast. The lands are important in maintaining a healthy and diverse economy and should be sustained to support vibrant and sustainable regional economy. The application is consistent with the objectives, conforms to the policies and targets of the employment area designation as the proposal will keep its current employment uses and offer a range of uses with the addition of a truck wash, repair shop, office use and accessory warehouse use. The subject lands are also located near highway 407, providing more employment opportunities around major transit infrastructures and will further preserve employment lands for manufacturing, warehousing and associated retail, office and ancillary

facilities. As such, staff is satisfied that the proposed zoning by-law amendment conforms to the Region of Peel Official Plan.

### **City of Brampton Official Plan (2006, revised 2020)**

The City of Brampton Official Plan sets out the course for land use decision-making within the municipality to 2031 and is used to guide many development and infrastructure decisions on issues including land use, built form, transportation, and the environment. The purpose of the Official Plan (OP) is to give clear direction as to how physical development and land-use decisions should take place in Brampton to meet the current and future needs of its residents.

The proposal contemplates two separate parcels, where the western portion, fronting Goreway Drive is designated 'Industrial' and the eastern portion, fronting Intermodal Drive is designated 'Parkway Belt West' within Schedule A of the OP. The proposed development is located along Goreway Drive, which is a city major arterial road and a secondary intensification corridor. It is also bounded by Intermodal Drive to the south and Deerhurst Drive to the east, which are both collector roads. The proposed zoning by-law amendment to permit the development and amend the agricultural zoned land conforms to the intent of this plan and the following objectives and policies of the Brampton Official Plan:

#### *4.4 Objectives It is the objective of the Employment Area policies to:*

- a) Retain and enhance business, industry and employment opportunities within Brampton;*
- b) Designate high quality employment areas close to major transportation and transit facilities that support the principles of complete communities by providing convenient access to jobs and that are compatible with adjacent natural areas and land uses;*
- d) Protect the supply of designated employment areas within the City for purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services;*

*4.4.2.1 The Industrial designations identified on Schedule "A" of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan. Places of Worship shall be permitted in limited locations subject to Section 4.9.8 of this Plan.*

*4.4.2.7 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.*



As outlined in the objectives of section 4.4 of the Official Plan, employment areas shall retain and enhance business, industry, and employment, designate high quality employment areas close to major transportation and transit facilities and protect the supply of employment for manufacturing, warehousing, offices and associated retail and ancillary services. The proposal to permit the truck wash and repair facility generally aligns with the permitted uses within the Industrial designated lands.

As the proposal contemplates two properties, the lands fronting Goreway Dr will retain its employment uses with the addition of the proposed development uses and the abutting subject land will provide support to the business establishment proposed. The subject lands are located along Goreway Dr and Deerhurst Dr, which include existing bus stops and are in close proximity to Highway 407, making the site accessible to a major transportation infrastructure and transit facilities that support the principles of complete communities. The proposal aligns with section 4.4.2.1 as the proposal provides for the development of commercial, offices, service and retail uses. Further, as per 4.4.2.7, the proposal continues to promote industrial uses in a location near to transportation terminal facilities and transportation systems like the CN Rail Brampton Yard and Highway 407.

#### 4.13 Parkway Belt West

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

In consultation with Ministry of Municipal Affairs and Housing (MMAH) staff, it was determined that an amendment for lands designated Parkway Belt West is required. However, the government is currently reviewing the Parkway Belt West Plan (PBWP) for revocation and MMAH had paused their processing of applications until the government has made their decisions on the lands. As such, a Holding (H) symbol will be placed on the lands until the government has made their decision on the PBWP and/or the applicant has made arrangements with the MMAH to amend the lands. Based on the information above, staff is satisfied that the proposed zoning by-law amendment with a holding symbol, conforms to the City of Brampton Official Plan.

Brampton's City Structure is fundamental for building a compact and transit-supportive City, where growth is concentrated within the designated Urban Growth Centre, along intensification corridors, around mobility hubs and major transit station area. Major Transit Station Areas (MTSAs) are areas around existing or planned high order transit that provide a focus for intensification for employment, residential, civic, cultural and recreational uses. The City had proposed to add a few short-term MTSA policies by way of City-initiated OPA, which is currently under appeal. Although under appealed applicable policies were reviewed and included below:

*3.2.4 Planned Major Transit Station Area - areas as shown on Schedule 1b that are not delineated and are intended to become either a Primary or Secondary MTSA following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The City will work jointly with the Region and*

*Provincial government to periodically review the status of Transit infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying “Planned” MTSA’s to be “Primary” or “Secondary” MTSA’s.*

3.2.8.1 *“Planned” MTSA’s require further study to determine appropriate land use considerations before they are delineated by the Region of Peel. The delineation and establishment of minimum population and employment targets for “Planned” MTSA’s that will be delineated as either “Primary” or “Secondary” by the Region of Peel will require an amendment to the Region’s Official Plan, Brampton’s Official Plan, and any applicable Secondary Plans.*

3.2.8.2 *The area within a “Planned” MTSA shall be protected for transit supportive densities, uses, and active transportation connections.*

A portion of the subject lands are located within an approximate 800 metre radius of the Goreway Planned MTSA, which is to centre the future 407 Transitway. As per section 3.2.4 of the proposed OPA, planned MTSA are not delineated and are intended to become Primary or Secondary MTSA following an MTSA study and will then be delineated by the Region of Peel. Currently further studies are required before they are delineated by the Region and as only a portion of the property is located within the MTSA, the entirety of the subject properties can not be confirmed to be included in the delineation in the future. However, the proposal meets the general intent of the planned MTSA policies such that it will contribute to the employment density and provide a mix of employment uses. As the lands are currently underutilized with the current permitted uses, the proposed truck wash and repair facility will serve the current high volume truck route in the vicinity.

### **Brampton Plan (2023)**

City Council adopted the City of Brampton’s new Official Plan, Brampton Plan, on November 1<sup>st</sup>, 2023. The newly adopted Brampton Plan will be undergoing an approval process with the Region of Peel. Within the new plan, the subject lands are designated ‘Employment’ (west portion, fronting Goreway Dr) and ‘Parkway Belt West’ (east portion, fronting Intermodal Dr), and a portion is partially located within the Goreway (407) ‘Planned Major Transit Station Area’. Although not fully enforced, the development application was reviewed regarding the new plan and considered the following applicable policies:

2.1.2.32 *Brampton Plan will provide for a diverse range of job opportunities in proximity to major goods movement infrastructure, including rail and Lester B. Pearson International Airport, and the highway and Transit Network which will help the city support varying location and market requirements for businesses, including regionally-significant industries.*

2.1.2.33 *Brampton Plan will use the employment forecasts for in Table 1 for employment land use planning in the City.*

2.1.2.34 *Employment Areas will be planned to meet or exceed a minimum of 30 jobs per hectare.*

- 2.1.2.38 *The City will preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for Employment Areas and infrastructure uses, where appropriate.*
- 2.2.1.1 *The Employment designation allows for a wide range of industrial uses, located in areas where they are unlikely to cause negative impacts on adjacent lands and where they meet the locational requirements of such uses.*
- 2.2.8.5 *The following uses are permitted on lands designated Employment Area on Schedule 2.*
- a. *Heavy and light industrial uses, including but not limited to manufacturing, processing, warehousing, distribution, storage, transportation facilities, truck parking, offices, vehicle repair and services, vehicle sales and service, industrial trade schools, utilities, vertical agriculture and controlled environment agriculture, agri-food sector businesses, and ancillary functions.*
  - b. *Commercial uses, subject to appropriate screening, such as: outdoor storage areas, impound areas, storage, display or parking of heavy equipment, and uses that emit noise or vibration, create large volumes of regular truck traffic, and large structures such as domes or out-buildings with a negative visual impact subject to the policies in this section.*

With regards to the above policies, the development proposal would contribute to the employment forecast put forward in the new plan, continue to protect and reserve employment lands and allows a mix of industrial and commercial uses that would support the existing heavy industrial employment area. The draft zoning by-law amendment application would conform to the noted policies. Further the following Major Transit Station policies were reviewed as well.

- 2.1.2.31. *Each Major Transit Station Area is unique with its own growth potential. The City will study Major Transit Station Areas in accordance with the implementation policies of Chapter 5 of this Plan based on local context and conditions to facilitate intensification.*
- d. *New Major Transit Station Areas in Brampton, beyond those shown on Schedules 1A and 1B, may only be designated through a Region of Peel Official Plan amendment completed by the Region of Peel in collaboration with the Ministry of Transportation, Metrolinx and the City. When planning for new Major Transit Station Areas or classifying Planned Major Transit Station Areas, the status of transit infrastructure will be considered.*
  - e. *Planned Major Transit Station Areas require further study in accordance with Section 5.6.19.10 of the Region of Peel Official Plan to determine*

*appropriate land use considerations before they are delineated. The delineation and establishment of minimum population and employment targets for Planned Major Transit Station Areas that will be delineated as either Primary or Secondary will require an amendment to the Region of Peel Official Plan, Brampton Plan, and any applicable Secondary Plans.*

2.2.1.2. *Overlays, shown on Schedule 1A, apply to one or more of the underlying designations. The following provides a summary of each overlay which forms Our Strategy for Building an Urban City:*

*d. Within the Planned Major Transit Station Area overlay, development will be limited until a Precinct Plan is in place to guide development and to protect the area for transit-supportive densities, uses and active transportation connections.*

2.2.4.12. *When a Planned Major Transit Station Area is amended to a Primary or Secondary Major Transit Station Area by way of an amendment to the Region of Peel Official Plan, the Mixed-Use designation will then be applied to those portions outside of an Employment Area by way of an amendment to this Plan.*

When the new Brampton Plan is in effect, the above noted Major Transit Station Area (MTSA) policies may be applicable given a portion of the subject lands being within the Planned MTSA. Currently, Planned Major Transit Station Areas are not Protected Major Transit Station Areas in accordance with the *Planning Act*.

#### **Airport Intermodal Secondary Plan Area 4 (2022)**

Of the two subject properties, the western portion, fronting Goreway Dr, is designated 'Highway Commercial' and the eastern property, fronting Intermodal Dr is designated 'Utility' and 'Special Policy Area 20' in the Airport Intermodal Secondary Plan (SPA 4). The relevant policies are listed below:

2.4.1 *Lands designated Highway Commercial on Schedule 4 shall be used for those purposes that are primarily oriented to the traveling public, such as service stations and related activities including gas bars and motor vehicle washing establishments, and convenience commercial uses.*

5.1 *Lands designated Utility shall be used for electric transmission lines and other utilities, and shall be subject to the Infrastructure and Utilities policies of Section 4.8 of the Official Plan and the policies of the Parkway Belt West Plan, 1978.*

7.1 *The lands shown with a Parkway Belt West Plan overlay shall be subject to section 5 of the Parkway Belt West Plan (PBWP), 1978.*

7.2 *The Parkway Belt West Plan (PBWP) primarily reserves and protects land needed for large-scale infrastructure and open space corridors. Lands no longer required for these uses may be removed from the Parkway Belt West Plan*

*through site-specific amendments to the Plan. Once the PBWP is amended, the land use designations shown on Schedule 4 will come into force and effect, without further amendment to the Secondary Plan.*

- 8.20 *Special Policy Area 20 applies to those lands designated Utility on Schedule 4, which are situated at the northwest corner of the intersection of Intermodal Drive and Deerhurst Drive. It is intended that the use of these lands for transmission lines and related facilities be maintained in accordance with the policies of the Parkway Belt West Plan (PBWP). However, these lands may also be used for parking accessory to an abutting commercial-type use, subject to the policies of Parkway Belt West Plan (PBWP), 1978.*

As per 2.4.1 of the Airport Intermodal Secondary Plan, the proposed uses within the draft zoning by-law generally aligns with the uses associated with the Highway Commercial designation. The subject lands located at the northwest corner, abutting Deerhurst Drive and Intermodal Drive are designated Special Policy Area 20, which are designated Utility on Schedule 4. These lands are intended for transmission lines and related facilities that are to be maintained in accordance with the policies of the PBWP but may also be used for parking accessory to an abutting commercial-type use. Given that, the proposed truck and trailer parking on this land will be an associated use to the proposed truck wash and repair facility, office, and warehouse use, it is contemplated as an ancillary use to an abutting commercial type of use. Therefore, the proposed amendment is consistent with the intent and conforms to the policies of the Airport Intermodal Secondary Plan.

### **City of Brampton Zoning By-Law 270-2004**

The western parcel, fronting Goreway Dr is zoned 'Highway Commercial' special section 1797, permits a variety of commercial uses aligned with Highway Commercial designation. The eastern parcel, fronting Intermodal Dr is zoned 'Agricultural' special section 1798 that permits agricultural uses, driveway access and surface parking in conjunction with the abutting designated HC2 – section 1797.

The proposal seeks to retain the Highway Commercial special section zone with modifications to permit the proposed uses, in addition to redesignating the abutting agricultural zoned land to HC2 – section 1797. The proposed draft zoning by-law amendment will remove the existing Agricultural special section 1798 zone and implement a site-specific Highway Commercial (HC2) zone which will mirror the abutting HC2-1797 zone to permit the proposed development.

The proposed by-law includes the current zoning standards for HC2, it will permit a truck wash and repair facility, office and warehouse use. It will also permit outside storage in conjunction and association with the proposed commercial use. Further, the by-law will include a holding provision on lands subject to the policies of the PBWP, which will be lifted if and when the government has completed their review of the PWBP and/or when the lands are amended.

### **Sustainability Score and Summary**

Bronze Threshold Score Achieved

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

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 42 points, which achieves the City's Bronze threshold. A copy of the sustainability snapshot is included as Attachment 11 of this report.

### **Documents Submitted in Support of the Application:**

The following technical requirements, reports and studies have been satisfied:

#### **Planning Justification Report**

A Planning Justification Report prepared by MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) on June 22, 2023, was submitted to a rationale and planning context to support the proposal. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, City of Brampton Official Plan, and the Airport Intermodal Secondary Plan are satisfied. Staff have reviewed the report and find it to be satisfactory.

#### **Functional Servicing and Stormwater Management Report**

A functional servicing and stormwater management report, prepared by C.F Crozier & Associates Inc., dated March 2023, was submitted in support of the application. The purpose of the report is to assess the grading and servicing requirements for the subject lands and assess the design criteria of the stormwater management strategies. This report was prepared for per Region of Peel submission requirements and was sent to Program Planning for their information only as modelling is not required.

#### **Traffic Impact Study**

A traffic impact study prepared by NexTrans Consulting Engineers, dated August 2022, was submitted in support of the zoning by-law amendment to determine the traffic impacts of the proposed development on the surrounding road network. The report concluded that the proposed development would continue to be operational with acceptable traffic volume and the auto turn analysis found that passenger vehicles can maneuver through the site without conflict. Staff have reviewed the report and found it to be satisfactory.

#### **Stage 1-2 Archaeological Assessment**

The applicant had submitted a stage 1-2 archaeological assessment prepared by AMICK consultants Limited, dated July 23, 2023. The purpose of the study is to assess the subject property for potential archaeological resources. Through the study it was determined that no archaeological resources of any description were encountered and that no further assessment of the study area is warranted. City staff have reviewed the study and found it to be satisfactory.

#### **Phase 1 Environmental Assessment**

A phase one environmental site assessment (ESA) prepared by Pinchin, dated September 16, 2021, was submitted in support of the application. The ESA conducted identified no Potentially Contaminated Activities (PCAs) on and in the surrounding area of the proposed development.

City staff have reviewed and provided their clearance of the report subject to the conditions provided.