

DETAILED PLANNING ANALYSIS

City File Number: OZS-2021-0051

Overview

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 Highway 427 Industrial Secondary Plan (Area 47) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a well-designed manner that supports sustainable long-term housing and economic viability.

Planning Act R.S.O 1990

The Planning Act is the provincial legislation that sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

- a) The protection of ecological systems, including natural areas, features and functions;
- i. The supply efficient use of communication, transportation, sewage and water services and waste management systems;
- ii. The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- iii. The minimization of waste;
- iv. The orderly development of safe and healthy communities;
- k) The adequate provision of employment opportunities;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- m) The co-ordination of planning activities of public bodies;
- p) The appropriate location of growth and development;
- q) The promotion of built form that,
 - i. Is well-designed,
 - ii. Encourages a sense of place, and
 - iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Analysis: Planning Act R.S.O 1990

The development proposal supports the orderly development of safe and healthy communities and allows for economic growth and employment opportunities through the proposed industrial development in accordance with Section 2 h) of the Planning Act. The proposal contemplates a multi-use industrial building with a one storey warehouse/internal storage component, thus adding a variety of employment and warehouse uses to the City of Brampton in accordance with Sections 2 k) and l) of the Planning Act. Furthermore, the proposal represents orderly development as it will make efficient use of the lands that are currently occupied by a single-detached residential dwelling in accordance with Section p) of the Planning Act. The development is proposed to contain a well-designed and high-quality built form with contemporary architecture that will enhance the currently underutilized subject lands with industrial uses in accordance with Section q) of the Planning Act.

The location is deemed to be appropriate for the industrial development as proposed. It will make efficient use of the land and align with the character intended for the area west of the Rainbow Creek Natural Heritage System (NHS) fronting Coleraine Drive which is planned for employment uses with the designation of “Business Park” in the City of Brampton Highway 427 Industrial Secondary Plan (Area 47). The “Business Park” designation confirms the land is intended for industrial uses and is consistent with the objective of Section 2 p) in that this is an appropriate location of growth and development for the proposed use.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS), 2020

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 1.1.1 – Healthy, liveable and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

- d. *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e. *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- i. *Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a. *Efficiently use land and resources;*
- b. *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c. *Minimize negative impacts to air quality and climate change, and promote energy efficiency; and*
- d. *Prepare for the impacts of a changing climate.*

Section 1.2.6.1 - Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Section 1.3.1 – Planning authorities shall promote economic development and competitiveness by:

- a. *Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b. *Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c. *Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d. *Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;*
- e. *ensuring the necessary infrastructure is provided to support current and projected needs.*

Section 1.3.2.1 - Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.

Section 1.3.2.3 - Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Analysis: Provincial Policy Statement

The proposed development is consistent with the surrounding land use patterns and promotes efficient development and land use patterns over the long term by providing an industrial multi-use building that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.2, and 1.6.7.2 of the PPS.

The proposed Zoning By-Law amendment contemplates the development of the subject lands from primarily vacant lands to permit the proposed 1, 215.31 square metres of industrial and warehouse space across one multi-use building. As such, the proposed industrial units will contribute to the City in meeting its employment forecasts in accordance with Sections 1.3.1 and 1.3.2.1 of the PPS.

Ultimately, the proposal will allow for an increase in the diversity of uses that will introduce employment use on lands that are currently underutilized. The applicant has submitted a Noise Feasibility Study to reduce the potential for adverse effects on future residential uses planned for the lands located south of the subject site in accordance with policy 1.2.6.1. Engineering staff have reviewed the Noise Impact Study and find it satisfactory to support the proposed development.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan promotes development that contributes to complete communities and 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 “Designated Greenfield Area – Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe

(GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

Section 1.2.1 - The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested. Key principles include:

- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*

Section 2.2.1.4 - Applying the policies of this Plan will support the achievement of complete communities that:

- a. *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- i. *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- ii. *integrate green infrastructure and appropriate low impact development.*

Section 2.2.5.1 – Economic development and competitiveness in the GGH will be promoted by:

- a. *Making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- b. *Ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
- c. *Planning to better connect areas with high employment densities to transit; and*
- d. *Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

Section 2.2.5.7 – Municipalities will plan for all employment areas within Settlement Areas by:

- a. *Prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
- b. *Prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- c. *Providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

Section 2.2.7.1 – New development taking place in designated greenfield areas will be planned, designated, zoned, and designed in a manner that:

- a. *Supports the achievement of complete communities;*
- b. *Supports active transportation; and*
- c. *Encourages the integration and sustained viability of transit services.*

Section 2.2.7.2 - The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a. *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia, Peterborough, and the Regions of Durham, Halton, Niagara, Peel, Waterloo, and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The subject site is located within the “Designated Greenfield Area – Conceptual” within the Growth Plan. The proposal will contribute to new economic and employment opportunities in accordance with Section 1.2.1 through the optimization of primarily vacant land and the overall expansion of land use diversity through the introduction of industrial warehouse uses.

In accordance with Section 2.2.7.2a, the proposed industrial development supports employment forecasts and minimum density targets for the “Designated Greenfield Area – Conceptual” in the Region of Peel by providing intensification through appropriately scaled development in locations where infrastructure is available or planned in the near future.

Moreover, the proposal also serves to support policies related to employment opportunities and economic development in accordance with Section 2.2.5.1. The proposal supports the growth of employment in the City in an appropriate location to accommodate forecasted employment growth. Overall, the development proposal provides a built form that will be well integrated into the existing community and contributes to the Provincial objective of developing complete communities.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Growth Plan.

Region of Peel Official Plan

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth, and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the “Urban System” and ‘Designated Greenfield Area’, as established in Schedule E-2 and E-3 of the Regional Official Plan, respectively. The subject site is also located in an ‘Employment Area’ in accordance with Schedule E-4. The proposal was evaluated against the applicable Region of Peel Official Plan Policies,

and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.19 - Greenfield Density

Section 5.4.19.3 – To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

Section 5.4.19.6 – Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

- a. Natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;*
- b. Rights-of-way for:*
 - i. Electricity transmission lines;*
 - ii. Energy transmission pipelines;*
 - iii. Freeways, as defined by and mapped as part of the Ontario Road Network;*
 - iv. Railways;*
 - v. Employment Areas (as shown on Schedule E-4); and*
 - vi. Cemeteries.*

Section 5.4.19.7 – Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.*

Section 5.6 – Urban System

Section 5.6.2 - To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources, and the characteristics of existing communities.

Section 5.6.3 – To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure, and public finances while taking into account the characteristics of existing communities and services.

Section 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.

Section 5.8 – Employment Areas

Section 5.8.1 – To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.

Section 5.8.2 – To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.

Section 5.8.3 - To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region's employment forecasts.

Section 5.8.4 - To promote sustainable development of Employment Areas, in accordance with the Overarching Themes in Section 1.6 of this Plan.

Section 5.8.5 - To attract and retain a range of employment types in Peel.

Section 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.

Section 5.8.11 - To provide sufficient land in Employment Areas in Peel to support a vibrant and sustainable regional economy.

Section 5.8.13 – To support innovative approaches to accommodating employment uses.

Section 5.8.14 – To support Employment Areas in mitigating and adapting to climate change.

Section 5.8.15 – Designate and protect Employment Areas in Peel as shown on Schedule E-4.

Section 5.8.22 – Protect existing and future Employment Areas to meet the long-term market demands 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.

Section 5.8.27 – Employment Areas are encouraged to be planned to achieve a minimum employment density of:

- 26 jobs per hectare in Caledon*
- 30 jobs per hectare in Brampton*
- 45 jobs per hectare in Mississauga*

Section 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.

Analysis: Region of Peel Official Plan

The subject parcel is located within the “Urban System” and “Designated Greenfield Area”, as delineated in Schedule E-2 and E-3 of the Regional Official Plan, respectively. The proposed development will be serviced with existing and planned municipal services that can accommodate a compact urban form notably through the 1,215.31 sqm. industrial multi-use building with a warehouse/internal storage component.

The proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. The proposed development also contributes to the achievement of greenfield density targets in the City of Brampton outlined in section 5.4.19 of the Region of Peel Official Plan. The proposal ultimately supports the orderly development of employment uses through the proposed development of a multi-use industrial building and proposes a more intensive use of land than what currently exists on the property in accordance with Section 5.8.2 of the Region of Peel Official Plan.

The development proposal is representative of efficient growth and development, which will assist in achieving the Regional growth and employment targets for the City of Brampton within the built-up area in accordance with Sections 5.4.19.6, 5.4.19.7, and 5.8.27 of the Region of Peel Official Plan. The proposal and its location within the Regional Urban Boundary are consistent with the Region of Peel Official Plan's goal of ensuring that development and redevelopment take place in a timely, orderly, and sequential manner.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (Sept 2020 Consolidation):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision-making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should be planned to meet the current and future needs of its residents. The property is designated 'Industrial' and 'Special Study Area' on Schedule A of the City of Brampton Official Plan and the Zoning By-Law Amendment generally conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

- e) *Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) *Promote the efficient use of existing City and Regional services and infrastructure.*

Section 3.2.2.2 - Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.7 - The City's major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International Airport, CP & CN intermodal terminals, rail, transit, major roads and Provincial freeways i.e., Highways 410, 407, and 427. These elements set the stage for a range of employment and business opportunities to meet existing and forecasted demand.

Section 4.4 - 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;*
- c) *Encourage a City-wide average live-work ratio of 2:1 by 2031 that will contribute to sustainability and enhance the quality of life of the community;*
- 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; and*
- i) *Provide for a land use pattern to ensure that industries and sensitive land uses are appropriately designed, buffered and/or separated from each other.*

Section 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.

Section 4.4.2.2 - The City will accommodate employment growth to 2031 in the order of 70,000 to 90,000 employment land employment jobs, which may include limited amounts of service, retail, office and institutional uses. This growth will occur on new lands designated primarily as employment land and existing vacant employment lands. Some of the employment growth may be accommodated through the intensification of existing employment areas provided that the City-wide forecasts as outlined in.

Section 4.4.2.5 - It is intended that, through Secondary Planning, the Industrial designation will be further refined into various sub-designations and that specific policies will be set out with respect to office, retail and service uses, and restaurant uses, along with the appropriate requirements and restrictions as follows:

- ii. Sub-Designations in Secondary Plans Permitting 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:*
 - *consideration of the estimated economic/ employment need for the area;*
 - *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;*
 - *location of site within the 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,*
 - *issues related to site design, including parking, outdoor storage and service areas, and landscaping.*
 - *Retail and Service Uses: Ancillary and limited retail and service uses, public and institutional uses, if provided for in a specific designation in a Secondary Plan based on the following criteria:*
 - *consideration of the estimated economic/ employment needs for the area;*
 - *the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a maximum GLA or FSI to be set in the Secondary Plan;*
 - *location of site within the Industrial area, with a preference given for sites in the proximity of major roads; and,*
 - *issues related to site design, including parking, outdoor storage and service areas, and landscaping. Notwithstanding the above noted criteria, the retail and service uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas as set out in Section 4.3.2 of this Plan.*

- *Restaurant Uses: Restaurant uses may be permitted on lands designated Industrial/ Business subject to the following criteria:*
 - *one restaurant per industrial mall with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law;*
 - *free-standing restaurants to be permitted in Industrial/Business or similar designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions; and,*
 - *restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an evaluation of the potential impact on the Central Area, where appropriate.*

Section 4.4.2.6 - The City shall provide land use opportunities of sufficient size to ensure an adequate supply, range, and choice in terms of location, size of properties, and the servicing requirements of industrial sites to accommodate anticipated growth demands in the non-retail services sector during the period of this Plan.

Section 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.

Section 4.4.2.8 - The City shall adopt Secondary Plans for both existing and undeveloped areas designated Industrial in this Plan as a guide for development and to encourage the integration of new businesses and industries with natural areas and surrounding land uses.

Section 4.4.2.10 - The City shall encourage the development of industrial areas of sufficient size to realize long-term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.

Section 4.4.2.11 - The sub-designations in Secondary Plans that permit prestige industrial and/or commercial uses will generally indicate areas:

- i. That accommodate significant office, retail and service uses;*
- ii. That generally accommodate prestige industrial uses;*
- iii. That will be subject to site and building design standards intended to maintain attractive high quality appearances;*
- iv. Where outdoor storage will not be permitted unless it is a limited display area for visually pleasing finished products;*
- v. Where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses; and*
- vi. Where natural features and/or man-made buffers can be provided to screen the designation from other areas containing uses such as heavy industry, transportation terminals, recycling plants, and industry with outside storage.*

Section 4.4.2.13 - The City may establish restrictions in secondary plans on the location and extent of warehousing and distribution uses to minimize impacts on the proper functioning of the road network and to provide for other uses that yield greater employment or assessment.

Section 4.4.2.17 - The City shall, in considering development within Industrial designations abutting residential or other sensitive uses, have regard for the following criteria:

- i. No outside storage;*
- ii. Not likely to generate air pollution, odour or excessive noise; and*
- iii. Will meet a high standard of building design and landscaping.*

Section 4.4.2.22 - Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:

- a) Require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;*
- b) Promote an appropriate massing and conceptual design of buildings;*
- c) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
- d) Encourage the provision of safe and attractive built environments;*
- e) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;*
- f) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*
- g) Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;*
- h) Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;*
- i) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- j) Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- k) Promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;*
- l) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design*

(LEED)) which supports a framework for environmentally sustainable development;

m) Implement the Flower City Strategy; and

n) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in industrial development.

Section 4.4.2.23 - The City shall, in assessing situations which would create an interface between industrial and residential or other sensitive land uses, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.

Section 4.4.2.24 - The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i. Sustainability: How the design promotes the use of non-renewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii. Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii. Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv. Diversity: How the physical development promotes a diversity of design, form, and use.*
- v. Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- vi. Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- vii. Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- viii. Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Section 4.14.1 - The Special Study Area designation on Schedule “A” identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when necessary.

Section 4.14.1.1 - Lands east of Clarkway Drive, north of Castlemore Road and south of Mayfield Road are primarily designated Industrial with a portion east of Clarkway Drive currently designated Residential. As part of the background to the preparation to the City’s Growth Plan Amendment, the need for the City to designate additional employment land and find opportunities to intensify existing designated lands was identified.

Analysis: City of Brampton Official Plan (Sept 2020 Consolidation):

The property is designated ‘Industrial’ and ‘Special Policy Area’ on Schedule A of the City of Brampton Official Plan. The proposal represents an excellent opportunity to broaden the range of land uses that will serve the surrounding area and local community, and the proposed industrial use aligns with the land use permissions of the “Industrial” designation in policy 4.4.2.1 of the Official Plan.

The proposed development maintains the character of the overall area without negatively impacting the surrounding landscape and environmental features in the Rainbow Creek Natural Heritage System (NHS) in accordance with Section 4.4.2.23 of the Official Plan. The proposed development will ultimately provide an effective transition from the currently underutilized agricultural lands.

In accordance with Section 4.11.4.7, the proposed development will make efficient use of existing and/or planned infrastructure and facilities. Moreover, the proposed low density, 1,215.31 sqm. multi-use industrial building with a warehouse/internal storage component complements the neighbouring vacant and agricultural land uses to the north, as well as the proposed future employment uses immediately to the south, east, and west.

As such, an Official Plan amendment is not required, and staff is satisfied that the proposed Zoning By-law amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan 2023 (Council Endorsed)

The City of Brampton’s Draft Official Plan establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Plan reinforces upper-level planning policies of the PPS, the Growth Plan, and the Regional Plan. Policies within the Draft Official Plan are not yet in effect. This plan was endorsed by Council on November 1, 2023, and is awaiting approval by the Region. The subject lands are designated “Employment Areas” on Schedule 1A – City Structure and “Employment” on Schedule 2 – Designations within the new Council adopted Brampton

Plan. Furthermore, the subject lands are also located within a “Provincially Significant Employment Zone (PSEZ)” on Schedule 5 – Provincial Plans and Policy Areas. The 2023 Brampton Plan policies that are applicable to this application include but are not limited to:

Section 2.2.8.1 - Employment Areas are to be preserved to provide a diverse range of high-quality jobs and services and to foster innovation. To achieve this, Brampton Plan will:

- a. Protect Employment Areas and Plan for Employment Growth. Identify and preserve new and existing Employment Lands for employment growth and intensification to 2051, ensure adverse impacts between employment and sensitive land uses are minimized to maintain land use compatibility.*
- b. Encourage Opportunities and Provide Flexibility. Support opportunities to connect Employment Areas to the rest of the city by transit to ensure residents can conveniently access a broad range of economic opportunities.*

Section 2.2.8.2 - This section also addresses policies related to Provincially Significant Employment Zones and employment land conversions. Employment Areas will generally:

- a. Enhance the role of Brampton as an employment centre and primary office location within Peel Region, while accommodating a significant share of forecasted employment growth;*
- b. Provide for a range of employment uses at appropriate locations that contribute to the creation of complete communities;*
- c. Protect and preserve ‘Employment Areas’ from sensitive land uses that may adversely affect the continued viability of existing employment uses and their expansion in the future;*
- d. Ensure that new development is compatible with the land uses and the pattern of adjacent and surrounding development;*
- e. Encourage a high quality of urban design;*
- f. Promote sustainable development practices;*
- g. Improve the pedestrian experience; and,*
- h. Improve access to transit services.*

Section 2.2.8.3 - Lands within the Employment designation will be protected and reserved for employment uses including manufacturing, warehousing, logistics, office, and associated commercial, retail and ancillary uses.

Section 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.*
- c. Waste management facilities, including but not limited to landfill sites, transfer stations, community recycling centres, and waste processing and recovery plants.*

Section 2.2.8.6 - The following additional uses are permitted, provided they are ancillary to the lands designated Employment Areas in which they are located and do not hinder the planned function of the Employment designation:

- a. Offices associated to the employment use, such as manufacturing, research and development and warehousing;*
- b. Open spaces and Privately-owned Publicly Accessible Open Spaces;*
- c. Small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks, and print shops;*
- d. Small scale retail uses that are ancillary to and on the same lot as the principal employment use.*

Section 2.2.8.7 - Ancillary uses may be permitted within the Employment Area designation, including appropriate locations for office, ancillary retail, service uses, and restaurant uses, which will be evaluated based on their potential impacts to ensure compatibility of uses within Employment Areas in accordance with the policies of this Plan and provincial plans and guidelines.

Section 2.2.8.21 - The Province has identified key Employment Areas across the Greater Golden Horseshoe, known as Provincially Significant Employment Zones (PSEZ), for the purposes of long-term planning for job creation and economic development. PSEZ are intended to capture the significant concentrations of employment across the region and apply within a significant portion of lands designated for Employment uses in Brampton. In Brampton, there are three PSEZ within Employment Areas as shown on Schedule 5:

- a. Pearson Airport Hub (Airport) (Zone 14), which includes lands within the Airport Intermodal, Bramalea South Gateway, and Highway 410 South Business Parks;*
- b. Pearson Airport Hub (Highway 50 Corridor) (Zone 15), which includes lands within the Highway 427 Business Park; and,*
- c. 401 & 407 (Meadowvale) (Zone 18), which includes lands within the Bram West Business Park.*

Section 2.2.8.22 - To protect PSEZ for long-term employment uses and continuity of employment land as an asset for the city, the conversion of PSEZ to non-employment uses will not be permitted outside of a Municipal Comprehensive Review completed by the Region of Peel, except in accordance with the Major Transit Station Area policies located in the Mixed-Use Employment policies of this Plan.

Section 2.2.8.23 - The Province may issue additional supplementary direction to guide growth within PSEZ.

Section 2.2.8.24 - The City will coordinate with adjacent municipalities subject to PSEZ Zone 14, 15, and 18 to ensure the viability of PSEZ beyond Brampton's borders.

Analysis: Brampton Plan 2023 (Council Endorsed)

The property is designated “Employment Areas” on Schedule 1A – City Structure and “Employment” on Schedule 2 – Designations within the new Council adopted Brampton Plan. The proposal provides opportunity to diversify with employment land uses that will serve the surrounding area and local community. Moreover, the proposed industrial use aligns with the land use permissions of the “Employment Areas”, and “Employment” designations in accordance with policies 2.2.8.2, 2.2.8.3, and 2.2.8.5 of the council-endorsed Brampton Plan.

The subject lands are also located within the Zone 15 Pearson Airport Hub (Highway 50 Corridor) “Provincially Significant Employment Zone (PSEZ)” on Schedule 5 – Provincial Plans and Policy Areas. The proposed multi-use industrial building with warehouse/internal storage component complies with the protection of PSEZ for long-term employment uses and continuity of employment land as an asset for the city in accordance with Section 2.2.8.22 of the council-endorsed Brampton Plan.

As such, an amendment to the council-endorsed Brampton Plan is not required, and staff is satisfied that the proposed Zoning By-law amendment conforms to the policies of the 2023 Brampton Plan.

Highway 427 Industrial Secondary Plan (Area 47)

The Highway 427 Industrial Secondary Plan (OPA 105) was originally adopted in 2014 to establish policies directing the development of 1200 hectares of employment land in northeast Brampton. The secondary plan has remained under appeal for many years, primarily due to Regional and Provincial concerns related to preserving lands for the GTA West Corridor. The Highway 427 Industrial Secondary Plan has now been partially approved by the OLT per its Order dated August 31, 2021 (OPA 105, OLT Case No. PL141189). The lands that remain under appeal pertain to lands within the potential location of the GTA West Corridor. As the subject site is not located within the lands subject to those appeals, the Highway 427 Industrial Secondary Plan is now in effect as it pertains to the subject site. The property is designated “Business Park” in the Highway

427 Industrial Secondary Plan (Area 47) and the policies that are applicable to this application include but are not limited to:

Section 5.2.8.1 - The lands designated Business Park on Schedule SP47(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed in Section 5.3.7 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted. Warehousing as a primary use will be permitted provided that the Office component will generally be in the order of 5% of the gross floor area of the buildings.

Section 5.2.8.2 - Lands within the Business Park designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- *The requirements of industry for road access;*
- *The type and extent of outside storage; and*
- *The need to minimize potential conflicts between different classes of land uses.*

Section 5.2.8.3 - The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads. The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.

Section 5.2.8.4 - Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

Section 5.2.7.1 - The lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.4, and other relevant policies of the Official Plan. Permitted uses include research and development facilities, communication and/or telecommunication facilities, manufacturing and processing of semi processed or fully processed materials deemed not to have harmful impacts arising from dust, fumes, odour, noise or vibrations, assembling, packaging and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit offices, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. Day nurseries and open space uses

such as stormwater management facilities may also be permitted within lands designated Prestige Industrial, without an amendment to this Plan.

Analysis: Highway 427 Industrial Secondary Plan (Area 47)

The proposed Zoning By-Law amendment to permit the development of a 1,215.31 sqm. multi-use industrial building with warehouse/internal storage component aligns with the land use policies within the Secondary Plan, as “Business Park” areas are intended to accommodate a variety of industrial uses including (but not limited to) all “Prestige Industrial” permitted uses, limited outdoor storage of goods and materials subject to the location and screening criteria, and warehousing as a primary use. Furthermore, the proposed by-law includes site-specific provisions to provide appropriate landscape buffers, setbacks, and screening requirements to mitigate potential impact of the industrial operation and outdoor storage on adjacent uses.

As such, a Secondary Plan Amendment is not required, and staff is satisfied that the proposed Zoning By-law amendment conforms to the policies of the Highway 427 Industrial Secondary Plan (Area 47).

Zoning By-Law

The subject property is currently zoned “Residential Rural Estate Two (RE2)” by By-Law 270-2004, as amended.

Analysis: Zoning By-Law Amendment

The “Residential Rural Estate Two (RE2)” permits land uses such as a single detached dwelling, supportive housing residence type 1, and purposes accessory to the other permitted uses. As such, a Zoning By-law Amendment is required to facilitate the proposed development.

The Zoning By-law amendment proposes to rezone the properties to a site-specific “Industrial (M4)” zone in order to allow these lands to be developed for the proposed industrial multi-use building with a warehouse/internal storage component. The site specific zoning will include select performance standards including minimum landscaped open space and outdoor garbage and storage screening requirements.

The zoning changes and performance standards will implement the policies of the current September 2020 Consolidated Official Plan, council-endorsed 2023 Brampton Plan, and the Zoning By-Law 270-2004 to ensure that the site is properly integrated into the surrounding area.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing, Stormwater Management Report, Site Servicing and Grading Plans, and Storm Drainage Plan was prepared by C.F. Crozier & Associates Inc. in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City of Brampton engineering staff found the Report to be satisfactory.

Urban Design Brief

An Urban Design Brief was prepared by Weston Consulting. The Urban Design Brief provides design guidelines for the architectural landscape elements of the proposed development in order to assist in creating an attractive development that integrates into the surrounding context appropriately. Urban design staff have reviewed the design guidelines and have found the document to be satisfactory.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by C.F. Crozier & Associates Inc. to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by The Archaeologists Inc. in support of this application. Heritage staff have confirmed that the archaeological assessment is satisfactory to permit the proposed development.

Tree Evaluation Report & Preservation Plan

A Tree Evaluation Report & Preservation Plan were prepared by Kuntz Forestry Consulting Inc. The report identifies a total of 62 trees that must be removed to facilitate the proposed development and a total of 124 trees that are required for compensation. The Open Space department has reviewed the Tree Evaluation Report & Preservation Plan and has found the document to be satisfactory to support the proposed industrial development.

Noise Feasibility Study (Acoustical Report)

A Noise Feasibility Study (Acoustical Report) and two (2) addendum letters was prepared by J.E Coulter Associates in support of the proposed development. The report concludes that the development is feasible at this site and comply with the MECP guidelines with the inclusion of noise control measures. City staff found the Noise Feasibility Study to the report to be satisfactory.

Environmental Impact Study

A scoped Environmental Impact Study (EIS) was prepared by Natural Resource Solutions Inc. The purpose of the EIS is to evaluate the sensitivity and significance of the existing natural heritage features and ecological functions associated with proposed development and assess the impacts. For the natural heritage features requiring protection, avoidance and mitigation measures are recommended where appropriate, to address potential impacts resulting from the proposed development. The EIS finds that the proposed development is environmentally feasible. City Staff reviewed the study and found the report to be satisfactory.

Phase One & Two Environmental Assessment

A Phase One & Two Environmental Site Assessment was prepared by McClymont & Rak Engineers Inc. in support of the application. City Staff reviewed the study and found that it is satisfactory. The applicant will be required to complete an RSC prior to the issuance of a building permit.

Sustainability Score and Summary

The subject application achieved a sustainability score of 28, which is 2 points shy of meeting the City's Bronze threshold. There were challenges finding opportunities to obtain a higher score given the location, surrounding area and type of development that is proposed. The subject application proposes an industrial development in a location surrounded by land that are mostly vacant and planned for future industrial uses. This has created challenges to obtain points through the Built Environment, Mobility and Natural Environment and Parks categories. The City will work with the applicant to

improve the sustainability score to meet a minimum bronze threshold at the Site Plan stage.