

Detailed Planning Analysis
City File Number: OZS-2025-0003

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990

The Planning Act is the provincial legislation which 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. The following provides a discussion of these sections.

Section 2:

(e) The supply, efficient use of communication, transportation, sewage and water services and waste management systems;

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) 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;

(o) The protection of public health and safety;

(p) The appropriate location of growth and development;

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) 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 proposal is to permit the development of an industrial building with office and warehouse uses which allows for economic growth and employment opportunities in accordance with Sections 2h), k) and l) of the Planning Act. The proposed development will be compatible with the existing Prologis Distribution Centre, as this is the third building incorporated in the business distribution centre. No negative impacts to the surrounding community are anticipated in accordance with Section p) of the Planning Act.

The proposal represents orderly development as it will make efficient use of the lands that are currently occupied by single detached residential dwellings and accessory structures in accordance with Section p) of the Planning Act. The proposed development will contain a well-designed and high-quality built form that will enhance and contribute to the existing distribution centre in accordance with Section r) of the Planning Act.

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

Provincial Planning Statement, 2024

The Government of Ontario released the updated Provincial Planning Statement (2024 PPS) on August 20, 2024, which is a streamlined province-wide land use planning framework that replaces both the 2020 PPS, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The 2024 PPS provides a policy framework to support the provision of homes by enabling municipalities to plan for and increase housing supply; align development with infrastructure; build a strong and competitive economy; foster the long-term viability of rural areas; and protect agricultural lands, the environment and public health and safety. The 2024 PPS came into effect on October 20, 2024.

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:

2.3.1.2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive.*

2.4.1.3 - *Planning authorities should:*

- a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*

3.2.2 - *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

3.2.3 - *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

3.5.1 - *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.*

3.9.1 – *Healthy, active, and inclusive communities should be promoted by:*

- a) *Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *Providing opportunities for public access to shorelines; and*
- d) *Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Analysis: Provincial Planning Statement

The proposed development is located within a Settlement Area as defined in provincial and municipal planning documents. The proposed development is consistent with these policies of as it represents a more efficient use of land than what currently exists on the subject property and contributes to the long term financial well being of the City through the creation of jobs and infrastructure to support economic activity in the area.

Policy 3.5.1 of the PPS states that major facilities and sensitive land use 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, and minimize risk to public health and safety, and to ensure the long term economic viability of major facilities in accordance with provincial guidelines and procedures. The proposed development supports a land use pattern that avoids risk to public health and safety.

The subject property is located within a location planned for industrial uses. The proposed development implements appropriate buffers, landscape treatments, and noise mitigation measures that will be implemented through the By-law amendment and Site Plan approval process.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement.

Region of Peel Official Plan (April 2022)

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' in Schedule E-1: Regional Structure.

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 5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

Section 5.4.6 To optimize the use of the existing and planned infrastructure and services.

Section 5.4.7 Promote 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.

Section 5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

Section 5.4.9 To protect and promote human health.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation

choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.18.1 To achieve efficient and compact built forms.

Section 5.4.18.2 To optimize the use of existing infrastructure and services.

Section 5.4.18.3 To revitalize and/or enhance developed areas.

Section 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

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 5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

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.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

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 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) Support the Urban System objectives and policies in this Plan;*
- b) Support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

Section 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.

Section 5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

Section 5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and utilize existing infrastructure.

The proposed development contributes to a healthy, complete urban community in accordance with S.5.4.10 and S.5.6.2. It provides diversified land uses through the inclusion of office and warehouse uses and will also have access to surrounding transit options and active transportation. The proposal will utilize existing and planned infrastructure and as such will contribute toward the optimization of the use of Regional resources. The proposal is a representative of efficient growth and development, which will assist in achieving the Regional growth and employment targets for the City of Brampton. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly and sequential manner.

The proposal is of a compact and efficient built form while efficiently using land, services, and infrastructure, with consideration of the characteristics of the existing surrounding residential communities and services in accordance with Section 5.6.3. The proposal will assist Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth and Employment forecasts. Furthermore, 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 provides appropriate employment land uses through the inclusion of an industrial building on the subject lands. The proposal also utilizes existing servicing and infrastructure to redevelop an underutilized piece of land within the City in accordance with Sections 5.4.18.2 and 5.4.18.3.

The proposal will contribute to a complete community and intensify once underutilized lands to incorporate an industrial building within the existing Prologis Distribution Centre.

Furthermore, in accordance with Sections 5.6.19.2 and 5.6.19.4, the proposed development incorporates a connection to the existing public sidewalk system which provides a pedestrian-friendly walkable access to other land uses in the community.

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 (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The plan incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated 'Industrial', 'Open Space', 'Corridor Protection Area' and 'Special Study Area' in Schedule A: General Land Use Designations. The "Industrial" designation permits light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing, and distribution. The Brampton Official Plan sections that are applicable to this application include but are not limited to:

Section 4.4.2 – Industrial

The Industrial section of this Plan provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing, and distribution. Corporate head offices and high-performance industrial uses such as research and development facilities are also permitted in the Industrial designation. The designation of non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base. It is recognized that employment areas accommodate a certain range of ancillary uses without negatively impacting the viability of employment lands or employment operations. Accordingly, these uses are not subject to policy 4.4.2.18. Major Retail development shall not be permitted in areas designated industrial in the Official Plan.

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.

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.

4.4.2.12 The sub-designations to be used in Secondary Plans for primarily industrial uses will generally indicate areas:

- i. That will be dominated by typical industrial uses, and that may be further divided into different categories of industrial uses related to the relative intensity of the industrial activity and potential perimeter impacts, and varying requirements for screening of outdoor storage and truck trailer parking areas and other similar provisions in the applicable zoning by-law;*
- ii. That may also accommodate limited retail, service, and office uses provided that they do not hinder the operation of the predominant industrial uses in accordance with Section 4.4.2.1;*
- iii. That will be subject to site and building design standards intended to achieve high quality urban design; and,*
- iv. Where outdoor storage and truck trailer parking areas will be permitted*

4.10.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

4.10.1.9 Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.

4.10.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- The cultural heritage values of the property and the specific o heritage attributes that contribute to this value as described in the register;*
- The current condition and use of the building or structure and its potential for future adaptive re-use;*

- *The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
- *Demonstrations of the community's interest and investment (e.g. past grants);*
- *Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment;*
and,
- *Planning and other land use considerations;*

4.10.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- *On-site retention in the original use and integration with the surrounding or new development;*
- *On site retention in an adaptive re-use;*
- *Relocation to another site within the same development; and,*
- *Relocation to a sympathetic site within the City;*

4.14.1.1 Clarkway Drive/Castlemore Road/Mayfield Road Special Study Area

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.

4.14.1.1.1 The City shall conduct a study and analysis of employment generation and design as part of the Secondary Planning process, which shall include policies and strategies to encourage the development of higher density employment uses and evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be redesignated Industrial. The potential redesignation shall address the area's contribution to the City's future employment needs.

4.14.2.3.2 Detailed secondary planning, block planning or development reviews shall not be completed in this Highway 427 and Arterial Network Corridor Protection Area until the City, in consultation with its study partners, has determined that the Highway 50/Highway 427 Area Arterial Network Study has progressed sufficiently to determine what high order transportation facilities, arterial roads or links and related corridors are needed within this area.

4.14.2.3.3 The optimum ultimate network requirements within this Corridor Protection Area will be primarily determined by the Highway 50/Highway 427 Area Arterial Network Study being jointly undertaken by Brampton, Caledon and Peel Region, although the Province's Highway 427 Extension Environmental Assessment Study and an individual Environmental Assessment Study being undertaken by York Region to address future arterial network needs in Western Vaughan are expected to be undertaken concurrently with the former study and to be of significant assistance in that determination.

Section 4.11.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

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 nonrenewable 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.*
- vii) 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.*
- viii) 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.*
- xi) 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.*
- xii) 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.*

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Industrial', 'Open Space', 'Corridor Protection Area' and 'Special Study Area' in Schedule A: General Land Use Designations. The "Industrial" designation permits light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing, and distribution. The proposed industrial building conforms to the uses of the 'Industrial' zone as it will be used for office and warehousing purposes. The Special Study Area designation is related to ongoing comprehensive land use studies as the lands are part of Clarkway Drive/ Castlemore Road / Mayfield Road Special Study Area. The purpose of this study is to designate additional employment land and find opportunities to identify existing designated lands were identified, in accordance with S.4.14.1.1. Lands in the Corridor Protection Area are being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton, in accordance with S.4.14.2.3.2 and S.4.14.2.3.3.

The proposal incorporates enhanced landscaping on the site to adequately screen the industrial building from adjacent properties and includes a connection to the existing Prologis Distribution Centre in accordance with Sections 4.2.1.14, 4.11.4.2, and 4.11.4.7.

The City of Brampton is anticipated to receive significant residential and employment growth with the expectation that portions of the growth is accommodated for within the built-up area using existing servicing. The City of Brampton Official Plan encourages the balance of commercial development to balance residential uses. The proposal is expected to achieve the minimum density on the lands that are being rezoned for employment uses.

The proposal conforms to the 'Open Space' designation of the Official Plan. The proposed draft Zoning By-law Amendment identifies that the 'Open Space' area will be placed in a protective zone which will limit development on that specific portion of the land. The subject site is occupied by one (1) single-detached residential dwelling with accessory structures which includes a detached garage and shed. The existing dwelling is officially listed in Brampton's Heritage Registrar as a built heritage resource that possesses cultural heritage values. As part of the future site plan application, a Heritage Impact Assessment (HIA) will be submitted and reviewed to determine the structural integrity of the heritage dwelling.

The proposed land use changes are supportable from a land use planning perspective, and are consistent with the intent of the Official Plan. Staff is satisfied that the proposed application to amend the Zoning By-law conforms to the City of Brampton's Official plan and therefore an amendment is not required.

Brampton Plan 2023

The City of Brampton's Official Plan, 2023, ("Brampton Plan") establishes comprehensive policies that guide anticipated growth and development to achieve a strategic vision for 2051. The Brampton Plan was endorsed by Council on November 1, 2023, and received approval from the Region of Peel on May 16, 2024. It is important to note that some sections of the Brampton Plan are currently under appeal.

The property is designated 'Employment Area' in Schedule 1A and 'Employment' in Schedule 2: Designations of the Official Plan. The 'Brampton Plan' sections that are applicable to this application include but are not limited to:

Section 2.2.8 - Brampton Plan provides a clear and stable long-term vision for the city that will promote economic growth, leading to capital investments in infrastructure, innovation and employee development. That confidence spills over to the residents and labour market that grows to depend on these jobs. Within Employment Areas, new ideas, talent, and both local and foreign investment converges to revitalize older industrial areas, intensify employment opportunities, and expand economic opportunities in Designated Greenfield Areas.

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 2.2.8.9 - Major facilities will be directed to lands designated Employment Area to avoid, or if avoidance is not possible, to 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 2.2.8.10 - To ensure the long-term operational and economic viability of major facilities, the planning and development of any proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial land use compatibility guidelines, standards, and procedures:

- a. There is an identified need for the proposed use;*
- b. Alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c. Adverse effects to the proposed sensitive land use are minimized and mitigated; and,*
- d. Potential impacts to industrial, manufacturing, or other uses are minimized and mitigated.*

Section 2.2.8.11 - Elementary and secondary schools and other sensitive land uses will not be permitted within the Employment Areas designation, unless permitted through a Major Transit Station Area study.

Brampton Plan 2023 Analysis

The property is designated 'Employment Area' in Schedule 1A and 'Employment' in Schedule 2: Designations of the Official Plan. The 'Employment' designation permit land uses such as warehousing, distribution, construction, light and heavy industrial uses, trades, outdoor storage, and other uses requiring a range of land parcel sizes.

The proposed industrial development effectively addresses and fulfills these outlined objectives as it strategically aligns with the City's comprehensive vision for economic growth and sustainable development, in accordance with S.2.2.8, S.2.2.8.1, S.2.2.8.3. It is conveniently accessible through the planned and existing local and region road network, as well as the provincial highway system. In accordance with S.2.2.8.9 and S.2.2.8.10, the proposal leverages the proximity to key transportation infrastructure as described, the development can ensure a high level of connectivity and accessibility for the movement of goods and services, thereby facilitating efficient trade and business operations in the City and Region.

The proposed development will contribute to the creation of a vibrant and dynamic economic landscape, promoting the growth of the business community, and to support the operation of various industries while also accommodating the needs of the local workforce in accordance with. The jobs and economic opportunities created in the proposed development will enhance the overall accessibility for both future businesses and employees in the area, fostering a thriving and integrated community within the industrial district.

Based on the above, Staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the 'Brampton Plan'.

Highway 427 Industrial Secondary Plan (Area 47)

The proposed development is located within the Highway 427 Industrial Secondary Plan (Area 47). The property is designated 'Logistic/Warehouse/Transportation', 'Scoped Appealed Lands', and 'Valleyland' within the Secondary Plan. The Secondary Plan policies that are applicable to this application include but are not limited to:

5.2.9.2 Lands within the Logistic/Warehouse/Transportation 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.*

5.2.9.4 The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measure contained within the approved urban design guidelines for these lands.

5.2.9.5 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.

5.3.1.1 The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

5.3.1.2 Prior to the City issuing final approval for the Block Plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will illustrate the limits of the Regulatory Floodplain based on TRCA's updated flood flow rates for the Humber River Watershed. Where the Regulatory Floodplain has expanded in Area 47 based on the application of the updated flood flow rates, the Environmental Implementation Report or Environmental Impact Study will recommend technical solutions that provide a balanced approach that accommodates the updated flood flows while maintaining the existing limits of the valley corridors that are shown in the secondary plan, where appropriate, and to provide an environmental buffer.

The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and must demonstrate no negative impacts to the West Humber River tributaries, natural features and their ecological functions, and that an enhancement to the natural features and functions can be achieved, to the satisfaction of City of Brampton and TRCA. Grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and TRCA, grading may be allowed in the environmental buffers to address changes to the Regulatory Floodplain resulting from the updated flood flow rates.

5.3.1.3 The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

5.3.1.4 Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

5.3.1.7 The limits of the Valleyland designation may be refined through the finalization of the Master Environmental Servicing Plan and either an Environmental Implementation Report undertaken as part of block planning or an Environmental Impact Study undertaken as part of draft plan of subdivision or site plan application, where appropriate. Lands located outside of the limits of the final Valleyland designation will be generally available for development as shown on Schedule SP47 (a), unless otherwise determined through the completion of the Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study.

Analysis: Highway 427 Industrial Secondary Plan (Area 47)

The property is designated 'Logistic/Warehouse/Transportation', 'Scoped Appealed Lands', and 'Valleyland' within the Highway 427 Industrial Secondary Plan (Area 47).

The subject property is located within a location planned for industrial uses. The proposed industrial building is consistent with the Secondary Plan designation. The proposed development implements appropriate buffers, landscape treatments, and noise mitigation measures that will be implemented through the By-law amendment and Site Plan approval process in accordance with S.5.2.9.2 and S.5.2.9.4.

A portion of the property is designated 'Valleyland' within the Secondary Plan. Although typically development on valleyland features are not permitted, S.5.3.1.1, S.5.3.1.2, and S.5.3.1.7 states that the limits of a valleyland feature may be refined through the completion of the Master Environmental Servicing Plan, Environmental Implementation

Report or Environmental Impact Study. Minor refinements to the valleyland features that do not impact the function of the feature or result in any significant decrease in size of the final valleyland may be considered as per S.5.3.1.4. The proposal contemplates the development of an industrial building on the subject lands. The footprint of the industrial building is proposed to encroach into the valleyland feature, since the impact to the valleyland is minimal, an amendment to the Secondary Plan is not required. In accordance with S.5.3.1.3, a protection zone will be implemented into the Zoning By-law to protect the valleyland feature.

Based on the above, Staff is satisfied that the proposed Zoning By-law is consistent with the policies of the Highway 427 Industrial Secondary Plan (SP47).

Zoning By-law

The subject is currently zoned 'Agricultural (A)' and 'Agricultural – Section 1735'. The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

The 'Agricultural – Section 1735 (A-1735)' allows the site to be used for a golf driving range until December 12, 2004, after which time only the permissions in the 'Agricultural (A)' zone category shall apply (See Attachment 11).

An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

To facilitate the proposed employment uses, the applicant is proposing to rezone the lands to 'Industrial Four – Section 3598 (M4-3598)' and Open Space (OS). This is an existing zone that is currently the zoning designation for the majority of the Prologis Distribution Centre. The M4-3598 zone permits the following uses:

- All of the industrial (warehouse, manufacturing, packaging, processing, repairing)
- uses permitted in the Prestige Industrial (M4) zone category;
- Non-industrial (office, hotel, conference centre, and associated commercial /
- retail uses to a maximum of 15% of the primary use; and,
- Outdoor Storage, that will be subject to locational and screening criteria;

In addition, the following site specific zoning requirements are provided to ensure that the proposed development achieves the prescribed objectives, policies and principles of the Official Plan and area Secondary Plan. These provisions stipulate:

- Where the openings for waste disposal and loading facilities on any building face a public street, they shall be screened from view from the street;
- Garbage and refuse storage shall be screened within an enclosure constructed from materials that are compatible with the main building climate controlled area within a building; and,

- Building setbacks for the industrial building.

As per Schedule A of the Official Plan and Schedule SP47(a) of the Highway 427 Industrial Secondary Plan, the subject lands include a valleyland feature. A protection zone will be implemented into the Zoning By-law to limit development on that specific portion of the land.

Technical Studies:

There is a concurrent site plan application (SPA-2025-0048) where staff have reviewed other technical components of the proposal given the site already has partial zoning:

Traffic Impact Study:

A Traffic Impact Study was prepared by TY Lin in support of the application to assess the potential impact of traffic generated by the proposed development and identify the mitigation measure required to ensure the road network operates safely, and efficiently upon completion of the project. The Traffic Impact Study analyzes the existing transportation network, consisting of roads, transit, pedestrian access, cyclists, and the operation of existing intersections. Further research was conducted on the future state of these elements of the transportation network.

Noise Impact Study:

A Noise Impact Study was prepared by Englobe Corp in support of the application to assess the potential noise impacts generated by the proposed development. An acoustic barrier runs along the south-west portion of Coleraine Drive, as part of the Phase 1 portion of the Prologis Distribution Centre. Compliance with the MECP sound level limits will be maintained through the ECA application process, which is a requirement for this Site under Section 9 of the Environmental Protection Act.

Arborist Report:

An Arborist Report was prepared by MHBC and includes an inventory of the trees conducted in July 13, 2021. The report documents a total of thirty-two (32) trees on the site. The report recommends the removal of fourteen (14) trees located on the subject property to accommodate the proposed development. Mitigation measures are recommended in the report to protect the trees located on the adjacent property. A total of thirty-six (36) replacement trees are required.

Environmental Impact Memo:

An Environmental Impact Memo was prepared by Dillon Consulting Limited in support of the application to assess the potential impact to environmental features on the subject site. The Robinson Creek Tributary adjacent to Phase 2 of the Study Area was identified as a watercourse and the recommended management was for 'conservation 2'.

Features identified for 'conservation 2' should remain as open watercourses but may be modified or relocated. Given the proximity of Phase 2 of the Study Area to the Robinson Creek Tributary, there may be impacts to the feature from the proposed development. As a result, the mitigation measures have been proposed to protect the Robinson Creek Tributary. A SWM plan has been developed as part of the Stormwater Management Implementation Report which showed that pre- and post-development flows to the Robinson Creek Tributary will remain the same. In addition, the Stormwater Management Implementation Report also included an ESC strategy during the construction phase. A 10 m buffer has been applied to the Robinson Creek Tributary and both a wildlife impact mitigation plan and an environmental monitoring plan have been identified.

Stormwater Management Report:

A Stormwater Management Conformance Letter was prepared by C.F. Crozier & Associates Inc. in support of the application to assess how the site may be serviced. The Phase 2 development can be readily serviced with the proposed Phase 2 storage components and the existing Phase 1 SWM controls. Water quality control is achieved given that the existing SWM pond provides a sufficient permanent pool volume to facilitate land use changes within Phase 2. Erosion control will be achieved through the existing SWM pond given that the extended detention provided exceeds the extended detention required while considering land use changes within Phase 2. Water Balance will be provided for Phase 2 in the proposed Phase 1 underground chambers through infiltration techniques

Sustainability Score and Summary:

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 43 points, which achieves the City's Bronze threshold.