

## **Information Summary**

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

### **Planning Act R.S.O 1990 and Provincial Policy Statement, 2020**

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest (section 2 d);
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the adequate provision of employment opportunities (section 2 k);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing 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 (section 1.1.1 b);
- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
  - 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 (section 1.1.1 d);
  - 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 (section 1.1.1 e);
  - ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
  - preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
  - *Settlement areas* shall be the focus of growth (section 1.1.3.1);
  - Planning authorities shall promote economic development and competitiveness by (section 1.31 a, b, e) :
    - Providing an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
    - Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses, and take into account the needs of existing and future businesses;
    - 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;
    - Ensuring the necessary infrastructure is provided to support current and projected needs;
  - 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 1.3.2.1);

- A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (section 1.6.7.4);
- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, b, e, f, g):
  - promote compact form and a structure of nodes and corridors;
  - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
  - encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
  - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
  - maximize vegetation within settlement areas, where feasible;
- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (section 2.6.1);
- Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (section 2.6.2);
- Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 2.6.3);
- Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources (section 2.6.4);
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

The subject lands are within the “Built-Up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- within *settlement areas*, growth will be focused in (section 2.2.1.2 c i to iv):
  - *Delineated built-up areas*;
  - *Strategic growth areas*;
  - Locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and,
  - Areas with existing or planned *public service facilities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a, b, f, g):
  - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
  - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
  - mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
  - integrate *green infrastructure* and appropriate *low impact development*.
- Economic development and competitiveness in the GGH will be promoted by (section 2.2.5.1 a, d):
  - Making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
  - Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment;

- In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated (section 2.2.5.4);
- Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas (section 4.2.7.1).

## **Regional Official Plan**

The subject application is within the “Urban System” designation on Schedule D, and “Built-Up Area” on Schedule D4 as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Tourism, Culture and Sport’s archaeological assessment and mitigation guidelines, in cooperation with the area municipalities (section 3.6.2.3);
- Direct the area municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted (section 3.6.2.7);
- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- 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 5.3.2.4);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a, b, d):
  - support the Urban System objectives and policies in this Plan;
  - support pedestrian-friendly and transit-supportive urban development;

- support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- Use the employment forecasts in Table 3 for employment land use planning in the Region (section 5.6.2.3);
- Assist area municipalities in maximizing their economic development objectives and facilitating the development of employment areas through the provision of Regional infrastructure and services such as water and wastewater services, transportation and human services to employment areas based on the availability of servicing capacity and subject to capital budget allocation (section 5.6.2.5);
- Encourage the planning and development of employment areas in a manner which takes into account the sustainable development imperatives as outlined in the Themes of the Plan in Section 1.3.5 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged (section 5.6.2.13);
- Consider, as part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects, on Regional facilities (section 5.9.2.8).

### **Official Plan:**

Majority of the property is designated “Employment” and a small portion is designated “Open Space” on Schedule 1 – City Concept; all of the property is “Industrial” on Schedule A – General Land Use Designations of the City of Brampton Official Plan. Further, Schedule B – City Road Hierarchy identifies a planned “Collector Road” connecting Whybank Drive northwards to Sandalwood Parkway.

The “Employment” designation is a wide designation that includes various employment generating land uses such as industrial, retail, business and office uses. The “Industrial” designation permits light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution.

The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 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 4.4.2.1);
- 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 4.4.2.2);
  - 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 4.4.2.7);
  - The sub-designations to be used in Secondary Plans for primarily industrial uses will generally indicate areas (section 4.4.2.12 i to iv):
    - 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;
    - 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;
    - That will be subject to site and building design standards intended to achieve high quality urban design; and,
    - Where outdoor storage and truck trailer parking areas will be permitted;
  - 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 4.4.2.13);
  - 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 (section 4.4.2.22 a to l, n):

- Require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;
- Promote an appropriate massing and conceptual design of buildings;
- Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- Encourage the provision of safe and attractive built environments;
- Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- 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;
- 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;
- Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- 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;
- Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- Promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;
- 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;

- Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in industrial development.
- Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends (section 4.5.2.9);
- 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 4.4.2.24);
- From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
- The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to ii):
  - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
  - Requiring the provision of adequate off-street private parking; and,
- The City will require specific arrangements through secondary plans, block plans and cost share agreements, to the City's satisfaction, to ensure that the right-of-ways and road widenings to accommodate the construction or widening of arterial, collector and other roads deemed essential will be provided when required, based on available compensation mechanisms, and at no additional cost to the City (section 4.5.2.11);
- The City shall establish detailed alignments of streets and roads in secondary plans and subdivisions only after consideration of adjacent land uses, protection of natural heritage features, functions and linkages, including natural hazard management of flooding, erosion and slope stability, traffic safety and efficiency (section 4.5.2.25);

- The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);
- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, the City of Brampton and railway operators relating to noise or vibration (section 4.6.15.1.1);
- All archaeological resources found within the City of Brampton shall be reported to the Province (section 4.10.6.4);
- If development or alteration work is proposed on an archaeological site or a site identified as having archaeological potential, an archaeological assessment, prepared by a qualified and licensed archaeologist, shall be required as part of the approval condition of a secondary or block plan. The assessment shall be provided by the development proponent and carried out by a licensed archaeologist (section 4.10.6.6);
- All archaeological assessment reports shall be approved by the Province and copy of the assessment report shall also be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the municipality. Access to these archaeological assessment reports submitted to the City shall be restricted in order to protect site locations in accordance with the *Ontario Heritage Act* (section 4.10.6.7);
- Archaeological resources identified in the archaeological assessment shall be documented, protected, salvaged, conserved, and integrated into new development as appropriate (section 4.10.6.8);
- If warranted, the City shall make regulation for the removal of archaeological resources from an archaeological site in accordance with the *Ontario Heritage Act*, and the requirements of the Province and the municipality (section 4.10.6.9);
- Proper archaeological methods and techniques shall be used in the survey and excavation of archaeological sites and in the treatment, disposition, maintenance and storage of archaeological resources (section 4.10.6.10);

- There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development (section 4.11.3.2.5);

### **Secondary Plan:**

The property is designated “General Employment 2” in the Snelgrove-Heartlake Secondary Plan (Area 1). Further, the Secondary Plan Schedule identifies a north-south extension of Whybank Drive connecting to Sandalwood Parkway which passes through the subject lands.

The following policies of the Secondary Plan are applicable to the subject property:

- Uses permitted on lands designated General Employment 1 on Schedule 1 shall include (3.1.1 a to c):
  - A broad range of industrial uses including but not limited to:
    - Warehousing and storage of goods;
    - Manufacturing;
    - Processing;
    - Repairing and servicing operations, but excluding motor vehicle body shops; and,
    - Outdoor storage areas, only as accessory to an industrial use;
  - Ancillary uses that serve the principal industrial use;
  - A residential unit, only for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment;
- In addition to the uses permitted on the General Employment 1 designation, lands designated General Employment 2 on Schedule 1 may also include the following uses (section 3.2.1 i to v):
  - Distribution centres;
  - Motor vehicle repair and body shops;
  - Waste processing and transfer station;
  - Public utility installations; and,
  - Public uses and works;

### **Amendment to the Official and Secondary Plan**

While the proposed land use is consistent with the uses permitted by the “Industrial” designation in the Official Plan and “General Employment 2” designation in the Secondary Plan, an amendment to the Official and Secondary Plan is required to remove the proposed north-south extension of Whybank Drive connecting to Sandalwood Parkway on the secondary plan schedule, and instead propose an east-west extension of Whybank Drive connecting to Hurontario Street (see Appendix 1 – Concept Plan). The applicant has submitted a draft Official Plan Amendment with the application. Please refer to the Official Plan Amendment section of this appendix for details of the proposed amendment.

The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

*“3.1. The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby amended:*

*(1) By amending Schedule B, as shown on Schedule A to this amendment, to relocate the collector road identified on the subject property as shown on Schedule B to this amendment.*

*(2) By amending Schedule B1, as shown on Schedule C to this Amendment, to relocate the collector road identified on the subject property as shown on schedule D to this amendment.*

*3.2. The document known as Secondary Plan Area 1 – The Snelgrove- Heartlake Secondary Plan is hereby amended:*

*(1) By amending Schedule A, as shown on Schedule E to this Amendment, to relocate the collector road identified on the subject property as shown on Schedule F to this amendment.”*

Staff will evaluate and make a recommendation on the Official Plan Amendment in the future recommendation report.

### **Zoning By-law:**

The property is zoned “Industrial 1 (M1)” and “Industrial 2 (M2)” by By-law 270-2004 as amended. The Industrial 1 (M1) permits the following uses:

- Industrial uses:
  - the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials within an enclosed building, including a motor vehicle repair shop, but excluding a motor vehicle body shop as a principle or accessory use;
  - a printing establishment;
  - a warehouse;
  - a parking lot;
- Non-Industrial uses:

- A radio or television broadcasting and transmission establishment;
- A furniture and appliance store;
- A recreational facility or structure;
- A community club;
- An animal hospital;
- A place of worship only within areas shown on Schedules G, H and I;
- Accessory:
  - An associated educational use;
  - An associated office;
  - A retail outlet operated in connection with a particular purpose permitted by (a) above provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use;
  - Purposes accessory to the other permitted purposes.

The Industrial 2 (M2) Zone permits the following uses:

- Industrial uses:
  - the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials within an enclosed building, including a motor vehicle repair shop;
  - non-obnoxious industrial uses involving the manufacture and storage of goods and materials in the open and such uses as the storage, repair and rental equipment, and a transport terminal, but not including a junk yard, salvage yard, wrecking yard, quarry or pit
  - a printing establishment;
  - a warehouse;
  - a parking lot;
  - a freight classification yard;
  - Non-hazardous Solid Waste Processing Use, Non-hazardous Solid Waste Transfer Use, Power Generation (Fuel Combustion) Use, or Hazardous Waste Transfer Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, or Mechanical Sterilization, provided such uses are located a minimum of 300 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.
  - Hazardous Waste Processing Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, provided such uses are located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.
  - Thermal Degradation (Non-Energy Producing) Use and Thermal Degradation (Energy from Waste) Use, provided such use is located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.

- Thermal Degradation (Hazardous Waste) Use for Medical, Veterinary or Pathological Waste, provided such use is located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.
- Non Industrial:
  - A radio or television broadcasting and transmission establishment;
  - A building supplies sales establishment
  - A recreational facility or structure;
  - A community club;
  - An animal hospital;
  - A place of worship only when located in a Business Corridor Area as shown on Schedule G to this by-law;
- Accessory:
  - Same as M1 Zone; and,
  - Thermal degradation (Energy form waste) use provided that the source of waste input into the energy generation is a by-product of the primary use of the site and is not a hazardous waste.

The proposal is consistent with the Zoning By-law and a Zoning By-law Amendment is not required.

### **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 applicant has submitted a sustainability score and summary that achieves a score of 30 points, a bronze designation, which satisfies the City's minimum bronze threshold.

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

- Concept Plan
- Draft Plan of Subdivision
- Draft Official Plan Amendment
- Tree Evaluation Report
- Tree Inventory and Preservation Plan
- Property Survey
- Reference Plans
- Parcel Abstract
- Transportation Impact Study
- Phase I Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Geotechnical/Soils Report
- Stage 3 Archaeological Assessment
- Functional Servicing Report and Stormwater Management Report

- Environmental Impact Statement
- Sustainability Score and Summary
- Urban Design Brief
- Planning Justification Report and Public Engagement Strategy

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.