

**Detailed Planning Analysis**  
**City File Number: OZS-2020-0010**

**Overview:**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, the Bram East Secondary Plan and other applicable City of Brampton guidelines and priorities.

**The Planning Act:**

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. This proposal has regard for the following specific matters of provincial interest:

Criteria to be Considered	Analysis
<i>(a) – the protection of ecological systems, including natural areas, features and functions;</i>	This proposal will designate natural areas under the appropriate designations and buffer areas for their protection.
<i>(k) – the adequate provision of employment opportunities;</i>	This proposal provides employment opportunities by creating parcels for future employment uses.
<i>(p) – the appropriate location of growth and development;</i>	This proposal is within an appropriate location for growth and development as it will make efficient use of land and existing infrastructure.
<i>(q) – the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	This proposal will provide future employees with access to existing transit routes and it is designed to facilitate pedestrian movement both within and between sites and the with broader area.
<i>(r) – the promotion of built form that, (i) is well-designed,</i>	This proposal will contain well designed built form that encourages a sense of

<p><i>(ii) encourages a sense of place, and</i></p> <p><i>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i></p>	<p>place and provides high quality public spaces.</p>
--	---

Part 6, Section 51(24) of the Act identifies criteria that the Council of a municipality will have regard to when considering a draft plan of subdivision. This proposal has regard for the following criteria:

Criteria to be Considered	Analysis
<i>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;</i>	This proposal is consistent with matters of provincial interest. It represents orderly development in an appropriate location that protects natural areas and provides employment opportunities.
<i>(b) whether the proposed subdivision is premature or in the public interest;</i>	This proposal is appropriate as services currently exist in the area and it is in the public interest to expand employment opportunities.
<i>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</i>	The site is designated "Business Corridor" and "Open Space". This proposal conforms with the Official Plan objectives and policies for these designations and the adjacent land uses.
<i>(d) the suitability of the land for the purposes for which it is to be subdivided;</i>	This proposal is suitable for the lands as existing infrastructure is available to service the development.
<i>(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	<p>This proposal will contain a public road which will connect to a municipal street. The blocks created by this subdivision will primarily access this road. A second access will be provided to blocks with frontage onto Highway 50.</p> <p>This configuration was reviewed by Traffic Services and found acceptable.</p>
<i>(f) the dimensions and shapes of the proposed lots;</i>	This proposal will create lots with appropriate dimensions and shapes for the proposed development.

<i>(h) conservation of natural resources and flood control;</i>	This proposal will conserve natural resources by applying appropriate land use designations to natural areas within the site.
<i>(i) the adequacy of utilities and municipal services;</i>	This proposal will have adequate water, storm water, sanitary sewer, and utility connections.
<i>(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;</i>	This proposal will provide land for public purposes that is appropriate for those uses.
<i>(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.</i>	This proposal will create blocks for future development. Development on these blocks will be required to undergo a Site Plan Approval. This process will ensure well designed built form that encourages a sense of place.

### **Provincial Policy Statement:**

The Provincial Policy statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement.

#### *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;*

This proposal will promote efficient development and land use patterns by providing employment opportunities at a location with existing services thereby making efficient use of land and promoting sustainability.

*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;*

This proposal will provide employment opportunities in the form of a business corridor and open space. This will increase the variety of land uses and contribute to meeting long-term need.

*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;*

This proposal promotes the integration of land use planning, growth management, and intensification to achieve cost-effective development patterns. Planning for employment uses will support the creation of complete communities and support local transit investments.

*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;*

*d) prepare for the impacts of a changing climate;*

*e) support active transportation;*

*f) are transit-supportive, where transit is planned, exists or may be developed; and*

*g) are freight-supportive.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

This proposal expands the mix of land uses by providing employment uses in an area with existing infrastructure and services. This meets these requirements by promoting the efficient use of land, infrastructure, and service facilities. It is supportive of transit, active transportation, and freight.

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

This proposal will permit the development of a range employment uses which will contribute to the mix of land uses. The development has access to existing infrastructure and services resulting in the efficient use of land.

*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;*

This proposal will permit the development of business corridor type of employment uses which will expect the mix and range of employment. The development will include a limited amount of compatible commercial uses which will support the employment uses.

*1.8.1 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:*

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*

This proposal supports these requirements by providing employment uses along a primary transit corridor and by providing pedestrian connections within and between future blocks.

## **2020 Growth Plan for the Greater Golden Horseshoe:**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing types, and prioritizing intensification. The proposed development demonstrates conformity generally to this plan, including:

*2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:*
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
  - i. delineated built-up areas;*
  - ii. strategic growth areas;*
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. areas with existing or planned public service facilities;*

This proposal will direct growth toward an appropriate area. It is located within a settlement and a designated greenfield area. It is located within an area with existing transit and services.

*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;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

This proposal supports the creation of complete communities. It will contribute employment and open space uses which will add to a broader mix of land uses with convenient access to services and transportation options. The open space will contribute to creating a vibrant public realm and environmental sustainability.

*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;*
- c) planning to better connect areas with high employment densities to transit; and*

This proposal will allow for the efficient use of vacant employment land for employment uses in the form of business corridor. It will connect with adjacent areas and the broader city with existing transit and planned pedestrian connections.

*2.2.5.4 In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

This proposal will prioritize the location of buildings and entrances to minimize the impact of parking and to support active transportation and transit. This development will

require a site plan approval which will further consider the impacts and location of parking.

*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.*

This proposal will permit development for employment uses within a designated greenfield area that supports the creation of complete communities, supports active transportation, and encourages the viability of transit.

### **Region of Peel Official Plan:**

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the "Urban System" in the Region of Peel's Official Plan. This application conforms to several "Urban System" designation objectives, including:

*5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

This proposal will establish healthy complete communities. It provides a working opportunity that respects the adjacent natural environment and characteristics of existing communities.

*5.3.1.4 To achieve intensified and compact 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.*

This proposal will add to the mix of land uses by providing employment uses in an appropriate area. This development will make efficient use of land, services, and infrastructure. Characteristics of existing communities are taken into account and incorporated into the design of the proposed development.

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

This proposal will provide employment uses in a location and form that is supportive of both pedestrians and transit. The development is located along a primary transit corridor. Pedestrian connections will be provided throughout and between the proposed blocks and with transit infrastructure.

*5.3.1.9 Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.*

This proposal will support the appropriate use of employment lands by permitting employment uses adjacent to a highway.

*5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, 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.*

This proposal will support the development of complete communities. By providing employment uses it is contributing to a diverse mix of land uses and to a range of jobs. It is also providing high quality open space in the form of a SWM pond and natural heritage.

*5.5.4.1.1 To plan and designate greenfields to contribute to complete communities.*

*5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*

*5.5.4.1.5 To enhance the natural environment and resources.*

This proposal satisfies these greenfield policies. It will contribute to the creation of complete communities through the provision of employment uses that support a variety of transportation choices. And the designation of open space will enhance the protect of the natural environment.

*5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:*

*City of Brampton: 51 residents and jobs combined per hectare.*

The proposal will meet the minimum density for this location by creating blocks for employment uses that will provide jobs.

*5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.*

This proposal satisfied this objective as it plans for employment uses within an appropriate employment area.

### **City of Brampton Official Plan:**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in



Brampton. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Official Plan.

The subject property is designated “Business Corridor” and “Open Space” in the Brampton Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

*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.*

The proposal will meet the minimum density for a designated greenfield area by creating blocks for employment uses that will provide jobs.

*4.4.1.5 At the development review or Secondary Plan stage, the planning of Business Corridor designations shall satisfactorily address the following matters:*

- (i) A system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;*
- (ii) The location of ingress and egress points to highways or arterial roads;*
- (iii) The impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;*
- (iv) The location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties and the generation of stormwater runoff and its impacts on water quality and infrastructure;*
- (v) The impact of large surface parking areas dominating the street edge;*
- (vi) The types and locations of outside storage facilities and their effects on adjacent properties;*
- (vii) Opportunities for transit-supportive patterns and designs including pathways;*
- (viii) The siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and ,*
- (ix) Accessibility for persons with disabilities.*

This proposal will establish a system of public and internal roads with appropriate points of access to public roads and highways. This application included a Traffic Impact Study which examined the impact of traffic from this proposed development on the surrounding road network. The results of this study are covered further in this report. The location and number of parking spaces, opportunities for pedestrian connections, massing, landscaping, accessibility, and the impact of parking areas were considered in the design of the proposed development. This development will require a site plan approval which will further consider these impacts.

*4.5.4.19 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*

This proposal is located on a primary transit corridor and will support buildings located close to and oriented to streets and transit stations with access for all pedestrians. This development will require a site plan approval which will further refine these goals.

*4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.*

*4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.*

*4.6.13.7 A minimum 10 metre buffer to define the limit of development will be required from all natural features to be protected as follows:*

This proposal includes a portion of Rainbow Creek which runs along the western edge of the site. This proposal will designate these lands and an appropriate buffer area accordingly. And this proposal will allow future employees and adjacent residents to enjoy the feature. Connections will be provided where possible.

*4.11.2.3.4 Gateway intersections shall be designed as an integral component of primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning.*

This proposal contains a gateway located at the intersection of Highway 50 and Castlemore Road. A sense of arrival will be achieved through the built form and landscaping. This development will require a site plan approval which will further establish this impression.

### **Bram East Secondary Plan (Area 41):**

The site is designated “Mixed Commercial/Industrial” and “Valleyland” in the Bram East Secondary Plan. The proposal generally conforms to the intent of this plan. This includes:

*3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan.*

*Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m<sup>2</sup> (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.*

*Outdoor or open storage of materials or goods and automotive body shops are not permitted. Notwithstanding any other policies in this secondary plan, supermarkets are not permitted within the Mixed Commercial Industrial designations, except for within an area bounded by Fogal Road to the north, Highway 50 to the east, Queen Street East to the south and the Claireville Tributary to the west. Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2. Hotels are not permitted except for those Mixed Commercial Industrial designations located east of The Gore Road and south of Ebenezer Road, and on the Woodlands site in accordance with policy 3.3.5.5 of this plan.*

This proposal will permit a wide range of business industrial uses which adhere to the permissions and restrictions set out for the mixed commercial industrial designation.

*3.2.12 Individual projects are permitted at a maximum density of 0.5 Floor Space Index (FSI) within the Mixed Commercial Industrial designation. Lot sizes shall generally be a minimum of 4,000 m<sup>2</sup> (1.0 acre) while larger lots are encouraged along major roads.*

This proposal will maintain the minimum lot area through the zoning by-law. The proposed subdivision includes lots that exceed this minimum size with larger lots along Highway 50.

*3.2.14 Development in the Mixed Commercial Industrial designation will generally adhere to the following requirements, principles and guidelines:*

- i) parking of cars and trucks shall only be provided, where feasible, in yards away from visually prominent locations to enhance streetscape amenity design. Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;*
- ii) limited outdoor display areas shall be permitted for visually unobtrusive finished products;*
- iii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;*
- iv) that there be no uses that harm or impair the overall environmental quality or urban design integrity in the area;*
- v) appropriate minimum lot areas, setbacks and other design standards/guidelines respecting parking, landscaping, outdoor display areas, service and loading areas be*

*formulated and adopted by Council and incorporated as appropriate in the implementing by-laws;*

This proposal adheres to the requirements set out for development within this designation. Parking will be located away from prominent locations or screened with landscaping. Service and loading area will be screened. The proposed uses are in line with those permitted in this designation. Appropriate design standards are included in the implementing zoning by-law. This development will require a site plan approval which will further implement these requirementsY.

*3.2.16 Common access arrangements and linked parking areas may be required to serve multiple land uses within a Mixed Commercial Industrial area.*

This proposal considers shared access where appropriate to accommodate multiple lots.

*3.3.1 Lands designated Valleyland on Schedule SP41(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility and contribution to the ecological integrity of the West Humber Watershed. Designated Valleylands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.*

*3.3.2 Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.*

This proposal includes lands designated as Valleyland which are appropriately designated with a suitable buffer area.

*5.7.4 Where Office Node or Mixed Commercial/Industrial designations abut Highways 7 or 50, the City may require a landscaped buffer of up to 9.0 metres in width. This requirement may vary depending on the nature of the proposed development and site specific details.*

This proposal includes an appropriate landscape buffer between Highway 50 and proposed uses to provide screening.

**Block Plan:**

The property is located within the Block Plan for 41-1 of the Bram East Secondary Plan. A Block Plan provides further details to a Secondary Plan. The subject lands are designated “Mixed Commercial/Industrial” and “Valleyland”. The proposal generally conforms to the intent of this plan.

The policies the supporting Community Design Guidelines provide additional design criteria that will be evaluated through the detailed design. The proposed development is required to adhere to the architectural and landscape details within this document.

**Zoning By-law:**

The property is zoned “Agricultural (A)” by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

This proposal proposes a change from the existing zone to a Site Specific Industrial Business zone (MBU-3558). Provisions of this proposed zoning designation are listed below:

- (1) Minimum Lot Width: 30.0 metres;
- (2) Minimum Front Yard Depth: 6.0 metres;
- (3) Minimum Interior Side Yard Width: 3.0 metres except that where it abuts (1) a rail line or utility corridor, the minimum requirement is 15.0 metres and (2) a property zoned Residential or Institutional, the minimum requirement is 9.0 metres;
- (4) Minimum Exterior Side Yard Width: 3.0 metres except that where it abuts a 0.3 metre reserve the minimum requirement is 15.0 metres;
- (5) Maximum Building Height: 13.7 metres, except where a building has frontage on both Regional Road 50 and Castlemore Road the maximum requirement is 20.0 metres;
- (6) Maximum Lot Coverage: 50%;
- (7) Minimum Landscaped Open Space: 25% of the lot area;
- (8) A grocery store shall be limited to a maximum floor area of 600 square metres;
- (9) Except at approved driveway locations, a minimum 6.0 metre strip shall be provided along Regional Road 50; and

- (10) A retail establishment, convenience store, or personal service shop, or any combination thereof in connection with a particular purpose permitted by 3558.1 provided that the total gross floor area is not more than 15% to a maximum of 1,000 square metres of the total gross floor area of the principle use;

This site specific zone will allow a variety of business industrial uses and set out requirements such as, but not limited to, yard width, lot coverage, and landscape open space. In addition, regulations will set out the maximum amount of floor area that can be dedicated to commercial uses as portion of employment uses. This will ensure that the commercial uses permitted in this zone remain ancillary to the employment uses and do not dominate the site.

These requirements will permit development that is appropriate with the surrounding residential uses.

The natural heritage feature and buffer area will be zoned “Floodplain (F)” and “Open Space (OS)” respectively.

### **Land Use:**

This application proposes a subdivision that will create 4 business industrial blocks, 1 stormwater management facility, a valleyland block with associated buffers, and a public road. This proposal adequately reflects the Council approved Official Plan. The two blocks with frontage onto Highway 50 will be slightly larger than the others and will have access onto the highway to allow for uses to take advantage of this connection.

The stormwater management facility is adjacent to the valleyland block which will allow for greater continuity of open space and integration of trails. Creating for more opportunities for use for employees and residents in the surrounding neighbourhoods.

An Environmental Impact Study was prepared which established the boundaries of the Natural Heritage System (NHS). The NHS and buffer blocks are consistent with the findings of this study. These NHS and buffer blocks will be protected and preserved through the conveyance of these blocks to the City.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

### **Urban Design:**

An Urban Design Brief prepared by MHBC Planning Limited dated April 30, 2020 was submitted with this application. Comments were provided to the applicant to address issues such as, but not limited to, parking area, open space, building massing, and site

organization. Subsequent revisions were received in April, 2021 that addressed these comments.

### **Transportation/Traffic:**

A Traffic Impact Study prepared by Candevcon Limited dated January 29, 2020 was submitted with this application and a revised study was submitted November 26, 2020. The report assess the traffic impacts of the proposed development. The study concludes that “the traffic impacts caused by the inclusion of site-generated traffic are low and can be mitigated with the recommendations given.”<sup>1</sup>

### **Noise:**

A Noise Impact Brief prepared by Candevcon Limited dated January 27, 2020 was submitted with this application. The brief assess potential noise impacts on the adjacent residential properties from the proposed development and increased traffic on Old Castlemore Road.<sup>2</sup> The report recommends that “a stationary noise study be undertaken pursuant to Site Plan applications for Blocks 2 and 3.”<sup>3</sup>

City staff have reviewed the Noise Impact Brief and concluded that further review of noise impacts is warranted as a condition prior to registration of the proposed subdivision.

### **Servicing:**

A Functional Servicing Report prepared by Candevcon Limited dated January 27, 2020 and revised June 17, 2021 was submitted with this application. This study “describes the proposed methods of storm, sanitary and water servicing.”<sup>4</sup> The study confirms that “the drainage of adjacent lands will not be adversely affected by the proposed stormwater management provisions.”<sup>5</sup>

### **Sustainability:**

A sustainability performance metrics and sustainability summary were submitted to measure the degree of sustainability of the proposal. The evaluation concluded that the proposal achieves a score of 29 points which meets bronze thresholds of sustainability defined by the City.

## Notes

1. Candevcon Limited, Traffic Impact Study: Glenshore Investments Inc. Proposed Industrial/Commercial Subdivision 5203 'Old' Castlemore Road City of Brampton (Brampton, 2020), 69.

2. Candevcon Limited, Noise Impact Brief: Glenshore Investments Inc. Proposed Industrial/Commercial Subdivision 5203 'Old' Castlemore Road City of Brampton (Brampton, 2020), 1.

3. Candevcon Limited, Noise Impact Brief, 2.

4. Candevcon Limited, Functional Servicing Study: Glenshore Investments Inc. Proposed Industrial/Commercial Subdivision Northwest Corner of Castlemore/Regional Road 50 (Brampton, 2021), 1.

5. Candevcon Limited, Functional Servicing Study, 22.