

## DETAILED PLANNING ANALYSIS

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

This application has regard to matters of provincial interest as identified in Section 2 of the Planning Act in terms of:

Section 2 – Provincial Interest:

- h) The orderly development of safe and healthy communities;
- k) The adequate provision of employment opportunities; and,
- p) The appropriate location of growth and development.

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

**Provincial Policy Statement (2020)**

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 the following policies in the Provincial Policy Statement (PPS):

“1.1.1 Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

## 1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

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

### 1.3 Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

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

#### 1.3.2 Employment Areas

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

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

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

The proposed development is consistent with the policies of Section 1.1.1. 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. The proposed uses are appropriate for the surrounding context which is characterized by agricultural uses that are designated for future employment uses and the development itself will support multiple economic activities including office, warehouse and vehicle repair. The proposed development supports a land use pattern that avoids risk to public health and safety by comprehensively assessing existing and future land uses through the preparation of a Tertiary Plan, Functional Servicing Report and the Environmental Impact Study included with this application.

The proposed development is consistent with policies under section 1.1.3 as it is located in a Settlement Area and the proposal represents efficient use of land and resources. It is appropriate for the existing infrastructure and public service facilities available in this area, including water and sanitary sewer, therefore avoids the need for their unjustified and/or uneconomical expansion. It is also transit and freight supportive as it fronts onto a primary transit corridor and is in close proximity of Intermodal Rail Terminal.

The proposal conforms to the Employment policies in the Provincial Policy Statement in that it supports economic development and the vitality and intensification of employment uses on agricultural lands designated for employment uses. Further, it provides a mix of economic activities on one site (office, warehousing and repair) and represents an appropriate location for these uses due to the proximity of major goods and freight movement facilities and corridors.

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

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

The subject lands are within the “Designated Greenfield Area – Conceptual” as defined by the Growth Plan for the Greater Golden Horseshoe (Growth Plan). It is also within a “Provincially significant employment zone (Zone 15)”. The proposal has been evaluated against the following policies in the Growth Plan:

#### “2.1 Context

It is important that we maximize the benefits of land use planning as well as existing and future investments in *infrastructure* so that our communities are well-positioned to leverage economic change. It is also critical that we understand the importance of *provincially significant employment zones* and consider opportunities to better co-

ordinate our collective efforts across municipalities to support their contribution to economic growth and improve access to transit.

## 2.2.5 Employment

1. Economic development and competitiveness in the *GGH* will be promoted by:
  - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
  - b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
  - c) planning to better connect areas with high employment densities to transit; and
  - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

## 2.2.7 Designated Greenfield Areas

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.”

The proposal conforms to the Employment policies in Section 2.1 of the Growth Plan. The site is located within one of the *provincially significant employment zones* and is proposed for primarily industrial uses. It conforms to Policy 2.2.5.1 by intensifying a currently underutilized portion of employment land and enhancing employment densities for the site and surrounding area through the incorporation of multiple employment activities (office, repair, warehousing). It fronts onto Highway 50, a Major Transit Corridor, which will connect other high density employment areas. As such, by providing employment opportunities the proposal will integrate land use planning and economic development goals as set out in the Growth Plan.

Additionally, the proposed development is located within the Designated Greenfield Areas and it is consistent with Section 2.2.7 by providing employment within the community and support active transportation and transit services.

Based on the above analysis, the proposed Zoning By-law Amendment conforms to the relevant policies of the Growth Plan.

## Region of Peel Official Plan, 2016

The Region of Peel Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel while having regard for protecting the environment, managing renewable and non-renewable resources, and outlining a regional structure that manages this growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. This Section demonstrates the proposed development’s conformity with the ROP. The ROP policies applicable to the proposed development include the following from Chapter 5 – Regional Structure, Section 5.3 Urban System, Section 5.5.4 Greenfield Density, Section 5.6 Employment Areas and Chapter 6 – Regional Services.

Chapter 5 - Regional Structure (5.1.2) provides that it is the goal of the Region of Peel to:

“To provide a diversity of healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.”

The Subject property is within the Region of Peel’s *Urban System*. Section 5.3: The Urban System of the Official Plan indicates that the *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The general objectives and policies for lands in the *Urban System* relevant to the proposed development are:

- “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.
- 5.3.2.2 Direct urban development and development 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.
- 5.3.2.8 Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.”

The subject property is located within a Designated Greenfield Area in the Regional Official Plan. Designated Greenfield Areas must contribute to complete communities and support sustainable modes of transportation as well as provide a mix of land uses,

compact built form and achieve efficient use of infrastructure. The following policies of Section 5.5.4 Greenfield Density apply:

“5.5.4.1.1 To plan and designate greenfield to contribute to complete communities

5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services

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

5.5.4.1.4 To optimize the use of designated greenfield area

5.5.4.1.6 To manage greenfield growth to support Peel’s economy

5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling”

Section 5.6 - Employment Areas contains objectives and policies intended to ensure that the viability of employment areas is maintained. The following objective is relevant to the proposed development:

“5.6.1 Objectives

5.6.1.2 To provide infrastructure and services that are required for the development of employment areas to facilitate economic development.

5.6.1.4 To attract and retain a range of employment types in Peel.”

Chapter 6 - Regional Services contains goals, objectives and policies for the planning and provisions of services provided by the Region. These services include water supply and distribution and sewage collection and treatment. Section 6.1.2 indicates that it is the goal of the Region to:

“To have an adequate, efficient, planned and cost-effective system of Regional services which ensures that services, service levels and service delivery are consistent with public needs and financial realities.”

Section 6.4 provides policy direction regarding municipal water and waste water services and provides the below objectives and policies relevant to the proposed development:

“6.4.1 Objective

To provide water supply and sanitary sewer services to appropriate areas of the region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.

#### 6.4.2 Policies

It is the policy of Regional Council to:

6.4.2.1 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031”

The proposed development represents an employment use that efficiently uses land and existing infrastructure while being compatible with existing and future characteristics of the surrounding area which contains predominantly agricultural lands designated for employment uses as well as the Canadian Pacific Railway Intermodal Terminal located to the east of the subject property. Urban design elements have been incorporated to ensure minimized visual impact of the outdoor industrial uses and create a positive visual impact and are demonstrated in the Urban Design Brief included with this application. As previously established in this report, the proposed employment/industrial uses are well situated near highways and rail corridors and a transport terminal which will benefit the surrounding area’s existing and future industrial/employment uses. The proposed Zoning By-law Amendment conforms to Policies 5.3.1.4, 5.3.2.2 and 5.3.2.8 of the Region of Peel Official Plan.

The proposed development supports a form of development that conforms to the policies of Designated Greenfield Areas within the ROP. The proposed employment/industrial land use is compatible with and appropriate for an employment area which is designated for future employment uses. The proposed development optimizes the use of the subject property and existing infrastructure, supports the employment component needed to achieve a complete community and supports the Region’s economy. Therefore, the proposed Zoning By-law Amendment conforms to Policies 5.5.4.1.1, 5.5.4.1.2, 5.5.4.1.3, 5.5.4.1.4, 5.5.4.1.6 and 5.5.4.2.6.

The proposed development contains a number of employment types including office uses, warehousing and repair. The proposed development will contribute to new transportation-related infrastructure that will support the broader distribution system and economy and encourage and support future employment lands in the immediate surrounding area. The subject property is well positioned near various major transportation corridors and facilities which will support the economic viability of the surrounding area and proposed development.

The proposed development upholds the above policies for water and waste water services of the Regional Official Plan as it will make use of existing municipal sewage and water services. In doing so it supports the broader goal indicated in Section 6.1.2 by ensuring that adequate, efficient, planned and cost-effectiveness of these municipal services will be consistent with future needs for the subject site. As such, the proposed Zoning By-law Amendment conforms to Policy 6.4.2 of the ROP.

As demonstrated in this section, the proposed development conforms to the Regional Official Plan and support its intent of achieving complete communities, a strong economy and represents an efficient use of land and infrastructure.

### **City of Brampton Official Plan (September 2020 Office Consolidation)**

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 subject lands are designated "Industrial" on Schedule A General Land Use Designation and "Employment" on Schedule 1 City Concept of the Official Plan and are identified as within a "Special Study Area" and a "Designated Greenfield Area". The following Official Plan policies have been reviewed in evaluating the proposed development:

#### **"3.2.2 Built Boundary and Designated Greenfield Area**

Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit.

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.

## **4.4 EMPLOYMENT**

### **Objectives**

It is the objective of the Employment Area policies to:

- a) Retain and enhance business, industry and employment opportunities within Brampton;
- c) Encourage a City-wide average live-work ratio of 2:1 by 2031 that will contribute to sustainability and enhance the quality of life of the community;
- d) Protect the supply of designated employment areas within the City for purposes including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary services;



- e) Increase the proportion of the City's non-residential assessment base by facilitating and promoting increases in the current level of business and industrial activity;
- f) Provide infrastructure and other municipal services for the continued operation and appropriate expansion of viable industrial uses within the City;

#### 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.
- 4.4.2.5 It is intended that, through Secondary Planning, the Industrial designation will be further refined into various sub-designations and that specific policies will be set out with respect to office, retail and service uses, and restaurant uses, along with the appropriate requirements and restrictions as follows...
- 4.4.2.7 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.
- 4.4.2.13 The City may establish restrictions in secondary plans on the location and extent of warehousing and distribution uses to minimize impacts on the proper

functioning of the road network and to provide for other uses that yield greater employment or assessment.

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

- a) Require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;
- b) Promote an appropriate massing and conceptual design of buildings;
- c) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- d) Encourage the provision of safe and attractive built environments;
- e) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- f) Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- h) Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- i) Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads;
- k) Promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;
- l) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;
- m) Implement the Flower City Strategy; and,

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

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

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."

The site is within a Designated Green Field Area. The Official Plan provides that 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. The proposal will generate jobs by developing the existing agricultural land and thereby contributing to the intended density target of the City.

The site is designated "Industrial" and within an Employment Area in accordance with the Official Plan. The proposal meets the objectives of the Employment Area by providing employment opportunities within the City, protecting the supply of designated employment lands and providing infrastructure and municipal services for appropriate expansion of industrial uses.

The Industrial Designation permits various industrial uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use, subject to the policies in the Secondary Plan. The proposal is contemplating a truck transport terminal consisting of warehouse, vehicle repair, vehicle storage and office uses, which conforms to the Official Plan Section 4.2.2.5.

The site is in proximity to major transportation routes and facilities including Regional Road 50, the Vaughan Intermodal Rail Terminal, Highway 427 and Pearson International Airport. The site is fronting onto Highway 50, which is identified as a Major Transportation Corridor and is closed to the intersection of Castlemore Road and

Highway 50, where a future Major Transit Note is identified. Therefore, the proposal conforms to Section 4.2.2.7 of the Official Plan.

The proposal also meets the intent of Section 4.4.2.13 as the Secondary Plan designates the site as 'Logistic/Warehouse/Transportation'. The impact on the proper functioning of the road network and any alternative uses that may yield greater employment or assessment has been studied through the Secondary Plan process and the designation is proven to be appropriate for this location.

Section 4.4.2.22 and 4.4.2.23 of the official Plan set out urban design principles for any industrial development within the City. The proposal conforms to these policies as:

- The Urban Design Brief for the development has been approved;
- The majority of building frontage orients along and close to the street line in order to reinforce the street edge;
- Buffers and appropriate landscape treatments are provided along the site boundaries in order to mitigate views to storage areas;
- Visual presence of the parking, servicing and storage areas will be screened through provision of enhanced landscaping, berming from Regional Road 50;
- Building facades that are visible from Regional Road 50 will be well-articulated, utilizing building projections, pilasters and/or canopies to create visual interest;
- A range of energy efficient building standards will be applied to the construction of this site, which will be implemented at the Site Plan Approval review stage; and,
- The City of Brampton Accessibility Technical Standards will be implemented at the Site Plan Approval review stage.

Lastly, Section 4.11.1.1 of the Official Plan identified the site as part of the Clarkway Drive/Castlemore Road/Mayfield Road Special Study Area. A study and analysis of employment generation and design is required as part of the Secondary Planning process. Staff confirms that this policy requirement has been addressed through the Area 47 Employment Maximization Study conducted in June 2012

Based on the above, staff is satisfied that the proposed application to amend the Zoning By-law conforms to the City of Brampton Official Plan.

### **City of Brampton Highway 427 Industrial Secondary Plan**

The City of Brampton Highway 427 Industrial Secondary Plan (the "Secondary Plan") provides site-specific land use direction for the lands comprising the Secondary Plan area, generally located west of Regional Road 50 and north of Old Castlemore Road. As shown on *Figure 5 – Highway 427 Industrial Secondary Plan Schedule SP 47(a)* the subject property is designated "Logistic/Warehouse/Transportation". The following Secondary Plan policies apply:

"5.2.7 Prestige Industrial

5.2.7.1 The lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.4, and other relevant policies of the Official Plan. Permitted uses include research and development facilities, communication and/or telecommunication facilities, manufacturing and processing of semi processed or fully processed materials deemed not to have harmful impacts arising from dust, fumes, odour, noise or vibrations, assembling, packaging and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit offices, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. Day nurseries and open space uses such as stormwater management facilities may also be permitted within lands designated Prestige Industrial, without an amendment to this Plan.

#### 5.2.9 Logistic/Warehouse/Transportation

5.2.9.1 The lands designated Logistic/Warehouse/Transportation on Schedule SP47(a) shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include Prestige Industrial and those listed in Section 5.2.7 of this Plan. Outdoor storage of goods and materials will be permitted subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.

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.

5.2.9.3 The development of lands within the Logistic/Warehouse/Transportation designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

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 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.
- 5.2.9.6 The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;
- 7.1.2 Schedule SP47(a) identifies potential/conceptual access points that will be considered in determining Collector Road requirements as part of the preparation of tertiary plans in support of development applications within the Area 47 employment lands and in determining local road requirements as part of Block Planning within the residential Sub-areas of Area 47. Any Collector Road required within the Area 47 employment lands will be implemented without an official plan amendment as part of a draft plan of subdivision application.
- 7.1.9 To protect the function of Arterial Roads, it is the policy of the City and the Region of Peel to restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.
- 7.1.10 Notwithstanding Section 7.1.9, above, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Chapter
- 8.2.1 In considering options for stormwater management, the following policies shall apply:
- ii) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, in accordance with the recommendations of the Secondary Plan Area 47 Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study as feasible and appropriate;
  - iv) Stormwater management facilities shall be designed, wherever possible, to provide community amenities such as passive recreation and be visually attractive.
- 8.2.3 Stormwater management facilities shown on Schedule SP47 (a) are conceptual and their size and location will be refined as part of Block Planning. Stormwater

facilities will be integrated with adjacent land uses, as appropriate, and subject to the recommendations of the Secondary Plan Area 47 Master Environmental Servicing Plan, the Secondary Plan Area 47 Infrastructure Servicing Study, an Environmental Implementation Report and a Stormwater Management Report and/or Functional Servicing Report that are completed to the satisfaction of the City of Brampton in consultation with the Toronto Region Conservation Authority.”

This Secondary Plan Designation of this site permits truck trailer parking, warehousing, office and repair uses. An amendment to the Secondary Plan is not required to permit the proposed development.

The proposal conforms to Section 5.2.9.3, 5.2.9.4 and 5.2.9.5 of the Secondary Plan as appropriate development standards have been developed in the approved Urban Design Brief, including, landscape beam and buffer along Highway 50 to screen the negative trucking activities related to vehicle repairs and warehousing; truck parking, service and delivery areas located away from street to the rear of the main building; and truck trailer parking located behind the building and screened from the public view.

In regards to Section 5.2.9.6, a Tertiary Plan has been prepared to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed, which has been approved by the City and the Region of Peel. The Tertiary Plan Area is bounded by Regional Road 50 to the east, “Old” Castlemore Road to the south, Rainbow Creek NHS to the west and existing development (Cadetta Road Industrial Subdivision) to the north. The Tertiary Plan illustrates future road networks and accesses, including a future municipal road off Highway 50, potential accesses on Highway 50 and Old Castlemore Road, and a future shared driveway off Old Castlemore Road. The Tertiary Plan also illustrates stormwater management strategies including new potential stormwater pond and a shared bioswale for quality control purposes. The Tertiary Plan was circulated to the affected landowners for comments. Further, a Community Open House was held on June 21, 2021 to review the proposed Tertiary Plan and facilitate discussion among landowners. Staff is satisfied that the Tertiary Plan improves the community urban structure, assess, and functional site servicing, and prevents developable parcels from being landlocked or otherwise undevelopable.

The proposal meets the intent of Section 7.1.9 and 7.1.10 by restricting the access to Highway 50. Two accesses are currently being proposed: 1) a right-in/right-out/left-in access at the northerly limits of the site and 2) a temporary right-out only access at the southern limits until such time as the internal road connection with the adjacent properties is established. The access arrangement is supported by the Traffic Impact Study and has been approved by the City and the Region.

The Stormwater Management strategy for the site is demonstrated in the approved Functional Servicing Report. Roof top and parking lot surface storage is located underground, meeting the storage requirements in accordance with the Master Environmental Servicing Plan recommendations. Stormwater quality objectives are met

through the Oil-grit separators and a Bio-Swale located at the west limit of the site. As such, the intent of Section 8.2.1 and 8.2.3 is met.

Based on the above, staff is satisfied that the proposed application to amend the Zoning By-law conforms to the City of Brampton Highway 27 Industrial Secondary Plan.

### **City of Brampton Zoning By-law**

The subject property is zoned “Agricultural (A)” by By-law 270-2004, as amended. The Zoning By-law amendment recommended for approval will rezone the subject site to the “Industrial Two (M2) – Section 3594 (M2-3594)” zone to facilitate the proposed development.

The permitted uses include a warehouse, a motovehicle repair shop, associated office use and other appropriate uses. Site specific provisions are included to make sure the site design will meet the objectives set out in the City of Brampton Official Plan and Secondary Plan. In particular, the Site Specific provisions stipulate:

- Size of the Landscape Open Space area along Highway 50 shall be at least 6.0 metres wide to provide sufficient buffer to screen the trucking activities related to the repair shop and warehouse.
- Size of the Landscape Open Space area along the rear lot line shall be at least 3.0 metres for sufficient room for landscaping. The required landscape strip may be part of the proposed bio swale.
- Size of the Landscape Open Space along the interior lot lines shall be at least 1.5 metres to make sure the truck trailer parking is screened from the adjacent properties.
- The location of any outside storage (trailer truck parking) shall be limited in the rear yard and interior side yards and screened from public view by solid fence.

The proposed Zoning By-law amendment is supportable as it assists in implementing appropriate land uses that are permitted in the Secondary Plan and Urban Design principles set out in the Official Plan documents and the approved Urban Design Brief for this site.

### **Technical Requirements**

The following are brief synopses of the documents that were provided in support of the development application:

#### Planning Justification Report



The Planning Justification Report (PJR) dated June 2019 prepared by Glenn Schnarr & Associates Inc. was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Secondary Plan are satisfied and the development represents good planning. Staff reviewed the Report and finds it satisfactory to support the proposed development.

### Urban Design Brief

An Urban Design Brief dated May 4, 2021, prepared by John G. William Limited Architect was submitted and approved. The Urban Design Brief provides design guidance to assist in creating an attractive industrial development appropriate to its location adjacent to Regional Road 50 and within the larger Tertiary Plan area. The Urban Design Brief refers to a number of City of Brampton policies and guidelines including the Highway 427 Industrial Secondary Plan, the City of Brampton's Development Design Guidelines, the Flower City Strategy, the Gateway Beautification Program, the Pathways Master Plan and the Street Corridor Master Plan. It was found satisfactory to support the proposed development.

### Environmental Impact Study

A scoped Environmental Impact Study (the "EIS") and its addendum letter dated August 28, 2020, prepared by Palmer Environmental Consulting Group (PECG) was submitted. The EIS addresses environmental considerations identified in the guiding policy documents for the area and provides a review and summary of existing conditions, a summary of applicable environmental policies and regulatory requirements. The EIS finds that the proposed development is environmentally feasible and would not result in a net negative effect to the natural heritage features. The EIS and the addendum letter was reviewed by Environmental Planning staff and found to be satisfactory to support the proposed development.

### Functional Servicing Report

A Functional Servicing Report dated September 16, 2021 prepared by CANDEVCON Limited was submitted. The purpose of the Functional Servicing Report is to determine how the subject property and adjacent properties can be serviced while also addressing an overall stormwater management strategy. An underground stormwater storage facility is proposed to service the development on the subject property. A bioswale is proposed along the westerly limit of the site for quality control purposes.

Based on the findings of the FSR and SWM, sanitary servicing can be achieved by connecting to the existing sanitary sewer on Regional Road 50, water supply can be achieved by connecting to the existing water main on Regional Road 50 and the stormwater management objectives for Area 47 can be achieved through the

stormwater storage facility proposed and erosion and sediment control measures will be managed and installed as recommended.

Engineering staff reviewed the Study and found it to be satisfactory to support the proposed development.

### Traffic Impact Study

A Traffic Impact Study and its addendum dated April 6, 2021 was prepared by Candevcon Limited. The purpose of the submitted Traffic Impact Study is to determine the traffic impacts of the proposed developments on the surrounding road network and at nearby intersections and to analyze the proposed vehicular accesses to the proposed developments in the context of the future development of the Tertiary Plan Lands. The Traffic Impact Study finds that the key intersections reviewed will operate at an overall acceptable level of service and that any traffic impacts caused by the inclusion of off-site generated traffic and are low and can be mitigated with the recommendations found in the Traffic Impact Study.

### Archaeological Study

Archaeological Assessments Ltd. was retained by East & West Inc. to prepare a Stage 1 & 2 Archeological Assessment (dated June 26, 2017) to identify and assess any potential archeological resources on the subject property. The study determined that there are no archaeological materials or sites located on the subject property. Therefore, it is not expected that the proposed development will have any impact on archaeological resources. Accordingly, no further archaeological assessment is required on the subject property. Heritage staff is satisfied that Archeological Assessment Rudiments have been met.

### Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment was prepared by Terraprobe in May of 2017 and an updated Report was provided in May of 2019. Staff is satisfied that based on a review of historical information and environmental conditions on the property, no specific requirement for additional investigations was identified.

### Sustainability Scores

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 an overall score of 51 which meets Bronze thresholds of sustainability defined by the City.