

**Detailed Planning Analysis**

**City File No. C11E15.002**

**Overview:**

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan, and the City's Official Plan provide directions that support land use planning in a logical and well designed manner, and supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

**Planning Act:**

The proposal has been reviewed for its compliance with matters of provincial interest as identified in Section 2 of the Planning Act. An assessment identified that the sections applicable to this application include, but are not limited to:

- (h) the orderly development of safe and healthy communities;
- (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,
- (r) the promotion of built form that:
  - (i) is well designed,

Regard for these sections is reflected in the proposed Zoning By-law Amendment in that the proposal:

- provides for employment opportunities and,
- supports orderly development and appropriate growth in the area, and will make efficient use of land and existing infrastructure.

**Provincial Policy Statement (2020):**

The Provincial Policy Statement (PPS) 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 matters of Provincial interest as identified in the Provincial Policy Statement, which include, but are not limited to:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
  - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
  - h) promoting development and land use patterns that conserve biodiversity; and*
  - i) preparing for the regional and local impacts of a changing climate.*
- The proposed development is consistent with these policies of as it represents a more efficient use of land than what currently exists on the subject property and contributes to the long term financial well being of the City through the creation of jobs and infrastructure to support economic activity in the area. The proposed uses are appropriate for the surrounding context which is characterized by agricultural and farming that are designated for future employment uses and the development itself will support multiple economic activities including office, warehouse and distribution uses. 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 Functional Servicing Report and the Environmental Impact Study included with this application. The applicant contends that their proposal is cost-effective, compact and efficient, and which minimizes land consumption and servicing costs. In this regard, all necessary infrastructure and public services are available to meet current and projected needs.

*Section 1.1.3.1:*

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

- Whereby Settlement Areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. In this regard, the proposal is located in an established Settlement Area and will contribute to the range and mix of land uses

within the planning area. The proposal also provides for a logical extension of the planned industrial and employment uses for this area, and the proposed development will contribute towards the long term employment and economic viability of the City.

*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, warehouse and distribution uses in an area with existing and planned infrastructure and services. This application meets these requirements by promoting the efficient use of land, infrastructure, and service facilities. It is also supportive of the movement of freight.

*1.7.1 Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- f) promoting the redevelopment of brownfield sites;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- h) providing opportunities for sustainable tourism development;*
- i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing*

- opportunities to support local food, and maintaining and improving the agri-food network;*
- j) promoting energy conservation and providing opportunities for increased energy supply;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- l) encouraging efficient and coordinated communications and telecommunications infrastructure.*
- The proposal will assist in the long term economic prosperity of the community by optimizing the availability of land uses, resources, infrastructure, and public service facilities. The location of the site will ensure that available infrastructure is used to its fullest.

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 (2020):**

The subject lands are within the “Designated Greenfield Area” as defined by the 2019 Growth Plan for the Greater Golden Horseshoe. The Growth Plan for the Greater Golden Horseshoe provides a framework for implementing Ontario’s vision for managing growth in the Region. More specifically, 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. An assessment of the Greater Golden Horseshoe sections applicable to this application include, but are not limited to:

#### **1.2.1 Guiding Principles**

*The successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.*
- *Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate –and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

Staff agree that the proposal will optimize the use of the existing and new infrastructure, and will create new economic and employment opportunities.

## **2.2 Policies for Where and How to Grow**

### **2.2.1 Managing Growth**

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;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes 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 the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

Staff agrees that this proposal supports the creation of complete communities, as it will contribute employment and open space uses which will add to a broader mix of land uses with convenient access to services and future transportation options. The open space will contribute to creating a vibrant public realm and environmental sustainability.

### **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.*

Staff is of the opinion that the proposal supports the direction that economic development and competitiveness will be promoted by making more efficient use of existing employment areas and vacant underutilized employment lands and increasing employment densities. The applicant acknowledges that the site and the existing buildings are underutilized, undersized, and out of date and are in need of extensive upgrades.

### **2.2.7 Designated Greenfield Areas**

*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.*

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

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and*
- b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.*

*3. The minimum density target will be measured over the entire designated greenfield area of each upper-or single-tier municipality, excluding the following:*

- a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;*

- b) rights-of-way for:
    - i. electricity transmission lines;*
    - ii. energy transmission pipelines;*
    - iii. freeways, as defined by and mapped as part of the Ontario Road Network; and*
    - iv. railways;**
  - c) employment areas; and*
  - d) cemeteries.*
4. *Councils of upper-and single-tier municipalities may request an alternative to the target established in policy 2.2.7.2 where it is demonstrated that the target cannot be achieved and that the alternative target will support the diversification of the total range and mix of housing options and the achievement of a more compact built form in designated greenfield areas to the horizon of this Plan in a manner that is appropriate given the characteristics of the municipality and adjacent communities.*
5. *The Minister may permit an alternative to the target established in policy 2.2.7.2. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.7.2 will apply.*

Staff contend that the proposal is considered to represent an appropriate and desirable land use within the City's designated Greenfield Area, and over the long term will contribute towards the area's employment targets. The City's Policy Section has estimated that this 133,776 square metres (1,440,000 sq. ft.) of industrial build will create between 400-800 direct jobs, and upon the issuance of a building permit the developer is anticipated to pay over \$30 million in Development Charges. In addition, once fully built out and occupied, the applicant anticipates that this project will generate over \$2.5 million annually in taxes.

Based on the above, staff is satisfied that the proposed development conforms to the policies of the Growth Plan (2020).

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

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.

The subject lands are located with the "Urban System" as established in the Regional Official Plan (Schedule D). The application has been evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

*5.3.1.3: 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: 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.*

*5.5.1.6 and 5.5.4.1.5: This proposal will support the development of complete communities. By providing employment uses it will contribute to a diverse mix of land uses and to a range of jobs.*

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

In addition, the proposed development has been assessed against the Regional policies pertaining to the Urban System, Regional Road widening conveyances and driveway access connections, site servicing, and waste management.

Consultation with the City and Regional Traffic staff indicate that the ultimate access to the site will be from Countryside Drive and from Coleraine Drive. All technical traffic issues will be addressed through the site plan approval process.

The proposed development is consistent with the Region's policies as it comprises a compact form of development within the Regional Urban Boundary that will efficiently use existing Regional services and infrastructure. The proposal also supports the development of a healthy urban community that respects the characteristics of the existing community.

The applications conform to the policies of the Region of Peel 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:**

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 to 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 Plan.

Within Schedule A – General Land Use Designations in the City of Brampton's Official Plan (Appendix 3), the majority of the subject lands are designated as "*Industrial*," and two small portions of these lands at the north-easterly corner of the development are identified as being located within the Official Plan's "*Corridor Protection Area*". In addition the subject lands are also designated as "*Special Study Area*".

Lands designated as "*Industrial*" provides 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 uses” (Section 4.4.2).*

The Official Plan policies that are applicable to this application include but are not limited to:

- *The Industrial designations identified 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 appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan (Section 4.4.2.1).*

Portions of the subject lands are also part of the “*Corridor Protection Area*” and “*Special Study Area*” as per the Official Plan. The part of the site designated as “*Industrial*” coincides with the employment area and stormwater management ponds on the subdivision. Lands in the “*Corridor Protection Area*” are being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton (Section 4.1.4.2.3.).

The Special Study Area designation is related to ongoing comprehensive land use studies. The subject lands are part of *Clarkway Drive/ Castlemore Road / Mayfield Road Special Study Area (Section 4.14.1.1)*. The purpose of this study is to *designate additional employment land and find opportunities to identify existing designated lands were identified.*

- *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 to be redesignated Industrial. The potential redesignation shall address the area’s contribution to the City’s future employment lands (Section 4.14.1.1.1).*

As per Section 4.4.2.5, through Secondary Planning, the “*Industrial*” designation will be further refined into various sub-designations and specific policies will be set out with respect to office, retail and service uses, and restaurant uses, along with the appropriate requirements and restrictions. The proposal is permitted under the “*Industrial*” designation and therefore conforms to these policies.

Additional policies that are applicable to this application include but are not limited to:

*Policy 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 is expected to achieve the minimum density on the lands that are being rezoned for Employment uses.

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

### **Highway 427 Industrial Secondary Plan (Area 47),**

All of the lands on the “east side” of Coleraine Drive, that are subject to this Application to Amend the Official Plan and Zoning By-law, are designated as “*Employment Lands: Logistic/ Warehouse/ Transportation*” within the approved Highway 427 Industrial Secondary Plan (Area 47). (Appendix 4).

During the time of the original application submission, these lands were previously designated “Scoped Appealed Lands” on the Secondary plan’s Land Use Map. An Official Plan Amendment was filed in order to remove the “Scoped Appealed Lands” status from the Secondary Plan so that the underlying employment land use designation could come into full force and effect. It is noted that the land use amendments for the “Orlando” Phase 1 and 2 lands were appealed by the applicant on November 30, 2017 to the Local Planning Appeals Tribunal (LPAT), due to a lack of a decision. Land use approval for the “Orlando” Phase 1 lands was subsequently issued by way of a LPAT by decision on February 25, 2020, and for the Orlando Phase 2 lands by the Ontario Land Tribunal (previously known as LPAT) on September 1, 2021. Through the latter hearing, City Policy staff were also involved with various other land use appeals to the Highway 427 Industrial Secondary Plan in order to remove the “Scoped Appealed Lands” status from the majority of the “Prologis” lands (with the exception of two parcels previously noted), all of the “Orlando” lands, and all of the other properties in the secondary plan area that are not subject to the Corridor Protection Area, and which do not form part of Special Policy Areas 3, 4, 5 and 6. It is noted that the limits of the “Corridor Protection Area” were refined and reduced in the Secondary Plan in 2018 in response to the findings of the Northwest GTA Corridor Identification Study Area (MTO 2018).

As a result of these land use tribunal decisions, the underlying Employment land use designation on the “Prologis” and “Orlando” lands are now in full force and effect and there is no longer a need for any changes to be made to the Official Plan or Secondary Plan, with the exception of two small portions of the “Prologis” lands that are still subject to the Province’s preferred route of the GTA West Corridor.

The following employment policies applies to the Prologis lands located on the east side of Coleraine Drive:

- *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 (Section 5.2.9.4).*

- *Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law (Section 5.2.9.5).*
- *The lands designated Logistic/ Warehouse / Transportation on Schedule SP 47a shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.42 and other relevant policies of the Official Plan. Permitted uses shall include Prestige Industrial and those listed in Section 5.3.7 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 (Section 5.3.9.1).*
- *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 (Section 5.3.9.3).*
- *The City may require the submission of a detailed development concept of 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 (Section 5.3.9.6).*

The proposed Tertiary Plan and the implementing zoning by-law document ensures that the aforementioned policies will be achieved as it pertains to matters of automobile and truck parking, service and delivery areas, outside storage, landscaping and employment and prestige industrial land use permissions.

### **Tertiary Plan:**

Policy 7.2.2 of the approved Highway 427 Industrial Secondary Plan (Area 47) requires that a Tertiary Plan be submitted to the satisfaction of the City and Region of Peel for all Employment designated lands. The Tertiary Plan must demonstrate that a comprehensive road network, vehicular access and municipal servicing can be accommodated by the proposed development. The applicant's proposed Tertiary Plan has been substantially advanced through the Urban Design Section's review process, and is deemed to be sufficient for the purposes of advancing the applicant's zoning changes. It is noted that the proposed Tertiary plan will need to be revised to correctly reflect the Ministry of Transportation's (MTO's) final GTA West Corridor Preliminary Route Planning Study Area as delineated on the Highway 427 Industrial Secondary Plan (Area 47) illustrated in Appendix 4 of this report.

Based on the above, the proposed development is consistent with the intent of the area Secondary Plan and as such as amendment to this document is not required.

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

The majority of the Prologis lands are zoned "Agricultural (A)" per Zoning By-law 270-2004, as amended, with the exception of the property on the south side of Countryside Drive, which is located midway between Highway 50 and Coleraine Drive, which is zoned

“Agricultural – Section 1735 (A-1735)”. This special section allows the site to be used for a golf driving range until December 12, 2004, after which time only the permissions in the “Agricultural (A)” zone category shall apply (See Appendix 5).

To facilitate the proposed employment uses, the applicant is proposing to rezone the lands for a site-specific Prestige Industrial (M4) zone category and more specifically which allows for the following uses:

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

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

- Where the openings for waste disposal and loading facilities on any building face a public street, they shall be screened from view from the street.
- Garbage and refuse storage shall be screened within an enclosure constructed from materials that are compatible with the main building climate controlled area within a building.
- The first phase of development will require a parking reduction of 9 spaces which equates to 1.3 per cent ( $784 - 774 = 9$  spaces or 1.3%).

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 draft Urban Design Brief for this site.

### **Technical Requirements:**

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

#### Planning Justification Report

The Planning Justification Report (PJR), dated August 2014, prepared by GSAI 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

The applicant has submitted Community Design Guidelines (CDG), by GSAI, dated February 2021, in support of the proposed industrial development application. The City's review of the proposed design is especially important considering that the proposed prestige industrial buildings will be highly visible from Highway 50, Countryside Drive, and Coleraine Drive.

The CDGs explains how the design outlines the urban design principles related to building design/material, landscaping/open space and other elements of the site design to ensure that a high quality development is realized for the Prologis lands and the other lands that are subject to these Guidelines (i.e. Orlando lands).

Typically, the CDGs are approved in advance of lands being rezoned so that proper building setbacks and design requirements can be incorporated into the zoning provisions. Whereas the same zoning requirements and restrictions are being applied to the Prologis lands, that were previously applied to the Orlando Phase 1 and 2 lands by way of the recent Local planning Appeals Tribunal (LPAT) / Ontario Land Tribunal (OLT), and given that the CDG's have been significantly advanced in the review process, Planning staff is satisfied that the proposed zoning by-law incorporates the necessary urban design and landscape requirements for these lands. Accordingly, the proposed zoning on the Prologis lands can proceed in advance of the CDGs receiving final approval.

## Tree Inventory & Protection

A preliminary Landscape Master Plan, Existing Tree Inventory, Protection and Removal Plan, and Arborist Report was prepared by MHBC., dated July 2021, and revised on September 29, 2021, in support of this rezoning application and subsequent site plan application (File: SPA-2021-0209). A total of 16 trees were inventoried, 15 of which will need to be removed due to development construction or tree quality, thus leaving one tree for retention.

This report and landscape drawings will be reviewed by City Open Space staff as part of the site plan approval review process.

## **Municipal Services:**

The proposed Industrial Business Park will be serviced by municipal water, wastewater sewer and stormwater services. The Environmental Implementation Report provides details of the existing and planned municipal infrastructure required to service the proposed Industrial Business Centre.

Through the processing of the Prologis development application, it has been determined that road widenings along all abutting roads will be required. A Record of Site Condition (RSC) will need to be submitted for the subject lands. The RSC information will be required as part of the site plan approval process to be filed prior to the issuance of the final Building permit.

## Functional Servicing Report

A Functional Servicing Report (FSR) was submitted in support of the Orlando Phase 2 portion of the Rezoning and Subdivision application, located on the west side of Coleraine Drive, in August 2020. However, a FSR was not provided in support of the (Prologis) lands located on the east side of Coleraine Drive. The purpose of filing an FSR early in the zoning review stage is to provide preliminary design information on grading, servicing and sizing of servicing system to ensure that site servicing can be properly accommodated on the subject lands.

It is noted that the applicant has recently provided a combined FSR and a detailed stormwater management report (SWM Report) in support of the Prologis site plan application (File: SPA-2021-0209) which is now being processed concurrently with this development application.

The report recommends that the City and Toronto and Region Conservation Authority (TRCA) stormwater quantity criteria can be satisfied through a combination of measures which include rooftop storage, underground chambers and a wet pond. The pond will provide the storage required to release the stormwater at the Humber River Watershed unit flow rates. The proposed stormwater management pond will then discharge through the existing culvert under Mayfield Road downstream of the Site. The Report concludes that “the proposed development of the subject property can be readily serviced from a civil engineering and stormwater management perspective”.

At the time of this report, City and Regional Engineering staff are still in the process of reviewing the Functional Servicing Report. No significant technical problems are anticipated with the report, some technical matters do remain and this report recommends that the implementing zoning by-law amendment for this application not be brought to Council for enactment until the City and Region Engineering staff provide clearances for the report.

## Noise Report

An Noise Impact Study, dated September 20, 2021, was prepared by DST Consulting Engineers Inc. in support of the proposed Prologis rezoning application and the associated site plan application (File: SPA-2021-0209). The purpose of this study is to assess the noise impact of the site on the nearby environment and determine what general design considerations are needed for the site to be compatible with the nearby noise sensitive points of reception.

The report determined that in order to achieve compliance with the applicable sound level limits, acoustic barriers are required to be placed on the west side of the property to block the line of sight from the loading areas and the existing homes along Coleraine Drive. These acoustic barriers will need to be 4.5 metres in height, above grade, and will need to be structurally sound, having a minimum surface density no lower than 20 kg/m<sup>2</sup>. Based on these findings, the report concludes that the proposed industrial distribution project is considered to be feasible from a noise perspective. Final approval

of this report will take place as part of the processing of the associated site plan application stage of development.

### Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by TMIG, dated November 2021, in support of the first two of the proposed three industrial buildings that are to be constructed on-site. The proposed Tertiary Plan / Concept Plan illustrates numerous access locations that are proposed to Highway 50, Countryside Drive, and Coleraine Drive. The proposed access types and locations will be determined through the review and approval of the Traffic Impact Study (TIS).

The study found that the proposed development will marginally increase the traffic volumes at the neighbouring street intersection where capacity is already low. However, this marginal traffic increase on the intersection operations are deemed acceptable. The capacity constraints experienced at the Highway 50 intersections are projected to be remediated once the planned road widenings take place, including the widening of Highway 50 to six lanes and the new and improved arterial roads within Block 47-3, increasing available capacity along the roadway network. Therefore, the overall, queues at the access intersections are projected to be acceptable under the study horizons.

A total of 783 parking spaces are required by the City of Brampton Zoning By-law 270-2004 for the proposed development, inclusive of 21 accessible parking spaces. On-site parking is proposed to consist of 774 spaces, inclusive of 21 accessible parking spaces. The supply shows a deficiency of 9 spaces compared to the by-law requirement, which is equivalent to approximately 1% and is deemed negligible. Accordingly, the parking supply for the subject lands has been deemed to be acceptable. City Traffic staff advises that the proposed parking reduction is considered to be acceptable from the City's perspective.

Given that Coleraine Drive and Highway 50 are both under regional jurisdiction, both the City and Region's Traffic staff will need to review and sign off on the Traffic Impact Study prior to site plan approval being issued.

### **Heritage Resources:**

#### Archaeological Study

A Stage 1-2 Archaeological Assessment (P013-567-2011), dated June 13, 2011 prepared by Archaeological Assessments Ltd. was submitted along with an associated Ministry Letter dated February 1, 2015, for the north-westerly portion of the Prologis property, to identify and assess any potential archaeological resources on the subject property. The report concluded that the Stage 1-2 archaeological assessment for this parcel of land is located within areas of archaeological potential and was subject to the completion of archaeological assessments. The results of the assessments have concluded that the proposed development will not impact any significant archaeological resources.

A Stage 1-2 Archaeological Assessment (P013-1129-2015), dated December 2, 2015 prepared by Archaeological Assessments Ltd. was submitted along with an associated Ministry Letter dated December 18, 2015, for the north-easterly portion of the Prologis property, to identify and assess any potential archeological resources on the subject property. The report concluded that the Stage 1-2 archaeological assessment for this parcel contained no archaeological material(s). The results of the assessment indicate that the development of this property will not impact any significant archaeological resources.

A Stage 1-2 Archaeological Assessment (P361-0108-2017), dated June 2, 2017 prepared by Archaeological Assessments Ltd. was submitted along with an associated Ministry Letter dated June 27, 2017, for the central-westerly portion of the Prologis property, to identify and assess any potential archeological resources on the subject property. The report concluded that the Stage 1-2 archaeological assessment for this parcel contained no archaeological material(s). The results of the assessment indicate that the development of this property will not impact any significant archaeological resources.

A Stage 1-2 Archaeological Assessment (P361-0108-2017), dated May 7, 2020 prepared by Archaeological Assessments Ltd. was submitted along with a letter to the Ministry dated October 5, 2021, for the south-westerly portion of the Prologis property, to identify and assess any potential archeological resources on the subject property. The report concluded that the Stage 1-2 archaeological assessment for this parcel contained no archaeological material(s). The results of the assessment indicate that the development of this property will not impact any significant archaeological resources.

The above noted information is deemed to be sufficient for the purposes of this zoning application. The final heritage review and sign off on these reports will be undertaken as part of the site plan stage of development.

#### Heritage Impact Assessment

A Heritage Impact Assessment (HIA), prepared for Prologis, by ASI, dated May 2020, and Revised September 2021, was commissioned to measure the impacts of the proposed development on the adjacent and nearby cultural heritage resources at 10980 Highway 50, 5556 Countryside Drive and 10900 Coleraine Drive in the City of Brampton, Ontario. These three properties are adjacent to the subject industrial development which will initially consist of the construction of two industrial warehouse buildings. The properties at 10980 Highway 50 and 5556 Countryside Drive are recognized as non-designated ('Listed') properties on the City of Brampton's Municipal Register of Cultural Heritage Resources. Part IV Designation is in progress for the property at 10900 Coleraine Drive, known as the "Cole Farmhouse". This report finds that in order to conserve the cultural heritage value of the adjacent heritage properties and mitigate against the impacts of the proposed development on the adjacent cultural heritage resources, the following conservation and mitigation measures are proposed:

- 1) The City should designate the farmhouse at 10980 Highway 50 under Part IV of the Ontario Heritage Act.



- 2) A Landscape Plan should be completed and submitted to the City, which focuses on creating a buffer of vegetation along the edges of the development that front onto Countryside Drive and Coleraine Drive in order to maintain the rural streetscapes in the vicinity of 5556 Countryside Drive and 10900 Coleraine Drive and the surrounding area.
- 3) Staging during construction should be carefully planned to ensure that no negative impacts occur to any of the adjacent cultural heritage resources at 10980 Highway 50, 5556 Countryside Drive and 10900 Coleraine Drive. All efforts should be made to eliminate potential impacts on the adjacent heritage buildings during construction. Construction and staging plans should be provided to City of Brampton Heritage Planning staff in advance of construction.
- 4) The HIA and the Landscape plan should be approved by Heritage Planning staff as a condition of approval for this development.

Planning staff is satisfied that the above noted matters can be addressed at the site plan stage of development.

#### Sustainability Scores

A sustainability performance metrics and a sustainability summary, dated August 2014 were submitted in support of the original application. Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices). The evaluation concluded that the proposal achieves an overall score of 16 which is below the Bronze threshold of 29 points.

Since the original 2014 submission, the applicant has prepared a separate submission for the Prologis Site Plan Application submission (File: SPA-2021-0209) and which demonstrated that this portion of the development achieves an overall application submission score of 41, which achieves the Bronze rating.

The sustainability details will continue to be addressed as part of the detailed design/Site Plan Approval process and at the time of implementation. In this respect, the Prologis portion of the development is considered to have achieved an appropriate Sustainability Score for the purposes of this by-law.