

Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

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

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

- The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The appropriate location of growth and development;
- The promotion of built form that,
 - Is well-designed,
 - Encourages a sense of place, and
 - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

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

- 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;
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- 1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
 - a) there is an identified need for the proposed use;

- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.
- 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;
 - 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.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 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.
- 1.3.2.1 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.
- 1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.
- 1.7.1 Long-term economic prosperity should be supported by:
 - a) promoting opportunities for economic development and community investment-readiness;

2020 Growth Plan for the Greater Golden Horseshoe

The subject lands are within the “Built-Up Area” as defined by the 2019 Growth Plan for the Greater Golden Horseshoe. The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

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

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or
 - iii. are in the Greenbelt Area;
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;

• 2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- 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.

• 2.2.4.8 All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

- a) connections to local and regional transit services to support transit service integration;
- b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- c) commuter pick-up/drop-off areas.

• 2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

- b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and
- 2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.
- 2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:
 - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
 - 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.
- 2.2.5.4 In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.
- 2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.
- 2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:
 - c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.
- 2.2.5.12 The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.
- 3.2.4.3 Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of employment areas and other areas of significant commercial activity and to provide alternate routes connecting to the provincial network.

Regional Official Plan

The subject application is within the “Urban System” area as established in the Regional official Plan. The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- 4.2.1.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.
- 4.2.1.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.
- 5.3.1.2 To achieve sustainable development within the Urban System.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate

people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

- 5.6.1.3 To promote sustainable development of employment areas, in accordance with the Themes of the Plan in Section 1.3.5 of this Plan.
- 5.6.1.4 To attract and retain a range of employment types in Peel.
- 5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.
- 5.6.2.5 Assist area municipalities in maximizing their economic development objectives and facilitating the development of employment areas through the provision of Regional infrastructure and services such as water and wastewater services, transportation and human services to employment areas based on the availability of servicing capacity and subject to capital budget allocation.
- 5.6.2.13 Encourage the planning and development of employment areas in a manner which takes into account the sustainable development imperatives as outlined in the Themes of the Plan in Section 1.3.5 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.
- 5.9.7.1.1 To facilitate the development of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that supports the regional economy and that minimizes impact to the environment.

Official Plan:

The property is designated “Business Corridor” and “Lester B. Pearson International Airport Operating Area” in *Schedule A: General Land Use Designations* of the Official Plan. In addition to this, Queen Street East is a designated “Primary Intensification Corridor” in *Schedule 1: City Concept* of the Official Plan. The “Business Corridor” designation in the Official Plan prohibits industrial outdoor storage uses, and open storage and truck trailer parking areas are restricted in the entrances of industrial areas. However, for the purpose of a temporary use by-law (temporary permissions in the Zoning By-law) the policies regarding land use designation compliance of the Official Plan and Secondary Plan can be suspended, and an amendment to the Official Plan is not required, in accordance with S. 5.10.3 of the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

3.2.6.1 Primary Intensification Corridors are those which are primarily identified as higher order transit corridors linking major destinations within and beyond the City. These include Queen Street; Main Street/Hurontario Street (shown in the Region of Peel Official Plan as forming part of the Regional Intensification Corridor); Steeles Avenue; Bovaird Drive; Mississauga Road; Bramalea Road and, Airport Road. Primary Intensification Corridors shall be planned to accommodate intense mixed-use development at higher densities supported by the City’s highest level of transit service.

4.4.1.1 The boundaries of the Business Corridor designations are to be interpreted flexibly and refined appropriately at the Secondary Plan level in accordance with studies undertaken as part of a new Secondary Plan or Secondary Plan review process.

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

- (i) A system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
- (ii) The location of ingress and egress points to highways or arterial roads;
- (iii) The impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;

- (iv) The location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties and the generation of stormwater runoff and its impacts on water quality and infrastructure;
 - (v) The impact of large surface parking areas dominating the street edge;
 - (vi) The types and locations of outside storage facilities and their effects on adjacent properties;
 - (vii) Opportunities for transit-supportive patterns and designs including pathways;
 - (viii) The siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and ,
 - (ix) Accessibility for persons with disabilities.
- 5.10.1 The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply.
 - 5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:
 - (i) The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
 - (ii) The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
 - (iii) The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan; (iv) Adequate provision will be made for off-street parking and loading facilities; and,
 - (v) The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.
 - 5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.
 - 5.10.4 Upon the expiry of the time period(s) authorized by a temporary use bylaw, the use of land, buildings or structures that were permitted under such a by-law shall cease to exist and shall not be considered nonconforming within the context of the Planning Act or this Plan.

Secondary Plan:

The property is designated “Highway & Service Commercial” in the Airport Intermodal Secondary Plan (Area 4). The Secondary Plan sections that are applicable to this application include:

2.5.1 Uses permitted on lands designated Highway and Service Commercial on Schedule 4 may include:

- i.) retail warehousing (and other space extensive retailing) limited to those which are not engaged in the selling of food;
- ii.) home furnishing, garden centres and home improvement retail warehouse;
- ii.) automobile service stations, gas bars, repair facilities, sales and leasing establishments, and associated uses;
- iii.) restaurants;
- iv.) convenience stores;
- iv.) personal service shops;
- v.) recreation facilities and community clubs;
- vi.) offices;
- vii.) banks, trust companies or financial institutions;
- viii.) retail establishments; and

ix.) hotels/motels and banquet halls.

In accordance with S. 5.10.3 of the Official Plan, for the purpose of a temporary use by-law (temporary permissions in the Zoning By-law) the policies regarding land use designation compliance of the Official Plan and Secondary Plan can be suspended, and an amendment to the Secondary Plan is not required.

Zoning By-law:

The property is zoned “Service Commercial – Section 1823 (SC-1823)” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to rezone the lands to facilitate the proposed temporary storage of trucks and trailers.

Sustainability Score and Summary: Bronze Threshold Score NOT Achieved

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 15 points, which does not achieve the City’s Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report, and will work with the applicant on increasing the score to ensure it achieves at least Bronze threshold. Staff look forward to receipt of detailed studies such as the Tree Evaluation Report and Stormwater Management Brief at the Site Plan stage of development to justify opportunities to improve sustainability measures on the subject property. Indicators such as ‘Storm water’, ‘Landscape and Street Tree Planting / Preservation’, ‘Potable Water’, and ‘Lighting’ could be improved at the Site Plan stage of development to improve the sustainability score of the proposed temporary use, and provide visual mitigation measures to screen truck and trailer parking from Queen Street East.

Documents Submitted in Support of the Application

1. Concept Site Plan
2. Zoning By-law Amendment Application Form and Registered Owners Authorization
3. Cover Letter
4. Initial Documentation
5. Planning Justification Report
6. Public Consultation Strategy
7. Survey
8. ‘Draft’ Public Notice Sign
9. Sustainability Score and Summary