

Information Summary

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

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

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

- The protection of ecological systems, including natural areas, features and functions (2 a);
- The orderly development of safe and healthy communities (2 h);
- The adequate provision of employment opportunities (2 k);
- The co-ordination of planning activities of public bodies (2 m); and
- the appropriate location of growth and development (2 p).

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:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-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 (section 1.1.1 b);
- Planning authorities shall promote economic development and competitiveness by (section 1.3.1 a & b):
 - Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - Providing opportunities for 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;

- 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 (section 1.3.2.3).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

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

- Applying the policies of this Plan will support the achievement of complete communities that (section 2.2.1.4 a):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- Economic development and competitiveness in the GGH will be promoted by (section 2.2.5.1 a to d):
 - Making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
 - 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;
 - Planning to better connect areas with high employment densities to transit; and
 - Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment;
- Municipalities will plan for all employment areas within Settlement areas by (section 2.2.5.7 c)
 - Providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

- New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: (section 2.2.7.1 a to c):
 - supports the achievement of complete communities;
 - supports active transportation; and
 - encourages the integration and sustained viability of transit services.
- The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows (section 2.2.7.2 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;

Regional Official Plan

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

- To conserve the environmental and resource attributes of the Region (section 5.3.1.1)
- Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (section 5.3.2.2);
- Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d)
 - Support the Urban System objectives and policies in this Plan;
 - Support pedestrian-friendly and transit-supportive urban development;
 - Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and
 - Support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.
- To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan (section 5.5.1.3)

- To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan (section 5.5.1.4).
- 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 (section 5.5.1.6).
- To plan and designate greenfields to contribute to complete communities (section 5.5.4.1.1).
- To optimize the use of designated greenfield area (section 5.5.4.1.4).
- To enhance the natural environment and resources (section 5.5.4.1.5).
- Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan (section 5.5.4.2.1).
- Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities: City of Brampton: 51 residents and jobs combined per hectare (section 5.5.4.2.2).
- Protect and support employment areas for employment uses, as defined and designated in area municipal official plans. For the purposes of this policy, employment areas are those that contain land designated (section 5.6.2.6):
 - In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.

Official Plan:

The property is designated “Employment”, “Designated Greenfield” and “Open Space” on Schedule 1 – City Concept; “Industrial” and “Open Space” on Schedule A – General Land Use Designations of the City of Brampton Official Plan.

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

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

- 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 (3.2.2.2).
- It is the objective of the Employment Area policies to (4.4 a, b, c, d & i):
 - Retain and enhance business, industry and employment opportunities within Brampton;
 - Designate high quality employment areas close to major transportation and transit facilities that support the principles of complete communities by providing convenient access to jobs and that are compatible with adjacent natural areas and land uses;
 - 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;
 - 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; and
 - Provide for a land use pattern to ensure that industries and sensitive land uses are appropriately designed, buffered and/or separated from each other.
- The “Industrial” designation identified on Schedule “A” of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/ commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan. Places of Worship shall be permitted in limited locations subject to Section 4.9.8 of this Plan (section 4.4.2.1);
- The City will accommodate employment growth to 2031 in the order of 70,000 to 90,000 employment land employment jobs, which may include limited amounts of service, retail, office and institutional uses. This growth will occur on new lands designated primarily as employment land and existing vacant employment lands. Some of the employment growth may be accommodated through the intensification of existing employment areas provided that the City-wide forecasts as outlined in (section 4.4.2.2);
- 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 (4.4.2.5 ii):

- Sub-Designations in Secondary Plans Permitting Industrial/Business or Similar Uses:
 - Office Uses: Ancillary office uses, corporate office uses in association with an industrial function, industrial serving business uses within industrial malls, and free-standing office uses subject to a City review on the basis of criteria including, but not necessarily limited to the following:
 - consideration of the estimated economic/ employment need for the area;
 - the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a permitted maximum density of 0.5 FSI;
 - location of site within the Industrial area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
 - issues related to site design, including parking, outdoor storage and service areas, and landscaping.
- The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities (section 4.4.2.7).
- The City shall undertake to deliver a balanced transportation system that includes for roads, transit, highway linkages, rail, pathways and other major transportation facilities that are accessible to all members of the Brampton community including persons with disabilities. A comprehensive set of initiatives and programs will be created to support each of the strategic elements to provide a comprehensive transportation system that contributes to Brampton's economic vitality that promotes a sustainable and healthy future (section 4.5.1.1).
- The City shall undertake new road construction and road improvements and widening with regard to environmental health, including conserving natural heritage features and linkages, and avoiding, minimizing and mitigating impacts to natural areas and functions (section 4.5.1.7).
- The City shall ensure that road facilities function in accordance with the following general guidelines and classifications (section 4.5.2.2.iv):

- Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or business and employment areas, or to and from the arterial system, including transit services. Through traffic will generally be discouraged from using these roadways. Direct access from abutting residential properties will not be permitted near intersections with arterials, and will be appropriately managed elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
- The City shall, in conjunction with the Regional Municipality of Peel, endeavour to reserve or obtain the necessary Right-of-way shown on Schedule “B1” through subdivision, land severance, site plan control or agreements, or by gift, bequeathment or purchase or through expropriation where necessary and feasible (section 4.5.2.6).
- The City shall interpret the required right-of-way widths shown on Schedule “B1” to denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/intersection geometric design. There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways and transit priority measures including reserve bus lanes or bus rapid transit lanes. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way (section 4.5.2.7).
- The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways (section 4.5.2.8).
- Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account: (section 4.6.7.1 iii-ix).

- Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;
 - The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;
 - The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;
 - The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;
 - The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
 - The risk of the loss of life or property damage; and,
 - The comment of the appropriate Conservation Authority and Provincial Ministry).
- Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act (section 4.6.7.5).
 - In order to maintain the open character and linkage functions of valleylands, structures crossing a valley and/or watercourse shall provide for a suitable open span to accommodate the natural movement and functions of the feature as well as through movements of wildlife and pedestrians as appropriate (section 4.6.7.9).

The proposal is consistent with the policies of the City of Brampton Official Plan. An amendment to this plan is not required.

Secondary Plan:

The property is designated “Logistics/Warehouse/Transportation” and “Valleyland” in the Highway 427 Industrial Secondary Plan (Area 47). The Highway 427 Industrial Secondary Plan policies that are applicable to this application include but are not limited to:

- 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 5.3.7 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 5.2.9.1);

- 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: (section 5.2.9.2):
 - 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.
- 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 5.2.9.3).
- 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 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. (section 5.2.9.6)
- The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study (section 5.3.1.1).

- The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study (section 5.3.1.3).
- Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation (section 5.3.1.4).
- Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan (section 5.3.1.6).
- Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules "B" and "B1" of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a) (section 7.1.1).
- Arterial Roads, Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathway (in the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe, access to transit services (section 7.1.3).
- All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate (section 7.1.4).
- Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans, are to be gratuitously provided within or abutting Secondary Plan Area 47 and conveyed to the road authority having jurisdiction, as a condition of development approval (section 7.1.8).

The proposal is consistent with the policies of the Highway 427 Industrial Secondary Plan. An amendment to this plan is not required.

Zoning By-law:

The property is currently zoned as “Agricultural” (A) by By-Law 270-2004, as amended.

In order to accommodate the proposed use, the Zoning By-law must be amended. The applicant has proposed to amend the Zoning By-law to a site specific Industrial Two (M2-XXXX), Open Space and Floodplain zone. The proposed M2 zone permits the following:

XXXX.1 Shall only be used for the following purposes:

1. Industrial:

- (a) The manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials including a motor vehicle body shop;
- (b) Non-obnoxious industrial uses involving the manufacture and storage of goods and materials in the open and such uses as the storage, repair and rental equipment, and a transport terminal, but not a junk yard, salvage yard, wrecking yard, quarry or pit.
- (c) A warehouse.

2. Accessory:

- (a) an associated office;

XXXX.2 Shall be subject to the following requirements and restrictions:

1. minimum Landscaped Open Space:

- a. Except at approved driveway locations, a minimum 3.0 metre wide strip shall be provided along the lot line abutting a street;
- b. A minimum of 3.0 metres wide landscape strip shall be provided along the east interior lot line;

2. Minimum Interior Yard Setback: 1.5 metres;

3. Notwithstanding the provisions of Section 30.5, the combined number of parking space for warehouse and office uses shall be 33 parking spaces.

XXXX.3 Shall also be subject to the requirements and restrictions relating to the M2 zone and all the general provisions of this by-law which are not in conflict with those set out in Section XXXX.2.

Sustainability Score and Summary

1. Bronze Threshold Score 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 35 points, which achieves the City's Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

Documents Submitted in Support of the Application

- Cover Letter;
- Zoning By-law Amendment Application;
- Survey;
- Parcel Abstract;
- Draft Public Notice Signage;
- Public Consultation Strategy;
- Planning Justification Report;
- Sustainability Score and Summary;
- Draft Zoning By-law Amendment;
- Concept Site Plan;
- Urban Design Brief;
- Functional Servicing and Storm Water Management Report;
- Traffic Impact Study;
- Tree Inventory and Preservation Plan;
- Arborist Report;
- Noise Feasibility Study;
- Preliminary Geotechnical Assessment;
- Preliminary Hydrogeological Assessment;
- Phase 1 Environmental Site Assessment;
- Scoped Environmental Impact Study; and
- Stage 1-2 Archaeological Assessment.