

April 3rd, 2023

City of Brampton

2 Wellington Street West
Brampton, ON L6Y 4R2

Attention: Mayor and Members of Council

**Re: Council Resolution Request: Minister's Zoning Order (MZO)
Proposed Prestige Industrial & Commercial Complex
11176 Highway 50 (Part of Lot 16, Concession 12, Northern Division)
City of Brampton, Regional Municipality of Peel**

Dear Mayor Brown and Members of Council,

Brutto Consulting is pleased to request Council's consideration for a Resolution to request a Minister's Zoning Order (MZO), on behalf of our client Highway 50 Business Park Ltd, on the Subject Property municipally known as 11176 Highway 50. Please refer to the *Planning Vision Report – Prestige Industrial & Commercial Complex* enclosed within this letter for the detailed analysis of the proposed employment complex.

The Subject Property is located near the northwest portion of the Highway 50 and Countryside Drive intersection and a lot area of approximately 24.88 acres (10.06 hectares). The site has a lot frontage along Highway 50 of approximately 167.50 metres (549.54 feet) and a lot depth of 806.46 metres (2,645.87 feet).

The proposed development seeks to build a wide-range of industrial buildings with an accessory commercial component on the Subject Property. The total proposed gross-floor area at maximum build-out would be approximately 43,001 sq. metres (462,859 sq. feet), and would include a total of 644 parking spaces and 24 accessible parking spaces. The proposed complex would be accessed primarily from Highway 50, and will also have a future access to Countryside Drive to the south and future industrial uses to the north. Most of the lots on the Subject Site will be for industrial uses, while the lots fronting onto Highway 50 will have a commercial, retail, and self-storage component.

The request for an MZO would allow the timely permission to introduce a new prestige industrial and commercial complex on the Subject Site, which would generate 1000 new skilled jobs within the City of Brampton and Region of Peel by the years 2025-2026.

With the issuance of an MZO, construction of the proposed development would also generate significant person years of employment. Should the MZO be issued, the proposed complex would proceed through the standard Site Plan Control and Building Permit application process to ensure all technical matters are addressed in accordance with municipal standards and requirements.

The Subject Site is situated in a Provincially Significant Employment Area that benefits from existing major transportation goods corridors and terminals, and from existing municipal servicing. The site is also designated as an Employment Area and intends to serve the growing demand for skilled labour in the City of Brampton and the Region of Peel.

The purpose of the MZO is to zone the Subject Property to be consistent with the City Official Plan designations, and to facilitate the proposed development which would generate a significant number of jobs, and an employment complex with high quality architecture, top of the line infrastructure, and enhanced sustainability features including solar panels and EV charging stations which would create an attractive and high-quality workplace for its workers.

Considering the provincial, regional, and local land use policy provisions in support of developing the lands for employment uses as well as the existing major transportation corridors and municipal services, we consider that the Subject Property is in a key location to generate significant employment opportunities in the City of Brampton.

Accordingly, we respectfully request that City Council ask the Minister of Municipal Affairs and Housing to grant the Minister's Zoning Order (MZO) on an urgent basis to permit the proposed employment complex in the City of Brampton.

Yours truly,



Claudio P. Brutto, MCIP, RPP
President, Brutto Consulting

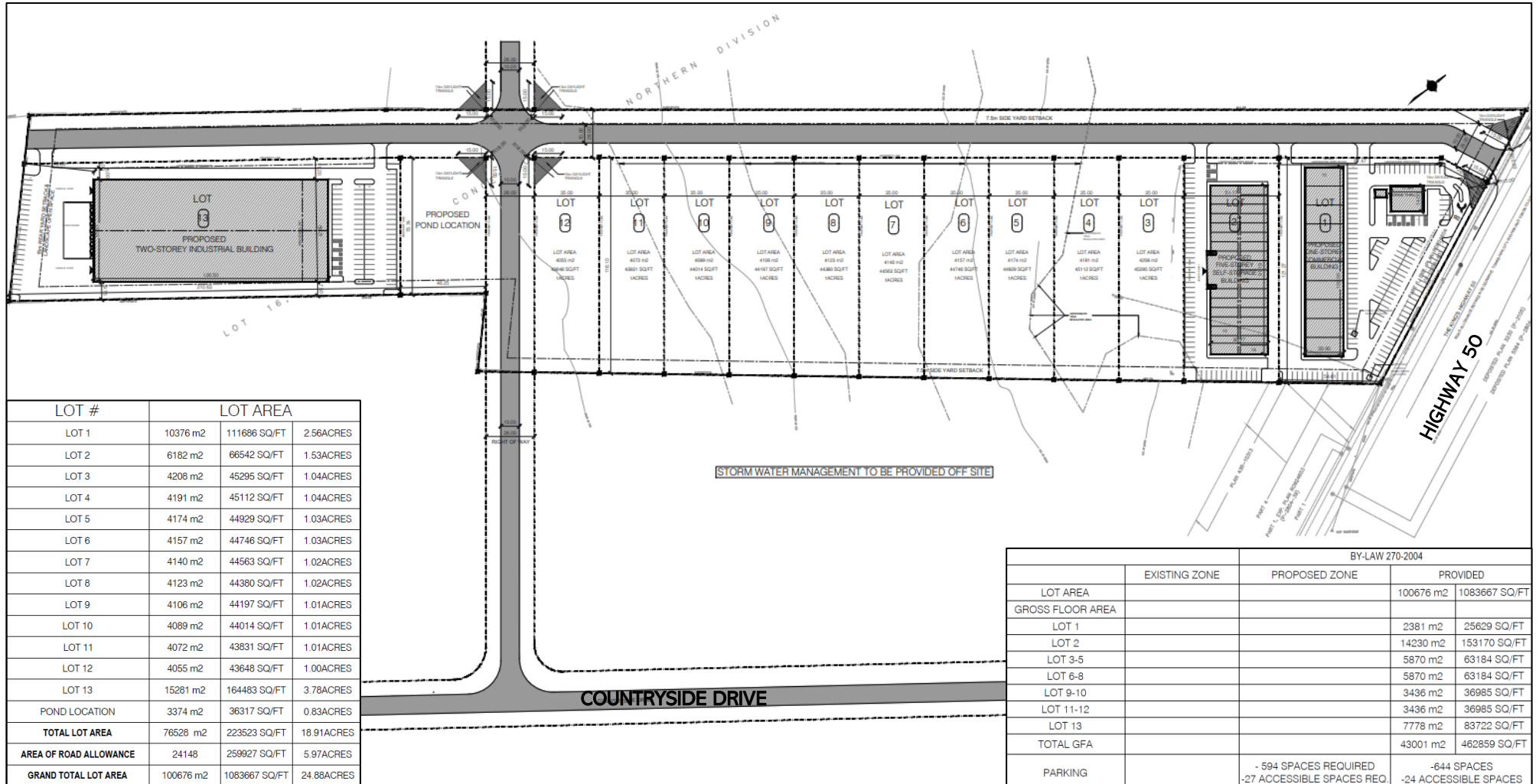


Figure 1 - Proposed Conceptual Site Plan



Figure 2 - Conceptual Rendering of Commercial Building Looking Southwest



Figure 3 - Conceptual Rendering of Commercial Building Looking Northwest



Figure 4 - Conceptual Rendering of Industrial Building



Figure 5 - Conceptual Rendering of Industrial Building Showing EV Charging Stations and Rooftop Solar Panels



PLANNING VISION REPORT

PRESTIGE INDUSTRIAL & COMMERCIAL COMPLEX

11176 HIGHWAY 50,
CITY OF BRAMPTON, ON, CANADA
APRIL 3RD, 2023

Brutto Consulting

113 MIRANDA AVENUE
TORONTO, ON M6B 3W8

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1.0 INTRODUCTION

1.0 INTRODUCTION

This Planning Vision Report has been prepared in support of an industrial and commercial complex on behalf of our client Highway 50 Business Park Ltd. The location for this complex is the lands municipally known as 11176 Highway 50 in the City of Brampton, Ontario. The Subject Lands are approximately 24.88 acres (10.06 hectares) in size and are located approximately 175.0 metres north of the Highway 50 and Countryside Drive intersection, along the easterly municipal boundary of the City of Brampton (See *Figure 1 - Aerial View of Subject Lands* for reference).

Existing municipal services are located near the Subject Property and would be readily available to service the site.

It is estimated that the proposed employment vision will create 1000 high paying jobs and will generate significant person years of construction. With a Minister's Zoning Order (MZO) in place and subject to future Site Plan Control approval, the projected jobs could be provided by the year 2025-2026.

This report outlines the rationale for the creation of an industrial and commercial complex on the Subject Lands. The proposed complex will be split into three zones. The first will be a commercial block fronting onto Highway 50 and composed of a restaurant with a drive-through facility, a one-storey multi-unit commercial building, and a five-storey self-storage building. The second, located west of the commercial block, will be an industrial block composed of 1.0 acre individual industrial lots that will accommodate 2-storey industrial buildings with accessory office spaces on the mezzanines. The third, located west of a proposed north-south road connecting to Countryside Drive, will be composed of a large two-storey industrial building with accessory office space and will also include a stormwater management pond that will service the entire industrial and commercial complex.

Concept Site Plans and architectural renderings have been prepared in support of permitting the above noted uses on the Subject Lands. The approval of this vision will create an employment asset that will provide new jobs for the surrounding communities through a wide-range of industrial and commercial entities that will operate within the complex.

This vision will help to achieve the City of Brampton's desire for high-quality employment areas and will support the City in meeting its employment growth targets mandated by the Province of Ontario. This document provides an overview of the local and regional context as well as the planning policies that pertain to the proposed vision.



Figure 1 – Aerial View of Subject Lands (Source: Google Earth, 2023)

2.0 SITE CONTEXT

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2.1 Site Context

The Subject Site is located near the northwest portion of the Highway 50 and Countryside Drive intersection. It has a lot area of approximately 24.88 acres (10.06 hectares). The approximate lot frontage of the site along Highway 50 is 167.50 metres (549.54 feet) and an approximate lot depth of 806.46 metres (2,645.87 feet). See *Figure 2 – Location Map of Subject Site* for reference. The Subject Property is currently occupied by one single detached dwelling with a two-car garage, a barn, a storage building, and a storage shed. The property is generally void of natural features, and aside from the existing buildings consists entirely of agricultural land. The Subject Site is bounded by Highway 50 to the east, and by agricultural, industrial, and outdoor storage uses to the north and west, and south. Highway 50 is a regional road with existing municipal services. See *Figures 3-4* for reference.

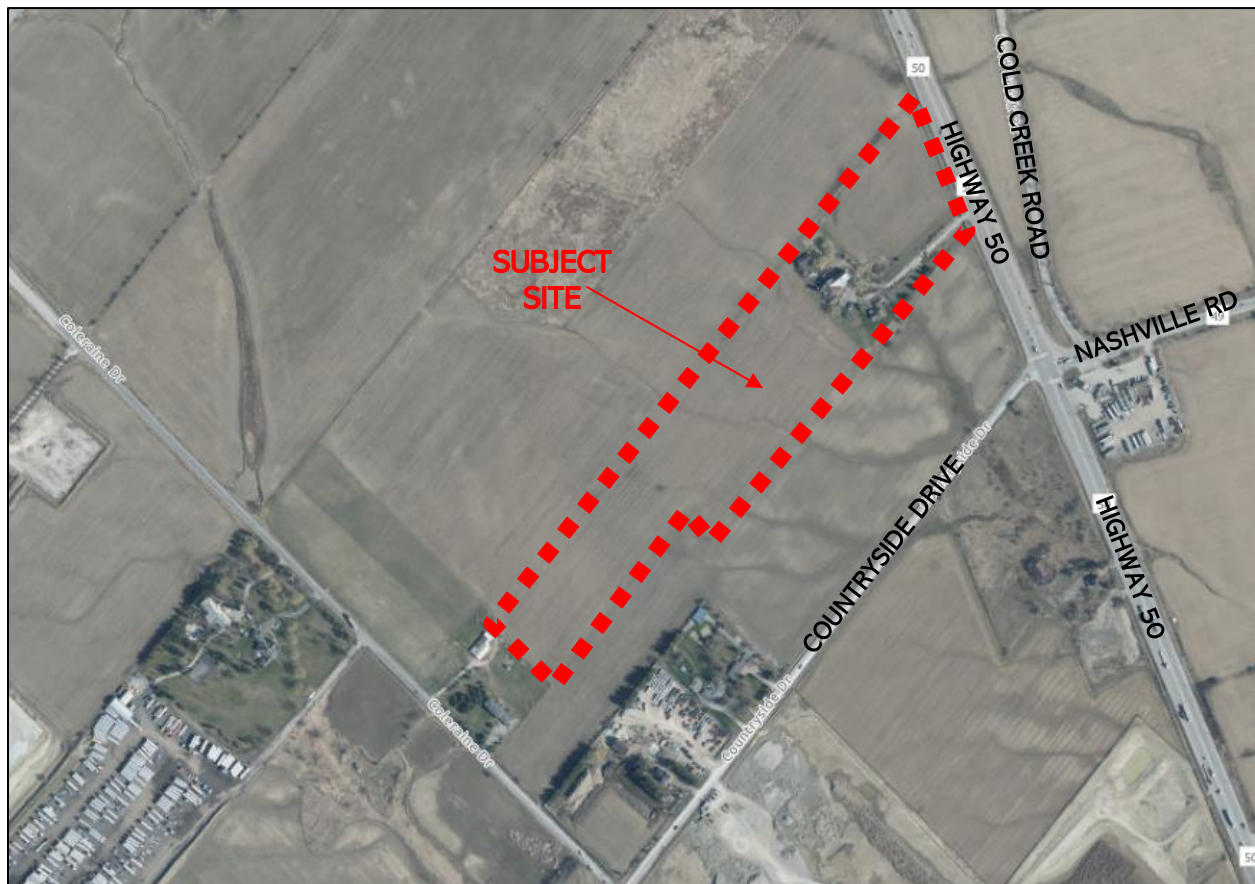


Figure 2 – Location Map of Subject Site (Source: Brampton GeoHub, 2023)



Figure 3 – View of Subject Site Looking West from Highway 50



Figure 4 – View of Subject Site Looking North from Countryside Drive

2.2 Surrounding Context

The following describes the surrounding physical characteristics and land uses around the Subject Lands (See *Figure 5 – Surrounding Context*):

- **North:** Immediately north of the site are existing agricultural uses. Further to the north is the Town of Caledon municipal boundary which north of Mayfield Road contains large plots of land used for employment uses including but not limited to transportation services, freight and truck storage, auto dealerships and auto parts, and suppliers.
- **East:** Highway 50 abuts the Subject Property to the east, which is followed by the City of Vaughan municipal boundary, which contains existing agricultural lands, an Esso gas station, industrial storage uses along Nashville Road, and the Kleinburg Christian Academy further east.
- **South:** Immediately to the south is an agricultural property as well as a recently approved site that is used for outside storage of trucks and other oversized vehicles. South of Countryside Drive is a recently approved industrial complex known as the Prologis Highway 50 – Distribution Centre (City File No. SPA-2021-0209), which contains large format industrial-commercial facilities used for professional offices, and for logistic and distribution warehousing. Further south is the Canadian Pacific Railway Intermodal Terminal, and a wide-range of industrial and transportation services including outside storage of oversized vehicles and containers, and contractor and construction yards.
- **West:** To the west of the Subject Site are agricultural uses as well as industrial related uses including a container terminal and lands used for the outdoor storage of trucks and other oversized vehicles. Existing commercial and residential uses.

The Subject Site has immediate access to a major transportation corridor that is Highway 50 which provides access to Highway 427, a provincial highway that allows for rapid inter regional connections to nearby municipalities including the City of Vaughan, Toronto, Markham, Mississauga, and to other provincial highways. These connections make the Subject Lands an ideal location for the proposed employment vision as it will provide new employment opportunities in an easily accessible location from nearby transportation corridors.



2.3 Regional Context

The Subject Site is situated in a provincially significant employment area that benefits from many existing and emerging regional transportation corridors, assets, and infrastructure. See *Figure 6 – Key Regional Context Assets* for reference.

The Subject Site is in close proximity to Highway 427 which has been recently extended north to Major Mackenzie Drive West. This interchange provides ease of access to many area municipalities by connecting to other provincial highways including the 407, 409, 401, the Gardiner Expressway and the Queen Elizabeth Way (QEW). This proximity to major goods movement corridors situates the site within a strategic distance to many employment and transportation facilities including the Canadian Pacific Railway Intermodal Terminal in Vaughan (estimated 10-15 minute drive), the Canada National Brampton Yard (estimated 15-20 minute drive), and Pearson International Airport (estimated 20 minute drive). See *Figure 7 – Regional Context Map* for reference.

The close proximity to key transportation corridors and facilities provides the site with rapid access to regional, national, and international employment terminals. These connections demonstrate that the Subject Site is an ideal location for an industrial-commercial complex.



Figure 6 – Key Regional Context Assets (Clockwise from top left – Highway 427, Pearson International Airport, CP Vaughan Intermodal Terminal, CN Brampton Yard)

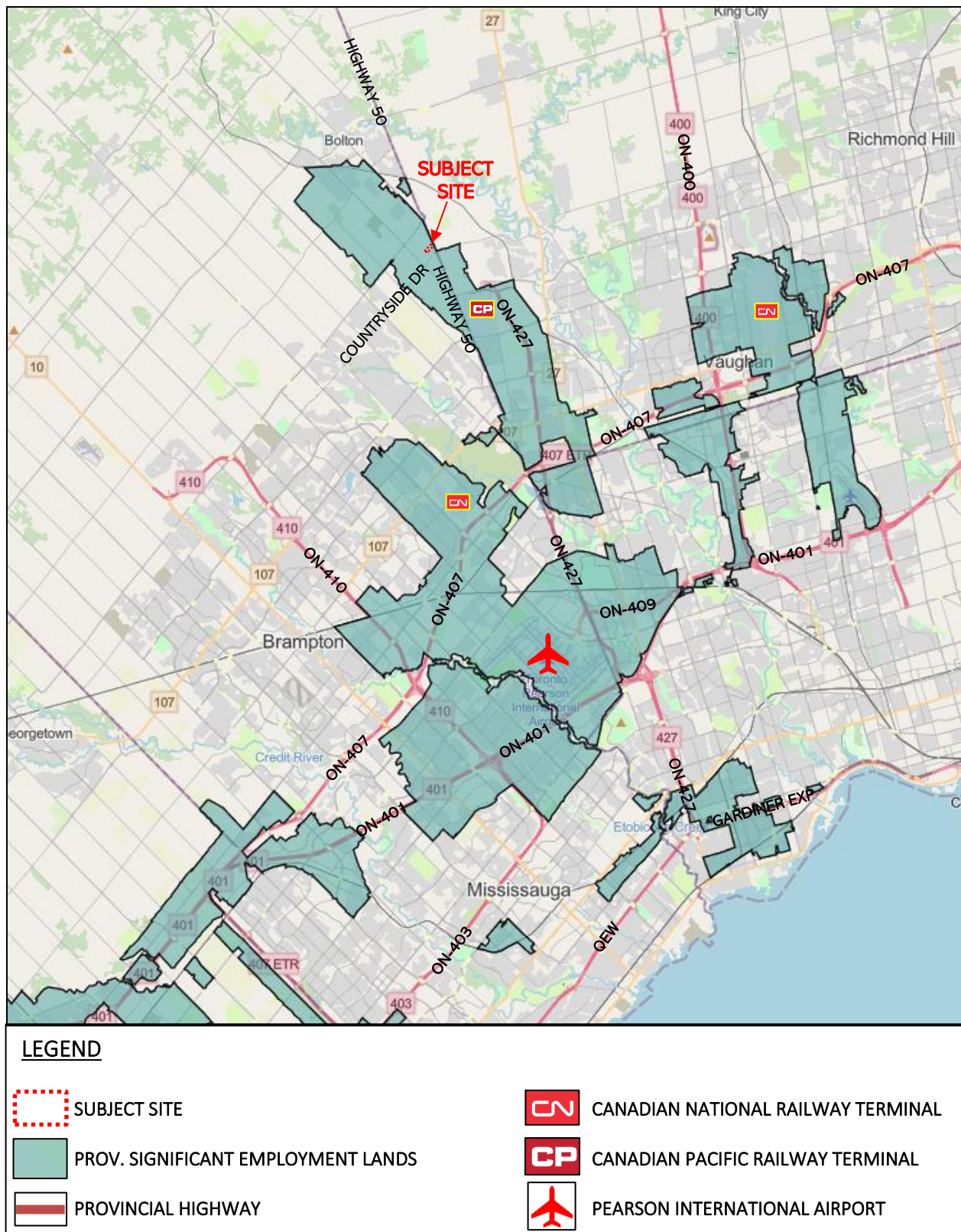


Figure 7 – Regional Context (Source: MMAH, 2023)

3.0 POLICY ANALYSIS

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Applicable Provincial, Regional and Municipal Land Use Policies

The following section of the report identifies the applicable planning policy context for the Subject Site and the surrounding area. In order to provide a broad based and relevant planning opinion for this employment vision, it is necessary to examine current Provincial, Region of Peel and City of Brampton land use policies and zoning provisions. The documents below will be reviewed in a comprehensive way to inform of the pertinent land use permissions of the remnant Subject Site.

3.1 Provincial Policy Review

This section of the Report illustrates the land use policies of the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) as they pertain to the Subject Site.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS, 2020) provides the overall policy direction on matters of provincial interest and provides the policy foundation for planning and regulating the use and development of land. The PPS applies to all planning and development in Ontario, therefore all matters of land use planning and development in the province must be consistent with the PPS.

The Subject Site is located within a *Provincially Significant Employment Zone* as per the latest map of provincially significant employment areas (updated January 17, 2023). This means the site is within a designated area intended for the protection of employment uses for the long-term within the Province of Ontario. As such, the Region of Peel Official Plan (2022), the City of Brampton Official Plan (September 2020 Office Consolidation), and the Highway 427 Industrial Secondary Plan Area (SPA47) are required to recognize the significance of the Subject Site for employment uses. See to *Figure 8 - Provincially Significant Employment Zone* for reference.

Furthermore, Section 1.3.2 – *Employment Areas* of the PPS contains policies emphasizing the importance of planning for and protecting employment areas to ensure their long-term use as areas of strong economic development and competitiveness.

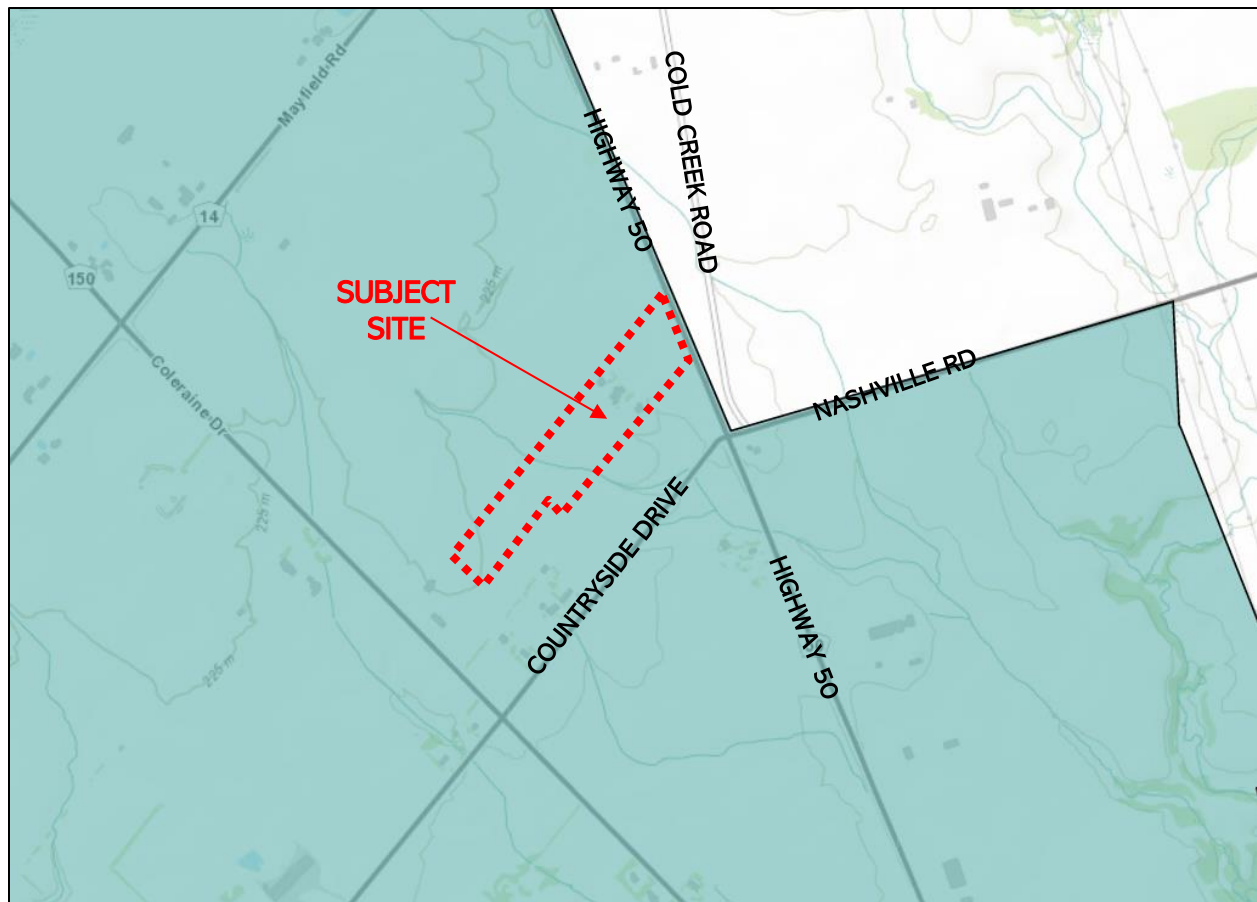


Figure 8 – Provincially Significant Employment Zone (Source: MMAH, 2023)

Section 1.3.2.1 of the PPS advises that planning authorities shall plan for, protect and preserve employment areas for present and future uses and ensure adequate infrastructure is provided to support current and projected needs. Section 1.3.2.2 states that authorities shall, as part of the local official plan review or update, assess employment areas and ensure their designation is appropriate to the planned function of the employment area. Also, employment areas designated for industrial and manufacturing uses shall have adequate separation and mitigation from more sensitive uses in order to secure the long-term viability of these employment areas.

Section 1.3.2.3 advises that in order to maintain land use compatibility within employment areas planning authorities shall prohibit residential uses and other sensitive land uses not ancillary to the intended primary employment use of employment areas. Additionally, industrial and manufacturing type of employment uses shall maintain an appropriate separation and transition from adjacent non-employment uses.

Also, as per Section 1.3.2.4 of the PPS planning authorities may convert employment zones to non-employment uses only if it is demonstrated that the land is not required for long-term employment purposes, which is not the case for the Subject Property. In fact, section 1.3.2.6 of the PPS states that planning authorities shall protect employment areas near major goods movement facilities and corridors. The subject site is immediately adjacent to Highway 50, a regional road that connects to the ON-427 expressway which is considered a major transportation corridor.

Overall, the policies of the PPS support the long-term development and protection of employment uses on the Subject Property.

The Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe ("the Growth Plan") was prepared by the Ontario Ministry of Public Infrastructure Renewal and approved by the Province of Ontario. Its latest Office Consolidation (Amendment 1 – 2020) took effect on August 28, 2020. The Growth Plan for the Greater Golden Horseshoe is a long-term plan to manage growth, build complete communities, curb sprawl and protect the natural environment. The applicable policies from this provincial document are outlined below.

Section 2.1 – Context of the Growth Plan states the importance of ensuring an adequate supply of land for employment uses and the need to maximize the use of existing infrastructure to support communities in leveraging economic change. This section also recognizes the critical role of in *Provincially Significant Employment Zones* in supporting the long-term provision and protection of existing and future employment areas and the need to coordinate collective efforts across municipalities to ensure these areas help support economic growth.

Section 2.2.5 – *Employment* of the Growth Plan emphasizes the importance of employment areas for economic development and competitiveness. Employment is promoted through policy 2.2.5.a) of the Growth Plan by ensuring that existing employment areas make more efficient use of underutilized or vacant land and increasing employment densities. Policy 2.2.5.b) further states that sufficient land be made available in appropriate locations to accommodate for a variety of employment uses and meet forecasted employment growth to the horizon of the Growth Plan.

Most importantly, policy 2.2.5.5 advises that within *settlement areas* municipalities shall designate and preserve lands located adjacent to or near *major goods movement facilities and corridors*, including major highway interchanges, for employment uses including but not limited to manufacturing, warehousing, logistics, and other ancillary uses and facilities. Section 2.2.5.6 further indicates that in consultation with lower-tier municipalities, upper and single tier municipalities shall designate all employment areas within their official plans to ensure their protection over the long term. As per this policy, employment designations may also be incorporated into upper and single tier official plans by amendment at any time in advance of a municipal comprehensive review for greater certainty.

Section 2.2.5.7 of the Growth Plan states that municipalities shall, within settlement areas, plan for employment areas by undertaking the following:

- a) Prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary purpose of employment uses;
- b) Limiting the scale threshold of major retail uses; and,
- c) Providing an interface between employment and non-employment areas to maintain land use compatibility.

Section 2.2.5.7 also advises that major retail, office, and sensitive land uses will avoid, or where avoidance is not possible, minimize adverse impacts on manufacturing, industrial and other employment land uses that are vulnerable to encroachment.

Section 2.2.5.12 states that the Ministry may identify *Provincially Significant Employment Zones* and provide specific policy directions for planning in these areas through official plan designations and economic development strategies.

All the employment supportive policies noted above apply to the Subject Site as it is considered a *Provincially Significant Employment Zone*, is surrounded by other employment designated properties, and is adjacent to Highway 50 and near the ON-427 Highway which is considered a major goods movement corridor. The Subject Site is within an area that is almost in its entirety planned for employment purposes and it is the intent of the Growth Plan's provincial policies to preserve them as such in the long-term.

3.2 Municipal Policy Review

This section evaluates applicable policies of the Region of Peel Official Plan (April 2022), the City of Brampton Official Plan (September 2020 Office Consolidation), the Highway 427 Industrial Secondary Plan Area (SPA47), and the City of Brampton Zoning By-law 270-2004, as amended.

Region of Peel Official Plan (April 2022)

The Ministry of Municipal Affairs and Housing (MMAH) approved the Region of Peel Official Plan on November 4, 2022. The new Regional Official Plan is in full force and effect and not subject to appeal. The new upper-tier Official Plan intends to guide growth and development in the Region to the year 2051 through a comprehensive land use policy framework, including policies that addresses long-term planning for employment and infrastructure.

The Subject Property is designated as “Urban System” as per Schedule E-1 - Regional Structure and within an “Employment Area” as per Schedule E-4 – Employment Areas of the Region Official Plan. Please refer to *Figures 9 and 10* below for reference. These designations are intended for the local official plans to retain these lands for employment purposes that support economic development in the Region. The proposed employment vision for the Subject Site is permitted under this designation.

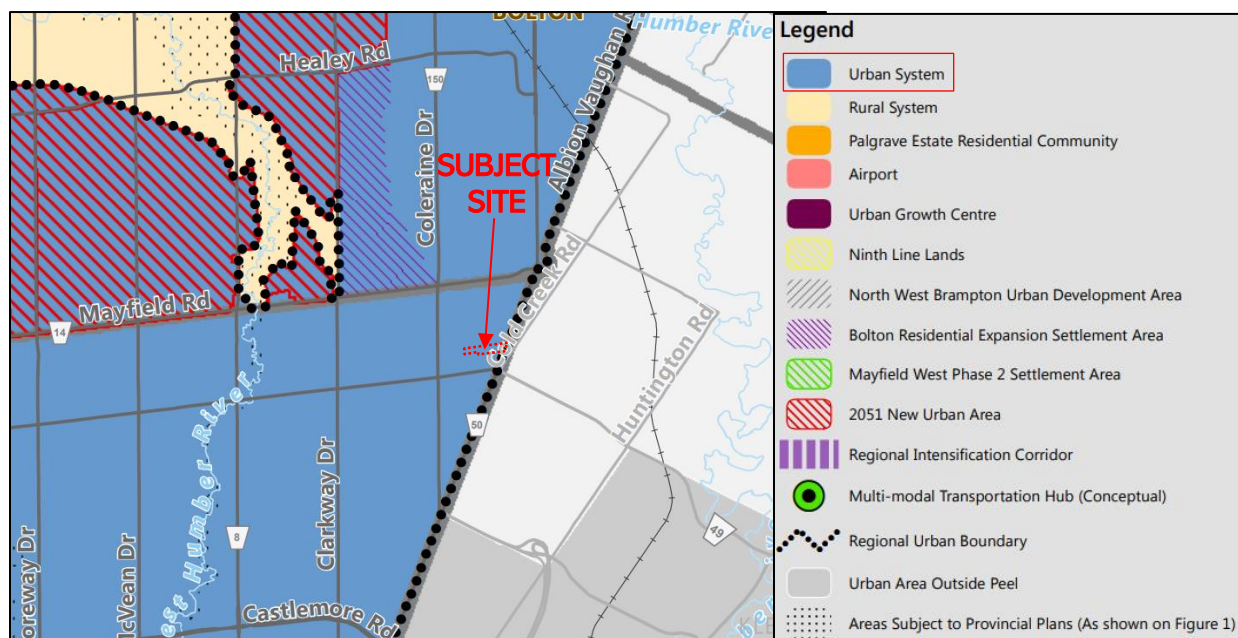


Figure 9 – Schedule E-1: Regional Structure (Source: Region of Peel Official Plan, 2022)

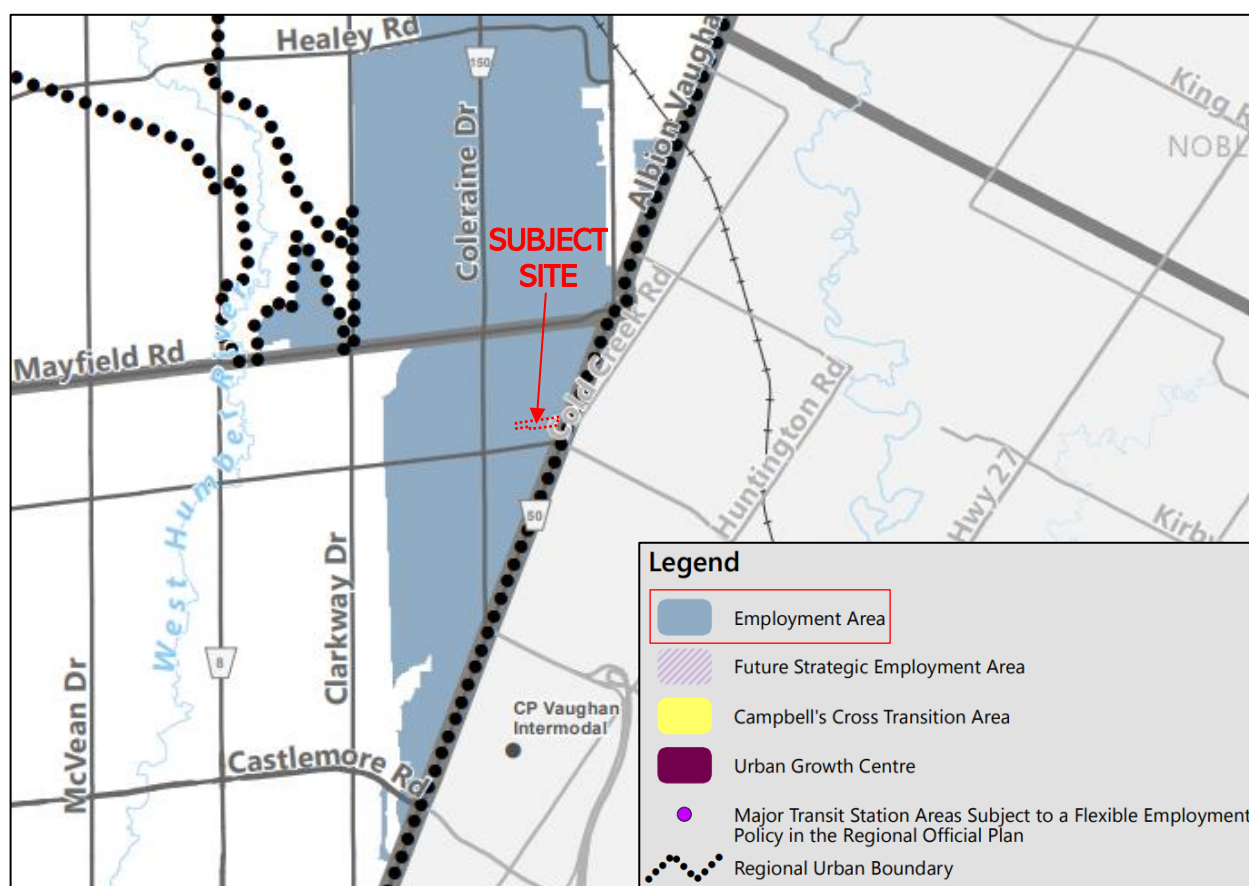


Figure 10 – Schedule E-4: Employment Areas (Source: Region of Peel Official Plan, 2022)

Section 4.3 – Population and Employment Forecasts of the Region of Peel Official Plan estimates that employment in Peel Region is projected to grow from 736,000 jobs in the year 2021, to approximately 960,000 jobs by the year 2041, and to 1,070,000 jobs by the year 2051. It also estimates that the City of Brampton will grow from 211,000 jobs in the year 2021, to 314,000 jobs in 2041 and to 355,00 jobs in the year 2051. As such, the Region Official Plan requires local municipalities to develop and implement strategies that achieve employment targets through their Official Plans.

As per policy 5.8.1 and 5.8.11 sufficient supply of land shall be made available for the purposes of employment uses in order to accommodate employment growth forecasts and to support a vibrant and sustainable economy. Section 5.8.2 of the Peel Official Plan contains policies in support of the long-term protection and development of employment lands within the Region and for their intensive use of land.

Policy 5.8.7 plans for the designation, protection, maintenance, and enhancement of employment lands to help achieve their long-term viability. Policy 5.8.10 encourages that employment lands located in close proximity to existing or planned 400-series highways, Pearson Airport, and rail corridors develop into a diverse range of employment uses to provide new opportunities near major transportation corridors.

Policy 5.8.15 and designates and protects Employment Areas in the Region, and policy 5.8.16 directs local municipalities to designate Employment Areas in their official plans as per Schedule E-4 (*See Figure 10*). Policy 5.8.17 further directs that appropriate policies and mapping be implemented for *provincially significant employment zones* and their site context.

Policies 5.8.19 and 5.8.20 also direct local municipalities to appropriately designate employment areas in their official plans in order to achieve the growth targets set out in Section 4.3 of the Region Official Plan. Policy 5.8.22 further states that employment lands adjacent to major goods movement facilities and corridors shall be protected to meet long-term market demands.

Policy 5.8.25 also states that the Region shall support local municipalities with the provision of servicing infrastructure including water and waste water services, servicing capacity, and transportation infrastructure in order to maximize their economic development objectives.

In addition, policy 5.8.27 encourages employment lands in the City of Brampton to plan for and achieve a minimum employment density of 30 jobs per hectare.

Furthermore, policy 5.8.30 directs retail and commercial uses in Employment Areas to the periphery of Employment Areas, and policy 5.8.31 permits these uses as long as they are ancillary to the primary employment areas and in accordance with the local official plans. As such, the proposed commercial component on the Subject Site fronting Highway 50 may be permitted as it is both in the periphery of an employment area of the City of Brampton, and includes uses that compliment the primary industrial uses envisioned on the Subject Site.

The Region of Peel Official Plan policies noted above place the Subject Property within a protected and provincially significant employment area in the Region and adjacent to a key transportation corridor. The site is to be retained and protected as employment land by the City of Brampton Official Plan.

City of Brampton Official Plan (September 2020 Office Consolidation)

The City of Brampton Official Plan (2006) was adopted by City of Brampton Council on October 11, 2006 and the Ontario Municipal Board (OMB) approved it in October 2008. The City Official Plan has been modified as of September 2020 to include decisions that resolved Region of Peel, Ontario Municipal Board (OMB) and Local Planning Appeal Tribunal (LPAT) decisions and City Council approved Official Plan Amendments.

Schedule 'A' – General Land Use Designations (See *Figure 11*) of the City Official Plan designates the Subject Property as “Industrial”, which permits the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution, limited office uses, data processing and related uses, and limited service and retail uses as per policy 4.4.2.1 and subject to the appropriate sub-designations and policies in the Highway 427 Industrial Secondary Plan (SPA47). The proposed uses of the industrial and commercial complex are permitted by the “Industrial” designation of the City Official Plan.

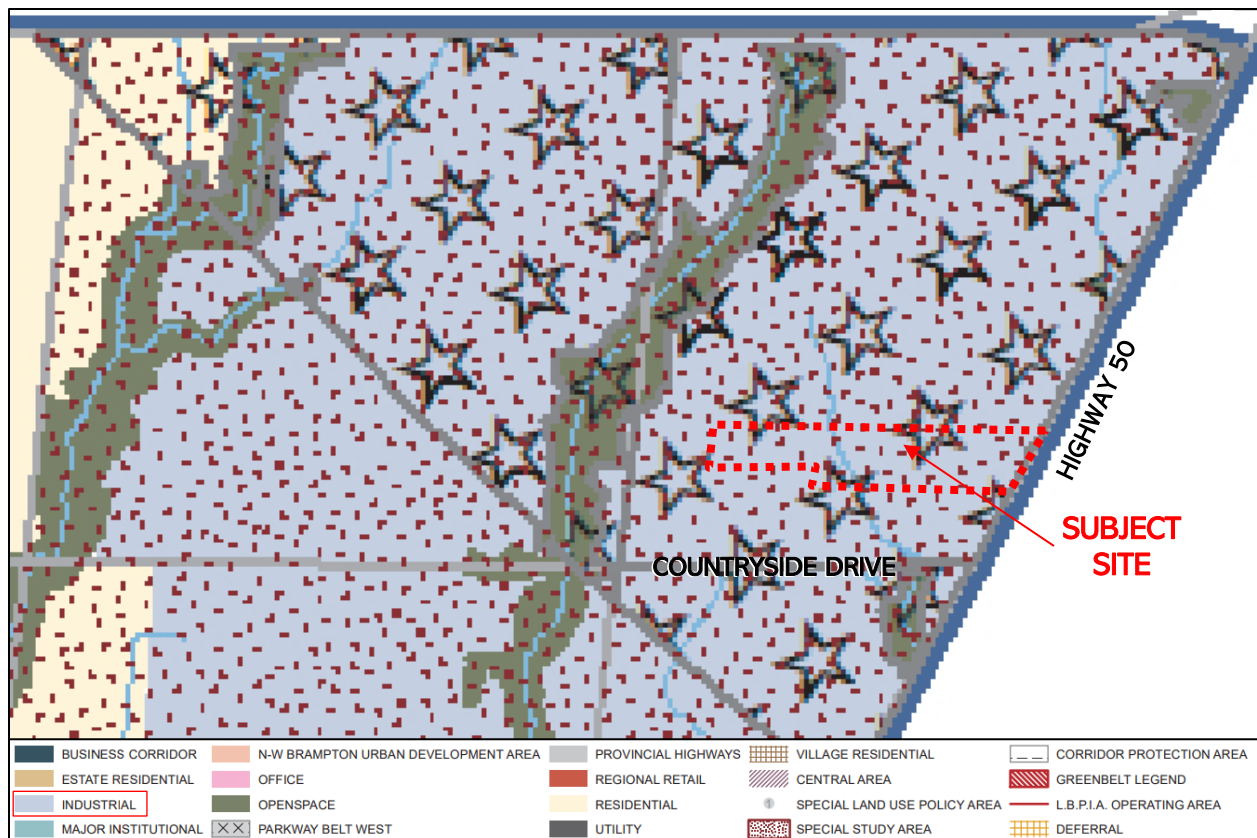


Figure 11 – Schedule A: General Land Use Designations
(Source: City of Brampton Official Plan, 2020)

In addition, Section 4.4.2.8 of the City Official Plan states that the City of Brampton shall adopt Secondary Plans for both existing and undeveloped areas designated as “Industrial” to guide development and encourage the integration of new businesses and industries with surrounding land uses. As such, the Site is also subject to the Highway 427 Industrial Secondary Plan.

Highway 427 Industrial Secondary Plan - Area 47 (2017)

The Highway 427 Industrial Secondary Plan was created by OPA# OP2006-105 and is currently under appeal at the Ontario Municipal Board (OMB). It is partially in effect and the appeal does not affect the Subject Property. As previously mentioned, the creation of this Secondary Plan is byway of Official Plan policy in Section 4.4, Subsection 4.4.2.8 of the 2006 City of Brampton Official Plan for the purpose of guiding the development and integration of lands designated ‘Industrial’ in the area.

The Subject Site is designated as “Prestige Industrial” as per Schedule SP47(a) of the Secondary Plan. This sub-designation permits the following uses:

- Research and development facilities;
- Communication and/or telecommunication facilities;
- Manufacturing and processing of semi/fully processed materials without adverse impacts from dust, fumes, odour, noise or vibrations; and,
- Assembling, packaging and warehousing facilities within wholly enclosed buildings and without outdoor storage of goods;
- Office uses;
- Hotels;
- Conference/convention centres;
- Limited accessory retail;
- Ancillary service retail uses – up to 25% of total gross floor area, not exceeding 550m², and integrated to principal employment use;
- Business support services;
- Day nurseries;
- Open space uses; and,
- Stormwater management facilities.

The industrial, self-storage and office uses proposed as part of the complex are permitted within the "Prestige Industrial" designation, subject to development criteria including enhanced design, screening of open storage areas as a secondary use, reduced access points, location along an arterial road (Highway 50), integrating and supplementing natural features into the design, and screening the visual impacts of truck and vehicles from public view.

The proposed drive-through facility and stand-alone commercial buildings proposed along the frontage of Highway 50 are not permitted by the above noted designation, however it is our opinion that these will complement the industrial uses on the proposed development and will adequately frame the public realm along Highway 50 with attractive facades and enhanced landscaping measures.

The proposed employment vision would also address the requirements established in the Secondary Plan through a future Site Plan Control stage.

In addition, the Subject Site is located within the "Corridor Protection Area" and is listed as being within the "Scoped Appealed Lands", which means that the general area depicted within the Secondary Plan schedule is currently under appeal and no permissions are in effect. At this time, the City has not defined timelines as no appeal hearings have been scheduled until the Highway 413 plans are finalized.

As such, we are hereby requesting a Minister's Zoning Order (MZO) to expedite the approval of the proposed industrial-commercial complex, as it would otherwise remain sterilized and undeveloped for an undetermined period until the Highway 413 plans are completed.

GTA West Environmental and Hwy 427 Industrial Secondary Plan Environmental Assessments

The Subject Site is situated within the study areas of the GTA West and the Highway 427 Industrial Secondary Plan Environmental Assessments (EAs). The GTA West EA proposes the new Highway 413 and is currently under review as part of the *Federal Impact Assessment Act*. See *Figure 12 – GTA West Environmental Assessment* for reference.

The Highway 427 Industrial Secondary Plan Environmental Assessment is being undertaken by both the Region of Peel and City of Brampton, which is proposing two new roads including a North-South Arterial (Arterial A2) roadway from Mayfield Road to Major Mackenzie Drive/Regional Road 50 and an additional road from Coleraine Drive to Mayfield Road, with a possible realignment at the Arterial A2 west of Regional Road 50. Please refer to *Figure 13 - Highway 427 Industrial Secondary Plan Environmental Assessment* for reference.

The proposed employment complex will be reviewed and refined within the context of the new roads as part of the standard Site Plan Control application process.

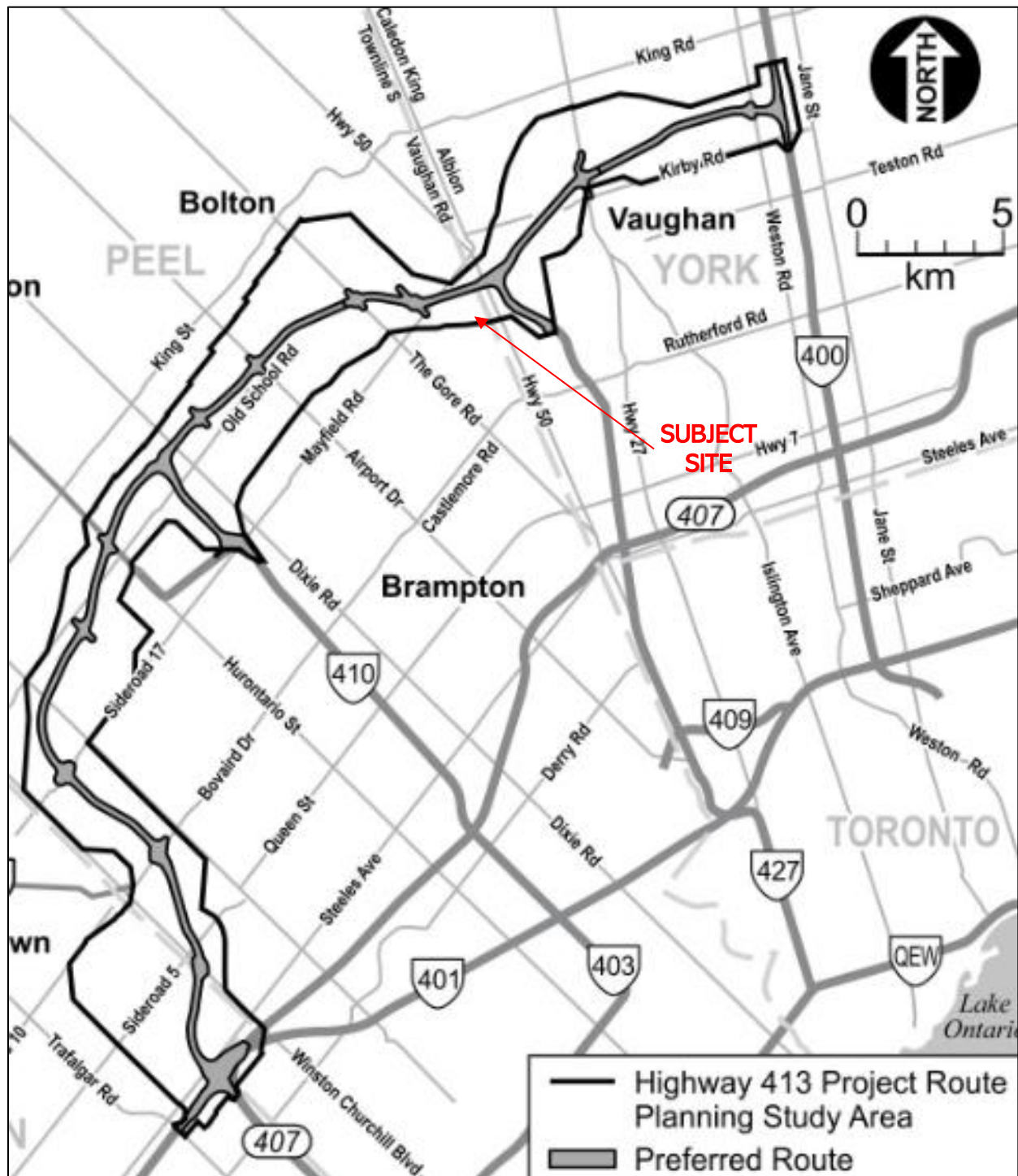


Figure 12 - GTA West Environmental Assessment
(Source: Ontario Ministry of Transportation)

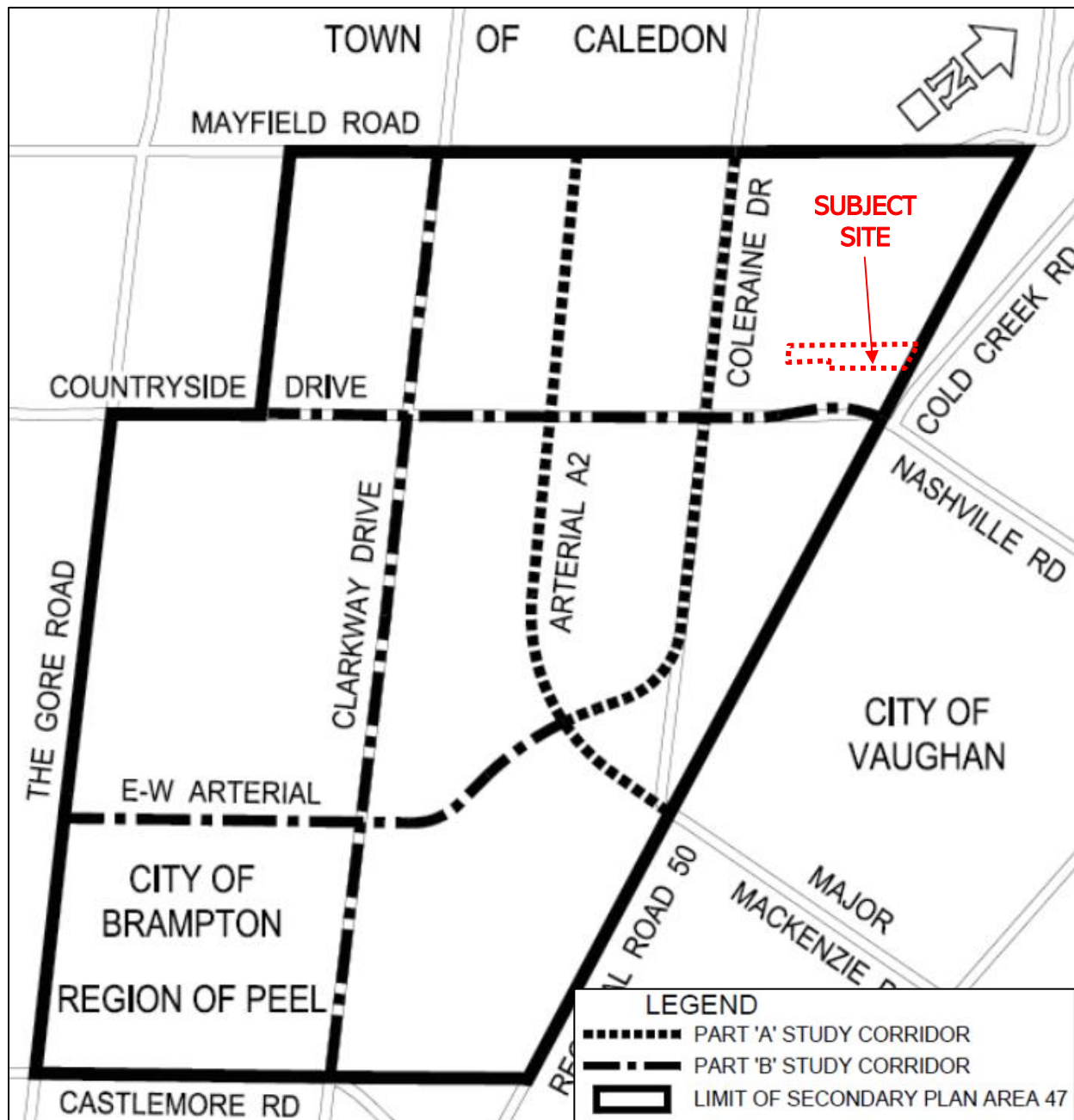


Figure 13 - Highway 427 Industrial Secondary Plan Environmental Assessment
(Source: Region of Peel, 2022)

City of Brampton Zoning By-law 270-2004

The operative zoning by-law for the Subject Property is the City of Brampton Zoning By-law 270-2004. The Subject Site is zoned as “Agricultural” within the City Zoning By-law, which would not permit the proposed uses. See *Figure 14 – Zoning Map* for reference.

The current zoning on the Subject Site is not in conformity with the applicable Official Plan and Secondary Plan designations which would generally permit the proposed development. As such, the issuance of an MZO would ensure that the Subject Site has an appropriate zone that conforms with the Official Plan and Secondary Plan designations, and that permits the proposed industrial and commercial land uses being sought. The MZO would include site-specific provisions to ensure the proposed employment complex has appropriate development standards including but not limited to setbacks, landscaping, parking, and building area requirements.

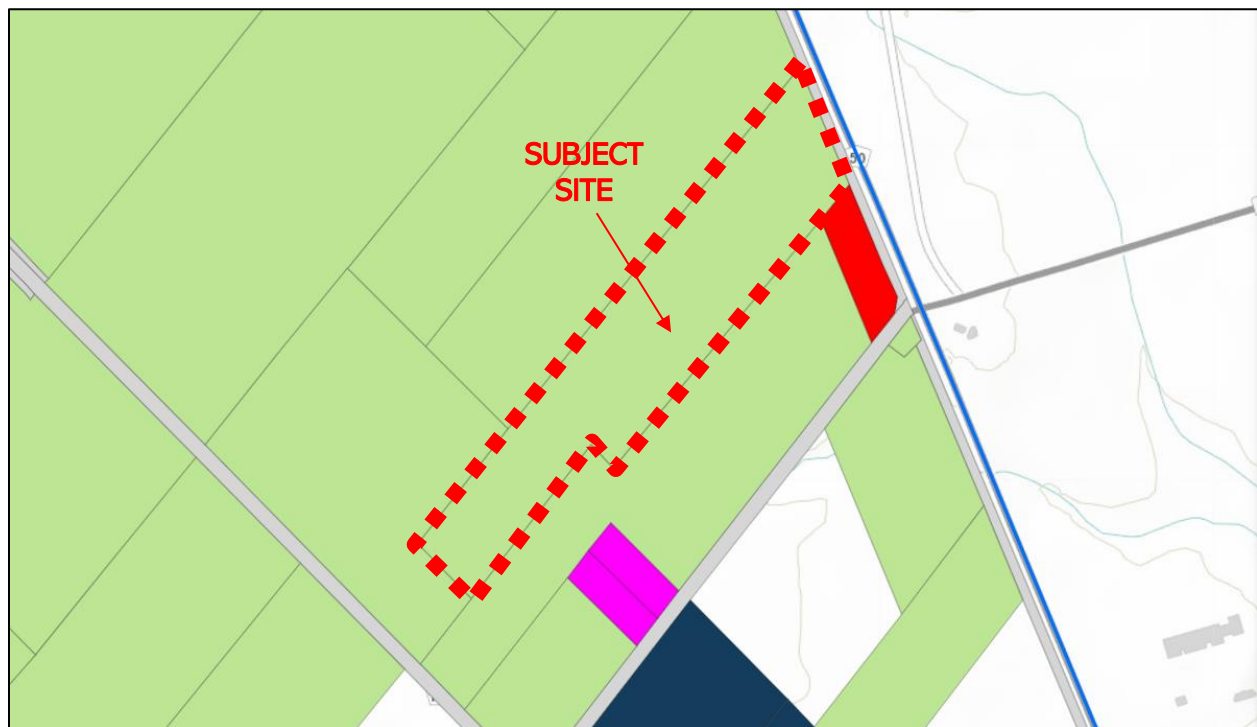


Figure 14 – Zoning Map (Source: City of Brampton Planning Viewer, 2023)

4.0

PROPOSED EMPLOYMENT
ENTERPIRSE COMPLEX

4.0 PROPOSED EMPLOYMENT ENTERPRISE COMPLEX

The proposed vision for the Subject Site is the development of an industrial-commercial complex on the existing 24.88 acres (10.06 ha) Subject Property. The proposed development would generate an estimated 1000 skilled jobs by the year 2025-2026 should the request for a MZO be approved by Council.

The proposal is to create 13 lots of varying sizes containing a wide-range of industrial and commercial buildings, and accessed by a 26.0 metre R.O.W road that will connect to Highway 50, and a 26.0 metre R.O.W road that will run north-south and connect to Countryside Drive to the south, and to future employment uses to the north. Lots 1-2 are proposed to be for commercial and retail uses, while Lots 3-13 are proposed to be for industrial uses. The total proposed gross-floor area (at maximum build-out) is 43,001 sq. metres (462,859 sq. feet), and the total proposed parking is 644 spaces and 42 accessible spaces. Please see *Figure 15 – Proposed Conceptual Site Plan* for reference.

The proposed complex will be split into three blocks: Lots 1-2, Lots 3-12, and Lot 13.

Lots 1-2: Commercial and Retail Block

This component is proposed along the Subject Site frontage of Highway 50. It will have a total lot area of 16,558 sq. metres (4.09 acres) and a gross floor area of 16,611 sq. metres (178,799 sf). It will include a restaurant with a drive-thru facility, a 1-storey multi-unit commercial building, a five-storey self-storage building in the rear, and total of 193 parking spaces and 5 accessible spaces.

Lot 1 will be composed of the restaurant and drive-thru facility. It will have a lot coverage of 22.9%, a landscaped area of 1,815 sq. metres, a paved area of 6,180 sq. metres, and a gross floor area of 2,381 sq. metres. It will also include a total of 139 parking spaces and 3 accessible spaces.

Lot 2 will contain the 5-storey self-storage facility, which would have a lot area of 46%, a landscaped area of 1,526 sq. metres, a paved area of 1,810 sq. metres, and a gross floor area of 14,230 sq. metres. It will also include a total of 54 parking spaces and 2 accessible spaces.

Please see *Figure 16 – Commercial and Retail Component (Lots 1-2)* for reference.

Lots 3-12: Industrial and Accessory Office Block

The second component of the proposed employment enterprise complex will be situated in the middle of the Subject Site, located west of the commercial/retail block and east of the future north-south road. This will be an industrial block composed of individual industrial lots which may range in lot areas between 1.0 to 3.0 acres.

These lots will accommodate 2-storey industrial buildings with accessory office spaces on mezzanine floors. The building gross floor areas would range between 1,493 to 5,870 sq. metres, and the lot coverage between 31.5% to 43.4%. The landscaped areas would range between 238 to 683 sq. metres, and the paved areas 2,551 to 6,254 sq. metres. The parking spaces would also range between 25 spaces (3 accessible spaces) to 100 spaces (4 accessible spaces) depending on the size of the lot.

The total estimated gross floor area for this block is 18,612 sq. metres (200,338 sq. feet) and the total parking will be an estimated 340 parking space and 14 accessible parking spaces.

Please see *Figure 17 – Industrial and Accessory Office Component (Lots 3-12)* for reference.

Lot 13: Standalone Industrial and Accessory Office Block

The third and final block will be located west of the future north-south road connecting to Countryside Drive, and will be composed of a large two-storey industrial building with accessory office space in the mezzanine floor. It will also include a stormwater management pond that will service the entire proposed employment complex.

This block would have a total lot area of 15,281 sq. metres (3.77 acres), a building with a gross floor area of 7,778 sq. metres, a landscaped area of 1,168 sq. metres, a paved area of 7,110 sq. metres, and a total of 111 parking spaces with 5 accessible parking spaces.

Please see *Figure 18 – Standalone Industrial and Accessory Office Component (Lot 13)* for reference.

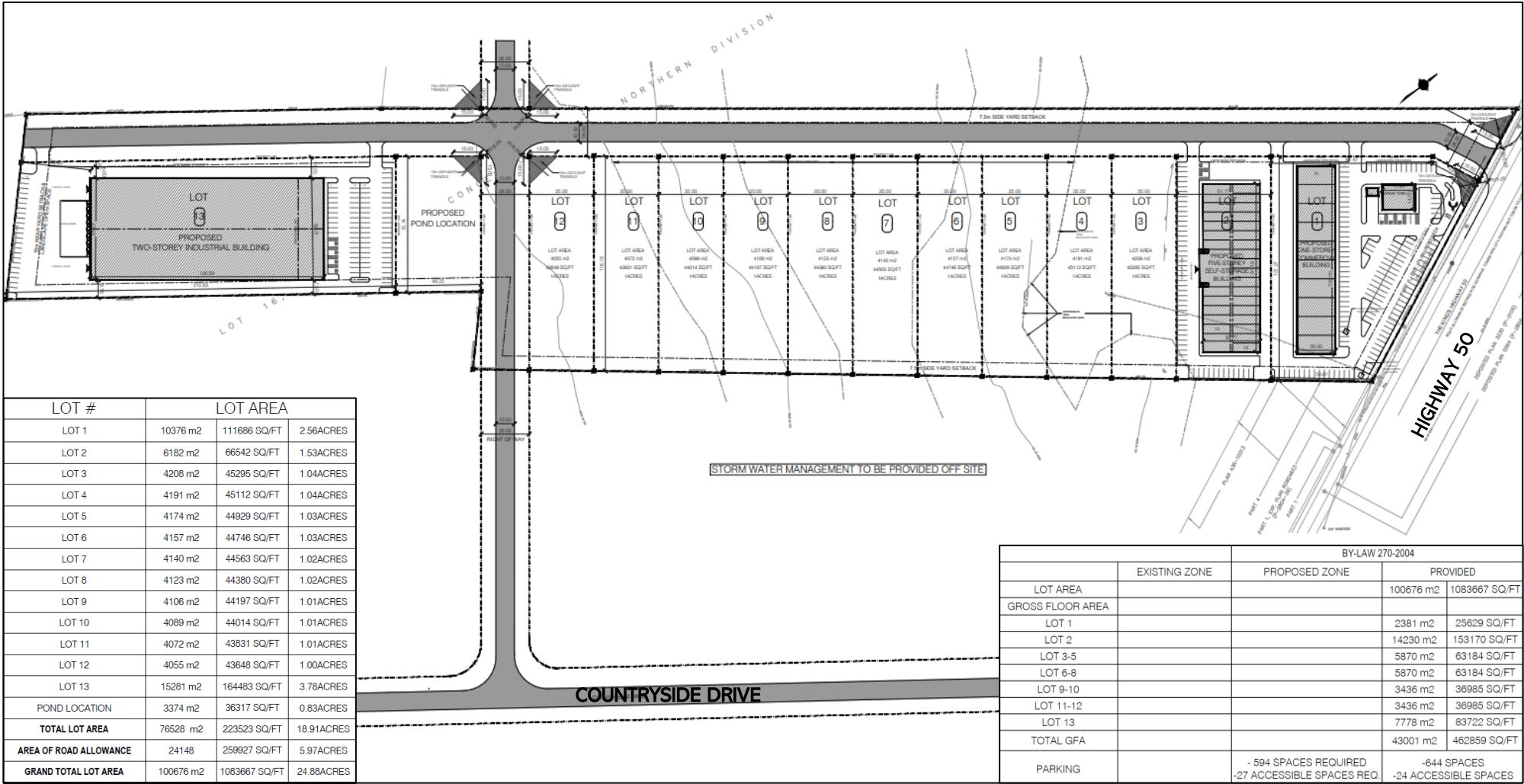


Figure 15 – Proposed Conceptual Site Plan

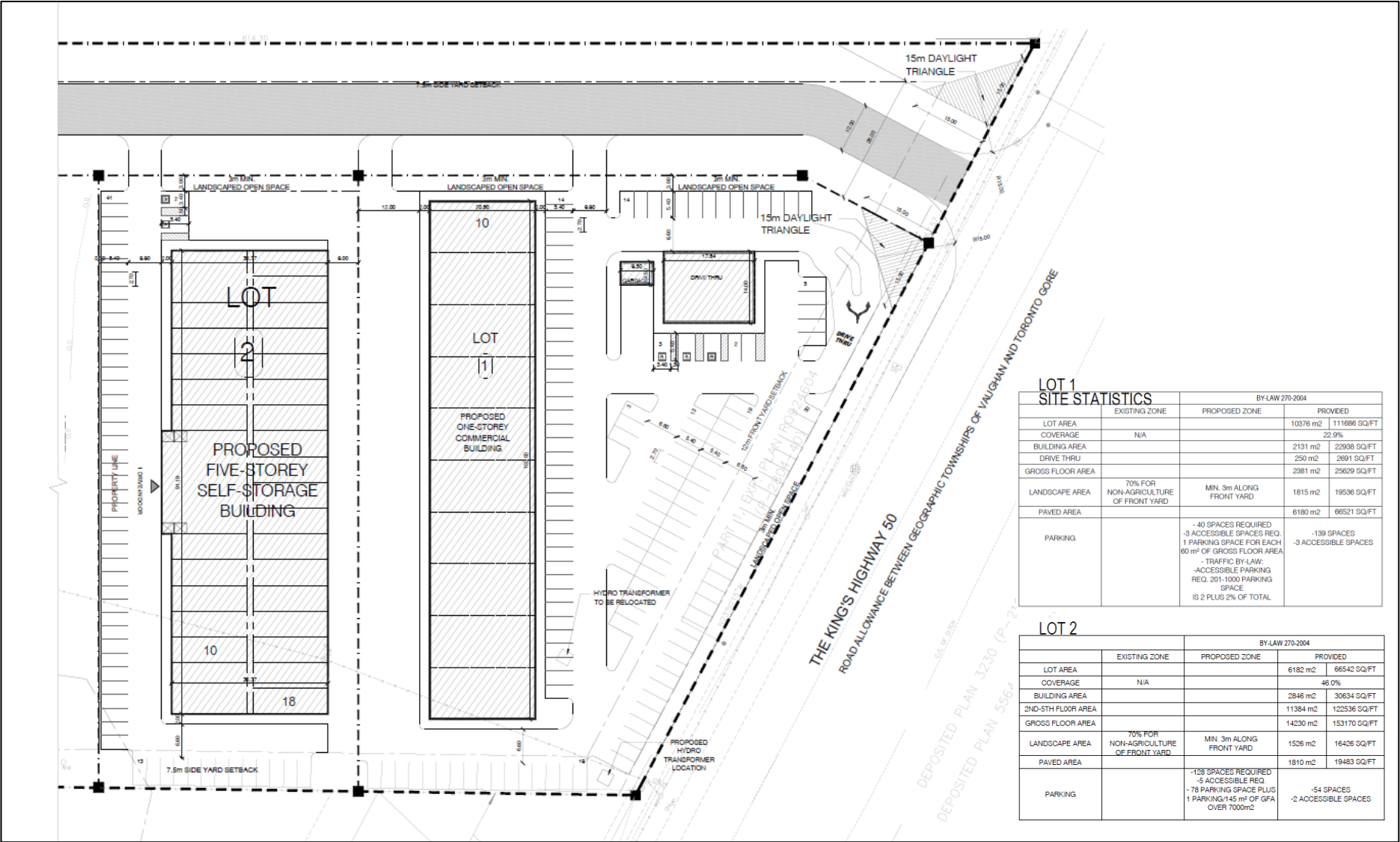


Figure 16 – Commercial and Retail Component (Lots 1-2)

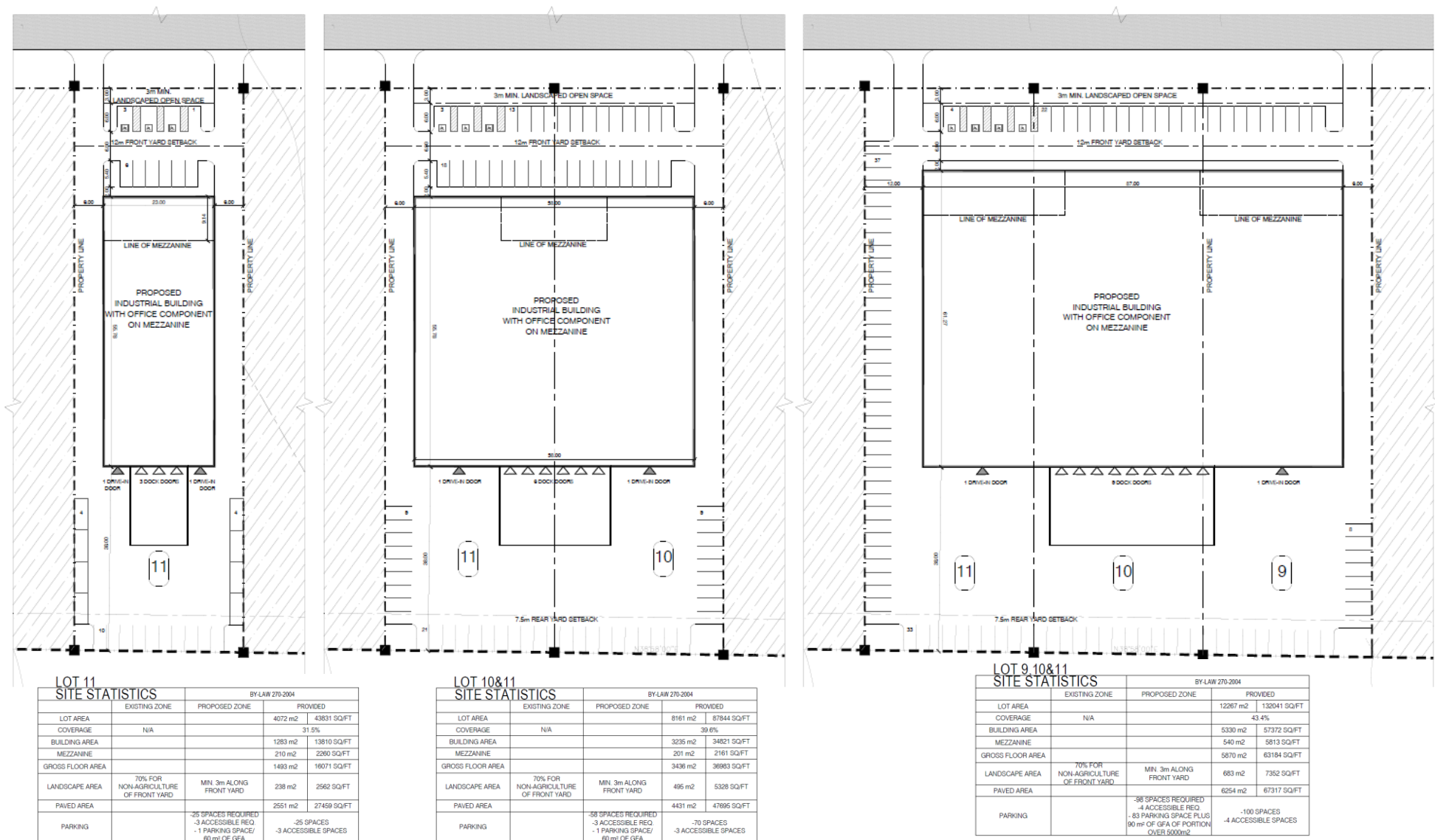


Figure 17 – Industrial and Accessory Office Component (Lots 3-12)

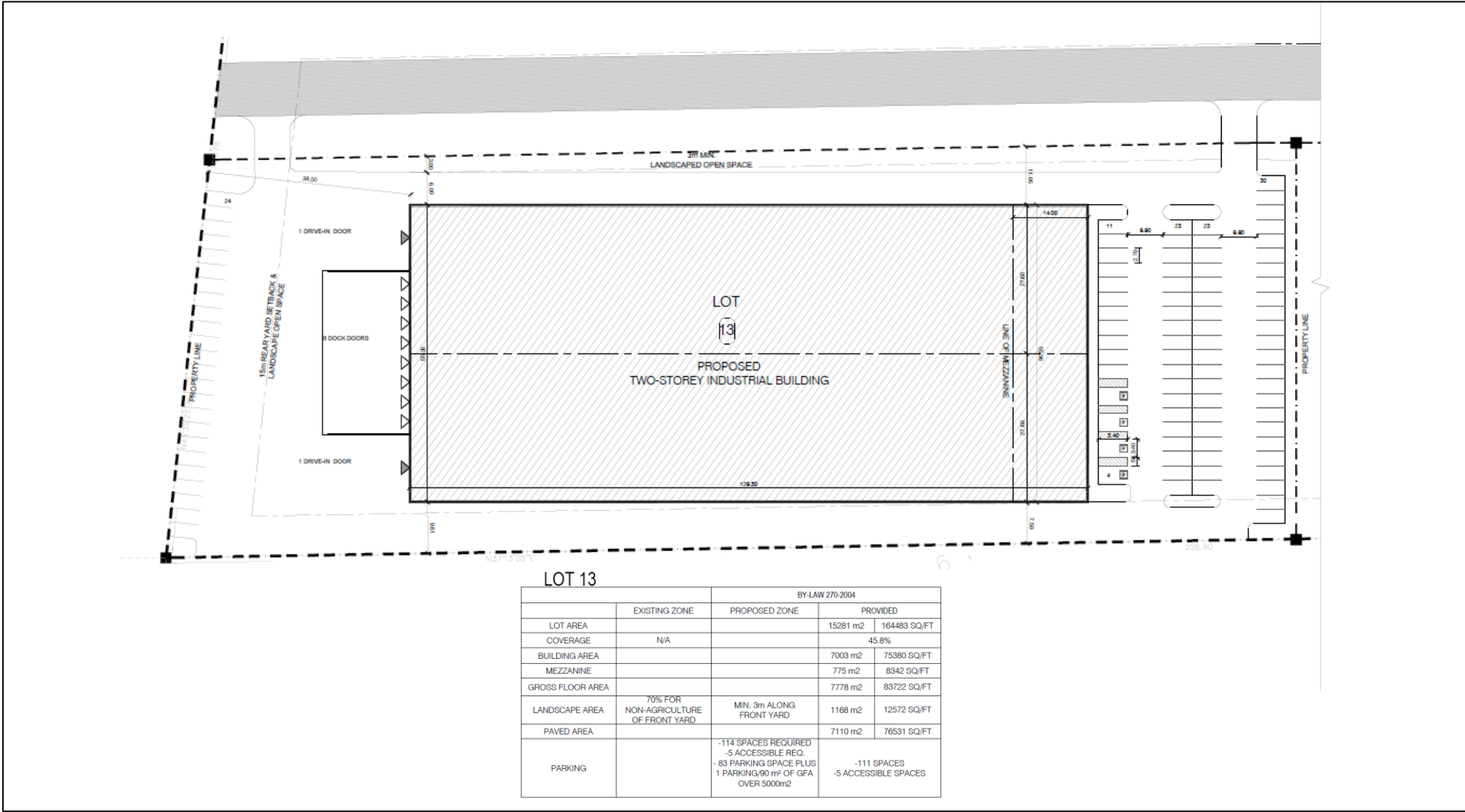


Figure 18 – Standalone Industrial and Accessory Office Component (Lot 13)

5.0
THE VISION:
PRESTIGE SITE
AND
BUILDING DESIGN

5.0 THE VISION: PRESTIGE SITE AND BUILDING DESIGN

Built Form, Height, Massing & Materiality

The proposed development introduces a compact form of industrial, office, commercial, and retail uses within the urban area of the City of Brampton.

The proposed development contains 2-storey industrial buildings with accessory office space, a 5-storey self-storage building, and a one-storey restaurant with a drive-thru facility. It also includes two new collector roads with direct access to Highway 50 and Countryside Drive. The proposed industrial and commercial building heights will be compatible with the adjacent future industrial uses of the Highway 427 Industrial Secondary Plan Area.

The design features of the proposed development will reflect high-quality urban design principles. The features will include but not be limited to the height, massing, setbacks, and building orientations. The proposed design features of the employment complex on the Subject Site will also compliment the future character of the Highway 427 Industrial Area, while improving the architectural quality, built form, industrial streetscape, and landscaping of the surrounding context.

The proposed development will contain a variety of architectural materials with a great level of quality, design, and detail for industrial/office buildings, and for the self-storage and restaurant buildings. The architectural materials will provide design consistency and will create unique and attractive building façades to attain a balanced blend of textures and colours within the development.

It is our opinion that the proposed built form is appropriate for the Subject Site as the structure will visually compliment the employment area.

See *Figures 19 to 22 for visual reference.*

Landscape Design and Sustainability Features

The development on the Subject Site is proposing a landscape and sustainability design that includes new tree plantings, rooftop solar panels, and EV charging stations for vehicles.

New tree plantings and enhanced landscape buffers will be located along the frontage of Highway 50 and along the lateral sides of the new 26.0 metre collector roads. Trees will also be planted along the edges of the Subject Site to provide adequate visual screening to adjacent sites. Various landscape elements will be included in the built form of the proposed employment development. This proposed design will encourage a friendlier and attractive environment on the Subject Site. Proposed landscape features to improve the streetscape along Highway 50 include landscape buffers and tree planting across the road frontage.

The addition of the new trees and greenery will enhance the streetscape and vibrancy of the Subject Site. The proposed landscaping will improve the existing conditions of the Subject Site along its frontages on Highway 50 and will provide opportunities for enhanced outdoor interactions and improve the visual appeal of the public realm. The proposed landscape features will assist with site circulation and act as a barrier from vehicular activities within the surrounding area. The enhanced landscape buffers between the curb to the proposed building will also increase safety perceptions from road traffic.

The proposed buildings within the industrial-commercial complex will also be equipped with energy efficient features including but not limited to roof top solar panels, back-up solar storage generators, clean gas back-up generators, EV car charging stations, efficient lighting, and smart thermostat controls.

These sustainability features will provide long-term benefits for the future buildings in the complex including reduced carbon emissions, increased self-sufficiency, cost savings on monthly electricity bills, and increased property value.

See *Figures 19 to 22* for visual reference.



Figure 19 – Conceptual Rendering of Commercial Building Looking Southwest



Figure 20 – Conceptual Rendering of Commercial Building Looking Northwest



Figure 21 – Conceptual Rendering of Industrial Building



**Figure 22 – Conceptual Rendering of Industrial Building Showing
EV Charging Stations and Rooftop Solar Panels**

6.0
REQUEST AND RATIONALE
FOR
MINISTER'S ZONING ORDER

6.0 REQUEST AND RATIONALE FOR MINISTER'S ZONING ORDER

The review contained in this report provides the rationale to permit the proposed development on the Subject Property through a Minister's Zoning Order (MZO). We have conducted an extensive review of the relevant provincial and municipal policies of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, the Highway 427 Industrial Secondary Plan, and the City of Brampton Zoning By-law 270-2004.

The Subject Property located at 11176 Highway 50 is considered a *Provincially Significant Employment Zone* and as such it is intended to be protected for the development of a variety of employment uses in order to help meet current and projected provincial and regional employment job growth targets.

The provincial policies of the PPS and the Growth Plan establish that regional and local municipalities shall ensure sufficient lands are devoted solely for the purpose of employment areas and increasing employment densities and especially in locations with proximity to major transportation movement facilities, corridors and interchanges. The Subject Site is adjacent to Highway 50 and is near the new highway extension of the ON-427 and is in a prime location for the future development of employment uses.

The Peel Region Official Plan identifies Employment Areas within its Urban System and strategically locates them in close proximity to existing or planned 400-series highways to ensure for the efficient movement of goods and services across the Region and beyond. The Subject Property is located within the "Employment Area" designation and is near the new extension of the ON-427. As such, the Region of Peel has established that future development within the site will have to assist in meeting a density target of 30 jobs per hectare for the City of Brampton.

The City of Brampton Official Plan also identifies the Subject Site within its Employment Areas and has designated the property as a "Prestige Employment" site under the Highway 427 Industrial Area Secondary Plan. This employment designation encourages the development of high-quality employment industries including warehousing, manufacturing, logistics and related ancillary uses guided by development design policies that will ensure that attractive and functional industries develop within the Secondary Plan.

As previously mentioned, the "Agricultural" zone of the City Zoning By-law 270-2004 does not reflect the intended future use of the site and is intended to be rezoned through the MZO being requested.

Overall, based on our review of the land use policy documents applicable to the Subject Property it is our opinion that the Subject Property is located within a key area designated for employment purposes which can be facilitated through the requested MZO and refined through detailed design as part of the future Site Plan Control application process.

However, we currently must wait for an uncertain period to implement the proposed employment vision, given that the Subject Site is located within the "Corridor Protection Area" of Highway 413 and is also listed within the "Scoped Appealed Lands" of the Highway 427 Industrial Secondary Plan. Most importantly, the City of Brampton is unable to provide a timeline of when the appeals will be resolved as the Province has not completed the Highway 413 plans.

Therefore, in order to advance this project, we require a Minister's Zoning Order (MZO) to expedite the approval of the proposed industrial-commercial complex, as it would otherwise remain sterilized and underutilized for an unknown period of time. The MZO would generate a wide-range of new opportunities for skilled workers and will also ensure the timely commencement of the proposed employment complex.

The MZO would permit the proposed development to advance to the Site Plan Control stage, where detailed and refined architectural drawings it will meet appropriate design and development standards for the proposed complex. With the issuance of an MZO, our client would look forward to generating significant employment opportunities for the City of Brampton and the Region of Peel.

Accordingly, we hereby request that City Council ask the Minister of Municipal Affairs and Housing to grant the MZO to permit the proposed industrial-commercial complex.

Yours truly,



Claudio P. Brutto, MCIP, RPP
President, Brutto Consulting