

## Detailed Planning Analysis

### **Overview**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

### **Planning Act:**

The Planning Act is the provincial legislation that sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. This proposal has regard for the following specific matters of provincial interest:

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) The orderly development of safe and healthy communities;*
- l) The protection of the financial and economic well-being of the Province and its municipalities;*
- p) The appropriate location of growth and development; and,*
- r) The promotion of built form that:
  - (i) is well designed,*
  - (ii) encourages a sense of place, and*
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.**

### **Analysis: Planning Act R.S.O 1990**

Regard for these sections is reflected in the proposed Zoning By-law amendment, the development proposal incorporates the following qualities:

- The proposal represents the orderly development of the area as it will make efficient use of land that is currently vacant. The lands were previously occupied by the Humber Nurseries Garden Centre.
- The proposal contemplates a 36,159 sq. metre warehouse development, which will support employment opportunities in the City of Brampton, and in turn, protect the financial well-being of the Province in accordance with S. 2(l) of the Planning Act.

This proposal is within an appropriate location for growth and development, specifically as it is located within a Provincially Significant Employment Zone (PSEZ), which is intended for employment-related development.

Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.

### **Provincial Policy Statement (PPS):**

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

#### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

### 1.1.3 Settlement Areas

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

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *Efficiently use land and resources;*
- b) *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 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;*

### 1.3 Employment

*1.3.1 Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

#### 1.3.2 Employment Areas

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

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

### **Analysis: Provincial Policy Statement**

The proposed development promotes efficient development and land use patterns over the long term by providing an employment use that will connect with municipal infrastructure. The proposed development will sustain the financial well-being of the province over the long term and supports the development of healthy and livable communities by supporting employment opportunities in the City of Brampton, and on lands located in a Provincially Significant Employment Zone. The proposal is appropriately located in a settlement area and efficiently uses land and resources by supporting the development of an employment use on currently vacant lands, and by locating development in an area well-served by existing municipal infrastructure. The subject property is located in close proximity to a transportation network well-suited to support the proposed use, such as Regional transportation routes including the Gore Road, Highway 50, and Highway 7 (Queen Street), as well as the 400-series provincial highway network such as Highway 427.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with the policies of the Provincial Policy Statement.

### **A Place to Grow: 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 subject lands are within the “Designated Greenfield Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe, and are within a Provincially Significant Employment Zone (PSEZ). The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) and it was determined that it conforms to the applicable policies of the Growth Plan.

*Section 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 higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public services facilities;*

*d) development will be directed to settlement areas, except where the policies of this plan permit otherwise;*

*Section 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;*

*Section 2.2.5.1 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.*

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

*a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;*

### **Analysis: Growth Plan for the Greater Golden Horseshoe**

The proposal will direct growth toward an appropriate area that has been comprehensively planned through the approved Bram East Secondary Plan. It is located within a settlement area with planned infrastructure and services that will service the proposed warehouse use. The proposed development will be serviced by existing municipal infrastructure and services, such as municipal right of ways, municipal water, sewer and stormwater infrastructure, the site is located on the Gore Road which is a Secondary Transit Corridor, and the subject lands are located within 500 metres of Highway 7 (Queen Street) which is a part of the City's BRT Corridor system. The proposal supports the development of complete communities by proposing an employment use with integrated access to the City's transit network. The proposed development makes efficient use of an existing employment area by supporting employment opportunities on lands that are currently vacant and underutilized, in an area well-supported by existing transit services to support the minimum density targets for greenfield areas established in S. 2.7.2 of the Growth Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment is consistent with the policies of the Growth Plan for the Greater Golden Horseshoe.

### **Parkway Belt West Plan (1978)**

The Parkway Belt West Plan, prepared by the Province of Ontario in 1978, is issued under the Ontario Planning and Development Act. The Parkway Belt West Plan reserves lands for new infrastructure for the development of highways, higher-order transit routes, hydroelectric and power facilities.

### **Analysis: Parkway Belt West Plan (1978)**

The southern portion of the site is designated Electric Power Facility within the Public Use Area designation. Linear facilities, existing uses, and public open space uses are permitted in areas designated Public Use Areas. The applicant has submitted an application to the Ministry of Municipal Affairs and Housing (MMAH) to remove the subject lands from the Parkway Belt West Plan (PBWP). The MMAH is currently processing the developer's application to remove the lands from the PBWP to permit vehicular parking on the lands subject to the PBWP. If the lands are released from the PBWP, the land use designations of the Bram East Secondary Plan would apply.

A Holding (H) symbol is included in the proposed zoning by-law amendment. The Holding (H) symbol permits land uses in the Commercial Agricultural (CA) zone until the appropriate arrangements are made and permissions granted with respect to the Parkway Belt West Plan to the satisfaction of the Ministry of Municipal Affairs and Housing.

## **Region of Peel Official Plan (April 2022)**

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the "Urban System" as per Schedule E-1, the "Designated Greenfield" as per Schedule E-3, an "Employment Area" in Schedule E-4, and a "Planned Major Transit Station Area" in Schedule E-5 of the Regional Official Plan. The proposal was evaluated against the Region of Peel Official Plan and it was determined that the proposed development satisfied the pertinent Official Plan policies.

### *5.4.19 Greenfield Density*

*5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities*

- *City of Brampton: 71 residents and jobs combined per hectare;*

### *5.6 Urban System*

*5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.*

*5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*

*5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*

*5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

*5.6.14 Continue to cooperate with the Province and the local municipalities in the assessment of the role of the Parkway Belt West Plan Area within Peel.*

*5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*

*a) support the Urban System objectives and policies in this Plan;*

*b) support pedestrian-friendly and transit-supportive urban development;*

*c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

*5.6.16 Require the local municipalities to plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.*

## *5.8 Employment Areas*

*Employment Areas are places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast.*

*These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy. The Employment Areas designated on Schedule E-4 are also subject to other policy requirements in this Plan and in local municipal official plans, including the Region's policy framework for the natural environment and Greenlands System in Chapter 2.*

*5.8.22 Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*

*5.8.27 Employment Areas are encouraged to be planned to achieve a minimum employment density of:*

- 30 jobs per hectare in Brampton*

*5.8.46 Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation*

*5.6.19 Major Transit Station Areas*

*5.6.19.15 Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.*

*5.6.19.17 Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary Major Transit Station Area through a Regionally initiated Official Plan Amendment in accordance with Section 16(16) of the Planning Act.*

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

The proposed development supports the achievement of minimum employment targets for Designated Greenfield Areas in S. 5.4.19.7. The proposal directs development on lands within the Urban System in accordance with S. 5.6.11, and proposes an employment use in proximity to major goods movement corridors in accordance with S. 5.6.16.

The proposed development conforms to the employment policies outlined in S. 5.8 of the Region of Peel Official Plan by proposing a land use that aligns with the land uses envisioned for the broader employment area in the Region of Peel. The proposed development responds to warehousing and logistics needs in close proximity to goods movements facilities and corridors such as Highway 410, and the Regional road network such as Highway 7 (Queen Street), Highway 50, and the Gore Road which form a critical part of the freight network, in accordance with S. 5.8.22 of the Region of Peel Official Plan. The subject lands can be accessed by transit services in the City of Brampton such as the Bus Rapid Transit system on Queen Street East identified on Schedule F-1 of the Region of Peel Official Plan, in accordance with S. 5.8.46.

The northern portion of the subject property is located in the Highway 50 Planned Major Transit Station Area (MTSA). Planned Major Transit Station Areas do not have a delineated boundary and are intended to become either “Primary” or “Secondary” MTSA following the completion of a Major Transit Station Area Study and will be delineated by the Region of Peel. The Major Transit Station Area Study will evaluate comprehensive land use changes to evaluate the reclassification of “Planned” Major Transit Station Areas to be either “Primary” or “Secondary” MTSA. Planned MTSA are not Protected Major Transit Station Areas in accordance with the Planning Act.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment are consistent with the policies of the Region of Peel Official Plan.

### **City of Brampton Official Plan:**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision-making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Business Corridor" and "Parkway Belt West" in Schedule A of the City of Brampton Official Plan. The proposed development conforms to the intent of the City of Brampton Official Plan.

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

- *3.2.2.1 By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*
- *3.2.2.2 Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.*

#### *4.4.1 Business Corridor*

*The Business Corridor designation recognizes, where appropriate, the existing linear commercial and industrial development that has occurred along certain sections of major roads in the City of Brampton. The Business Corridor designation permits a broad range of employment and employment-related uses. Certain lands within the Business Corridor designation are planned to accommodate a broad range of business, service, and institutional uses to serve the general public and adjacent employment areas. It is recognized that employment areas typically accommodate a certain range of ancillary uses without negatively impacting the viability of employment lands or employment operations.*

- *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.*

#### *4.5.7 Trucking and Goods Movement*

*4.5.7.4 The City shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:*

*(i) Through truck movements will be prohibited on collector and local roads within residential neighbourhoods; and,*

*(ii) Activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.*

*4.5.7.5 The City shall work with the Region and the Province to improve connections between arterials, expressways and inter-modal freight facilities and to encourage the concentration of through truck traffic on those major arterial and provincial highways which are most suited to truck traffic because of their relative separation from residential areas.*

#### *4.4.7 Bram East*

*The Bram East Office Centre comprises the area centered around Queen Street East and bounded by Ebenezer Road, Claireville Conservation Area and Highway 50, and shall form the gateway to the City of Brampton from the east. Specific urban design policies are required to maintain this gateway, including a requirement for high-quality architectural design and landscape treatment as well as appropriate massing in order to maintain the planned “gateway” effect. The designation will permit both office uses and complementary retail and service uses. The Bram East Office Centre shall be designated a secondary plan to provide a minimum space requirement of 100,000 square feet of office development, directed to prominent intersections along Queen Street East. Policies*

*4.4.7.1 The Bram East area has good potential to develop into a mixed-use office centre over time and accordingly, the following uses will be encouraged:*

- Higher order office and service uses;*
- Offices and local serving commercial; and,*
- Additional employment uses compatible with the surrounding residential neighbourhood.*

#### *4.13 Parkway Belt West*

*• 4.13.1 Development within the limits of the Parkway Belt West Plan area is governed by the map designations and policies of the Parkway Belt West Plan, July 1978 (as amended) which is deemed to form part of this Official Plan. For an official and more detailed description of the Plan area, reference should be made to The Parkway Belt West Plan, July 1978, and all amendments thereto.*

*• 4.13.2 Two specific designations, namely Provincial Highway (which refers to the portion of Highway 410 south of Steeles Avenue, all of Highway 407 and the 407 Transit way) and Open Space are indicated within the Parkway Belt West Plan Area on Schedule “A” of this Plan. These designations are considered to be the same as, or consistent with, those that are contained within the Parkway Belt West Plan, and also collectively represent the area of that Plan as amended to December 31, 2005. In the case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan prevail.*

#### **Analysis: City of Brampton Official Plan**

The proposed development supports the achievement of employment targets in Designated Greenfield Areas in accordance with S. 3.2.2.2 of the City’s Official Plan. The proposed development aligns with the Mixed Commercial Industrial sub-designation of the site (Mixed Commercial Industrial) as established in the Bram East Secondary Plan in accordance with S. 4.4.1.1 and S. 4.4.1.2. The impacts of vehicular traffic have been assessed in the Traffic Impact Study submitted in support of the proposed development. The TIS concludes that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network to satisfy S.

4.4.1.5 iii. Vehicular parking fronting Highway 50, and trailer parking at the rear of the site is screened with a 3.0 metre landscaped buffer to reduce the visual impacts of parking on the streetscape in accordance with S. 4.4.1.5 v, vi. The visual impacts of trailer parking at the rear of the site is further negated by the acoustic barrier fronting the Gore Road. The proposed development aligns with the overall employment land use vision for Business Corridor lands in the Official Plan.

The proposed development does not direct truck traffic to local or collector roads and directs truck traffic to the Gore Road, which is designated a major regional arterial road in accordance with S. 4.5.7.4.

The Official Plan indicates in S. 4.4.7 that the lands centered around Queen Street East and bounded by Ebenezer Road, Claireville Conservation Area and Highway 50, and shall form the gateway to the City of Brampton from the east, with potential to develop into a mixed-use office centre over time. These policies are further refined in the Bram East Secondary Plan. Secondary Plans form part of the Official Plan and indicate in greater detail than the Official Plan how the objectives, policies, and land use designations of the Official Plan are to be implemented in a specific area. The Bram East Secondary Plan designates lands north of Queen Street East, west of Highway 50, and south of Fogal Road as 'Special Policy Area 8 (Office Node – Mixed Commercial / Industrial). The Special Policy Area implements the intended land use planning vision for the lands centered around Queen Street East by limiting the development of commercial uses until such time as the minimum amount of office space exists within Special Policy Area 8.

The southern portion of the subject lands is designated Electric Power Facility within the Public Use Area designation of the Parkway Belt West Plan (PBWP). A Holding Provision is included in the Zoning By-law Amendment to ensure the development of the lands does not proceed until such time that the MMAH releases the lands from the PBWP.

The proposed development responds to the land use planning vision for the business corridor designation established in the City of Brampton Official Plan. City Staff are satisfied that the Noise Impact Study, and Traffic Impact Study submitted in support of the proposed development demonstrate the appropriate mitigation measures to ensure the proposed prestige industrial use does not result in land use compatibility issues with nearby residential uses on Mansewood Crescent. Based on the above, staff is satisfied that the proposed Zoning By-law amendment are consistent with the policies of the City of Brampton Official Plan.

### **Bram East Secondary Plan – SP41 (Area 41)**

The subject property is located within the Bram East Secondary Plan, the general secondary plan area is approximately 1,519 hectares (3,754 acres), and are generally situated between Goreway Drive and Highway 50, south of Castlemore Road and north of the Claireville Conservation Area. As per Schedule SP41(a) the subject property is sub-designated 'Mixed Commercial Industrial'. There is no proposed amendment to the

'Mixed Commercial Industrial' designation. The proposed development conforms with the intent of the Bram East Secondary Plan.

### *Mixed Commercial Industrial*

*3.2.11 The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan.*

*Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m<sup>2</sup> (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.*

*Outdoor or open storage of materials or goods and automotive body shops are not permitted. Notwithstanding any other policies in this secondary plan, supermarkets are not permitted within the Mixed Commercial Industrial designations, except for within an area bounded by Fogal Road to the north, Highway 50 to the east, Queen Street East to the south and the Claireville Tributary to the west. Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2. Hotels are not permitted except for those Mixed Commercial Industrial designations located east of The Gore Road and south of Ebenezer Road, and on the Woodlands site in accordance with policy 3.3.5.5 of this plan.*

*3.2.12 Individual projects are permitted at a maximum density of 0.5 Floor Space Index (FSI) within the Mixed Commercial Industrial designation. Lot sizes shall generally be a minimum of 4,000 m<sup>2</sup> (1.0 acre) while larger lots are encouraged along major roads.*

*3.2.14 Development in the Mixed Commercial Industrial designation will generally adhere to the following requirements, principles and guidelines:*

- i) parking of cars and trucks shall only be provided, where feasible, in yards away from visually prominent locations to enhance streetscape amenity design. Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;*
- ii) limited outdoor display areas shall be permitted for visually unobtrusive finished products;*
- iii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;*

*iv) that there be no uses that harm or impair the overall environmental quality or urban design integrity in the area;*

*v) appropriate minimum lot areas, setbacks and other design standards/guidelines respecting parking, landscaping, outdoor display areas, service and loading areas be formulated and adopted by Council and incorporated as appropriate in the implementing by-laws; and*

*vi) that the detail respecting the above referenced requirements, standards and guidelines for lands adjacent to Highway 7 be formulated with due regard to the principles and recommendations of the Highway 7 Corridor Land Use and Transit Strategy Study (McCormick Rankin) and of the Transit Supportive Land Use Planning Guidelines (Ministry of Transportation of Ontario and Ministry of Municipal Affairs, 1992).*

*3.2.15 To evaluate the merits of a development proposal within the Mixed Commercial Industrial designation, the City may require the submission of a tertiary development concept to demonstrate how the designated area can be comprehensively developed.*

*3.2.16 Common access arrangements and linked parking areas may be required to serve multiple land uses within a Mixed Commercial Industrial area.*

### **Analysis: Bram East Secondary Plan – SP41 (Area 41)**

The proposed development conforms to the uses permitted in the Mixed Commercial Industrial designation. The development proposes a warehouse operation in accordance with the list of permitted uses outlined in the Secondary Plan, which includes prestige industrial uses and warehousing operations. The proposed development also conforms to the urban design principles established for the site. The proposed warehouse development limits parking adjacent to Highway 50 in accordance with the urban design principles established in S. 3.2.14 of the Secondary Plan. The parking of trucks and trailers is provided away from a visually prominent location and will be screened by a 3.5 metre high, and 249 metre-long acoustic barrier. Loading docks towards the rear of the site are integrated into the design of the building and are appropriately screened by the 3.5 metre high, 240 metre-long acoustic barrier. Loading docks and trailer parking are further screened by a 3-metre landscape buffer which is currently proposed with a variety of deciduous trees, deciduous shrubs, coniferous trees, and perennials and grasses. A variety of landscape plantings are proposed throughout the 3-metre landscaped buffer surrounding the site to improve the visual amenity of the area.

The applicant has submitted a Sustainability Assessment to improve the overall sustainability of the site, and to reduce the environmental impacts of the proposed development in accordance with S. 3.2.14 iv) of the Secondary Plan. The applicant has achieved the minimum score of 41 points required for site plan applications, and the score will be further verified at the site plan stage of development. The development proposes

a common access arrangement with the site to the north in accordance with S. 3.2.16 of the Secondary Plan to maximize accessibility and function of the site.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment are consistent with the policies of the Bram East Secondary Plan.

### **Zoning By-law**

The northernmost parcel of the subject property is zoned “Industrial Four – Section 1580” by By-law 270-2004, and the remainder of the property is zoned Commercial Agricultural (CA). The draft Zoning By-law proposes to rezone the subject property to “Industrial Four (H) – Section 3709” subject to a holding provision.

The industrial special section includes site-specific provisions to permit outside storage at the rear of the building. The special section also notes that the stacking of trailers or shipping containers shall not be permitted on the property and that vegetation, fencing, and/or berming sufficient to screen the storage area from view from the Gore Road be provided. The site-specific performance standards will result in a built form that makes efficient use of the subject property while also providing a development form that does not result in aesthetic impacts on the streetscape and to nearby residential uses.

A Holding (H) symbol has been included within the draft Zoning By-law amendment to ensure that the proposed development does not proceed until such time that the Region of Peel receives a satisfactory Functional Servicing Report and Stormwater Management Report, and until subject lands are released from the Parkway Belt West Plan. The Holding provisions are as follows:

#### **3709.3 Holding (H):**

1. Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Commercial Agricultural (CA) zone.
2. The Holding (H) symbol shall not be removed until the following conditions have been fulfilled:
  - i. the appropriate arrangements are made and permissions granted with respect to the Parkway Belt West Plan to the satisfaction of the Ministry of Municipal Affairs and Housing; and,
  - ii. confirmation that a satisfactory Functional Servicing Report and Stormwater Management Report has been provided and approved to the satisfaction of the Region of Peel.

## **Technical Studies**

The following technical requirements have been satisfied:

### **Planning Justification Report**

A Planning Justification Report prepared by Weston Consulting was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Bram East Secondary Plan are satisfied and the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

### **Functional Servicing Report**

Ware Malcomb provided a Functional Servicing Report in support of this application dated June 20<sup>th</sup>, 2023. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, and outlines the existing and preliminary proposed servicing. The study concludes that there is adequate municipal water and sanitary services to service the proposed development. The proposed development will connect to the watermain on the Gore Road for water and fire protection services. Sanitary flows will be pumped to the existing sanitary sewers on the site to the north which will then direct the flows to the Region of Peel sanitary pumping station. A dry pond system, underground storage system, and rooftop storage system will be used to control stormwater on-site. The Functional Servicing Report was approved by City of Brampton Engineering Staff on June 27<sup>th</sup>, 2023 as staff were satisfied that the site can achieve grading, storm servicing and stormwater management proposed. The Region of Peel has completed the modelling of services and has confirmed that adequate servicing capacity will exist for the proposed development.

A Holding (H) symbol is recommended for the zoning by-law amendment, as the Functional Servicing Report and Stormwater Management Report have not been approved by the Region of Peel at this time. The Region of Peel requires a satisfactory Stormwater Management Report, and Functional Servicing Report confirming there is sufficient capacity for the proposed fire flows, and to confirm accessibility of sanitary servicing. It is recommended that the Holding (H) symbol not be removed until such time as a satisfactory Functional Servicing Report and Stormwater Management Report is approved by the Region of Peel.

### **Traffic Impact Study**

A Traffic Impact Study (TIS) has been submitted in support of the proposed development, prepared by John Northcore, P.Eng of JD Northcote Engineering Inc., dated May 10<sup>th</sup>, 2023. The study concludes that the proposed development is expected to generate a total

of 155 AM and 158 PM peak hour trips, including 135 AM and 145 PM peak hour private vehicle trips and 20 AM and 13 PM peak hour truck trips. The TIS recommends the construction of a southbound right turn lane with a 30 metre storage length and an 80 metre taper length on Highway 50 for the southeast access to the site, as well as a southbound left turn lane on The Gore Road at the southwest access with a 30 metre storage length and a 60 metre taper length. The TIS concludes that both the southeast access at Highway 50, and the southeast access at the Gore Road will operate efficiently and will provide the necessary capacity to service the proposed development. The TIS concludes that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network.

The Region of Peel and City Traffic Staff have reviewed the TIS and have concluded that it supports the proposed development.

### **Noise Impact Study**

A Noise Impact Study prepared by GHD Limited (GHD), dated May 12, 2023, was submitted in support of the proposed development. The study was prepared in accordance with the City of Brampton Noise By-law, Ontario Ministry of Environment, Conservation and Parks (MECP) “Compatibility Between Industrial Facilities and Sensitive Land Uses” (Guideline D-6), and MECP “Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning” (NPC-300). Stationary noise levels were assessed to nearby residential dwellings. The report concludes that subject to the recommended mitigation measures, cumulative noise levels from the proposed development are within exclusionary stationary noise limits established by the MECP. Recommended noise mitigation measures include an acoustic noise barrier approximately 3.5 metres tall and 249 metres long to reduce noise impacts on residential dwellings on Manswood Crescent. The Site Plan shows an acoustic barrier located at the rear of the site in accordance with the recommendations of the Noise Impact Study. The report also recommends the developer implement an anti-idling policy to minimize noise emissions from heavy trucks, the selection of mechanical equipment on the roof of the building with sound power levels equivalent to or less than 91 dBA, and acoustic enclosures for any standby generators. The Noise Impact Study concludes that proposed development will not result in land use compatibility issues with respect to noise emissions.

City Noise Staff have reviewed the Noise Impact Study and find it supports the proposed development.

### **Phase I and Phase II ESA**

A Phase I and Phase II Environmental Site Assessment (ESA) was prepared by GHD Limited. The Phase I ESA was conducted to identify the existence of Potentially Contaminating Activities (PCAs) and Areas of Potential Environmental Concern (APECs). The report outlines APECs assessed on the site which include the historic importation of asphalt material, waste disposal practices including the burning of waste, vehicle maintenance and servicing operations, a former heating oil underground storage tank,

gasoline and diesel fuel aboveground storage tanks, residential heating oil aboveground storage tanks, application and storage of pesticides and fertilizers, pole-mounted transformer unit, and potential importation of fill materials. Based on the results of the Phase I ESA, and Phase II ESA was required prior to the filing of a Record of Site Condition (RSC) with the Ministry of Environment, Conservation, and Parks.

The Phase II ESA investigates the APECs identified in the Phase I report. The report concludes that the Contaminants of Concern were identified in the soil at the site, including petroleum hydrocarbons, polycyclic aromatic hydrocarbons, and organochlorine pesticides. The report recommends that a Risk Assessment be conducted to evaluate soil and groundwater quality at the site prior to filing an RSC.

Environmental Engineering staff have reviewed the Phase I and Phase II ESA and find it supports the proposed development.

### **Risk Assessment**

A Risk Assessment submitted by GHD Limited to assess human and ecological exposure hazards and to develop a risk management plan. Environmental Engineering staff have reviewed the ESAa and Risk Assessment, and find it satisfactory to support the proposed development, subject to the fulfillment of conditions at the site plan stage of development.

### **Arborist Report**

An Arborist Report was prepared by Landscape Planning Ltd to inventory trees located on the subject lands, and assess their condition. A total of one-hundred and twenty-one (121) trees were inventoried and assessed, and the developer proposes to remove fifty-eight (58). One hundred and fifteen (115) compensation trees are required. The Landscape Plans submitted with the application document the proposed locations of compensation trees.

Open Space staff have reviewed the documents and found them satisfactory to support the development application.

### **Sustainability Score and Summary**

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 proposed application has a Sustainability Score of 41, which meets the bronze threshold for approval. Planning staff will continue to review the Sustainability Assessment at the Site Plan stage of review to ensure the metrics selected to achieve a score of 41 points have been achieved.