

**Information Summary**

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

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

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

- The protection of ecological systems, including natural areas, features and functions;
- The protection of the agricultural resources of the Province;
- The conservation and management of natural resources and the mineral resource base;
- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well-being of the Province and its municipalities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that,
  - Is well-designed,
  - Encourages a sense of place, and
  - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

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

- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - 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;
- 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;
- i) preparing for the regional and local impacts of a changing climate.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation;
  - f) are transit-supportive, where transit is planned, exists or may be developed; and
  - g) are freight-supportive.
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
  - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
  - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
  - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
  - e) ensuring the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.1 Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.
- 1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.
- 1.7.1 Long-term economic prosperity should be supported by:
  - a) promoting opportunities for economic development and community investment-readiness;

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
  - c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
  - e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

## **2020 Growth Plan for the Greater Golden Horseshoe**

The subject lands are within the “Delineated Built-Up Area” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on following:
  - a) the vast majority of growth will be directed to settlement areas that:
    - i. have a delineated built boundary;
    - ii. have existing or planned municipal water and wastewater systems; and
    - iii. can support the achievement of complete communities;
  - b) growth will be limited in settlement areas that:
    - i. are rural settlements;
    - ii. are not serviced by existing or planned municipal water and wastewater systems; or
    - iii. are in the Greenbelt Area;
  - c) within settlement areas, growth will be focused in
    - i. delineated built-up areas;
    - ii. strategic growth areas;
    - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. areas with existing or planned public service facilities;
  - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
  - e) development will be generally directed away from hazardous lands; and,
  - f) the establishment of new settlement areas is prohibited.
- 2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:
  - a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
  - c) planning to better connect areas with high employment densities to transit; and
  - d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.
- 2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major

highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.

- 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

## **Regional Official Plan**

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

- 4.2.1.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.
- 4.2.1.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.
- 5.3.2.8 Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.
- 5.6.1.1 To provide sufficient lands in employment areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the area municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.
- 5.6.1.2 To provide infrastructure and services that are required for the development of employment areas to facilitate economic development.
- 5.6.1.3 To promote sustainable development of employment areas, in accordance with the Themes of the Plan in Section 1.3.5 of this Plan.
- 5.6.1.4 To attract and retain a range of employment types in Peel.
- 5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.
- 5.6.2.6 Protect and support employment areas for employment uses, as defined and designated in area municipal official plans.

For the purposes of this policy, employment areas are those that contain lands designated:

- In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.
- 5.6.2.7 Protect and support existing and future employment areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.
- 5.7.1.1 To identify and protect areas that require comprehensive study and assessment with respect to long term strategic planning and infrastructure needs such as transportation facilities, utilities and electricity transmission infrastructure.
- 5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.
- 5.9.1.6 To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.
- 5.9.1.8 To support a transportation system that enhances economic vitality and growth in the Region.
- 5.9.2.20 Work with the Province and area municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.
- 5.9.3.1.1 To advocate for the provision and maintenance of an adequate, reliable, efficient and safe Provincial Freeway Network to facilitate the movement of people and goods within and through Peel.
- 5.9.4.2.12 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.
- 5.9.7.1.2 To optimize the use of existing goods movement infrastructure and capacity.

### **Official Plan:**

The property is designated "Industrial", "Special Study Area", and "Corridor Protection Area" in the Official Plan. The "Industrial" designation permits a broad range of industrial uses. The proposal will be evaluated against the Official Plan to ensure that it conforms to the Plan. An amendment to the Official Plan is not required for the proposed development.

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

- 4.4.2.1 The Industrial designations identified on Schedule "A" of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan. Places of Worship shall be permitted in limited locations subject to Section 4.9.8 of this Plan.

- 4.4.2.6 The City shall provide land use opportunities of sufficient size to ensure an adequate supply, range and choice in terms of location, size of properties and the servicing requirements of industrial sites to accommodate anticipated growth demands in the non-retail services sector during the period of this Plan.
- 4.4.2.16 The City may, where existing residential uses are located in an area designated for employment uses, refuse to permit lands abutting and adjacent to these residential uses to be developed for industrial uses until those lands can be developed in conjunction with the residential lands for such business or industrial purposes. As a condition of Secondary Plan, zoning or subdivision approval, the City may establish policies, which encourage the assembly of residential properties.
- 4.4.2.17 The City shall, in considering development within Industrial designations abutting residential or other sensitive uses, have regard for the following criteria:
  - (i) No outside storage;
  - (ii) Not likely to generate air pollution, odour or excessive noise; and,
  - (iii) Will meet a high standard of building design and landscaping.
- 4.4.2.24 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.
- 4.5.2.2 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:
  - ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.
- 4.5.2.13 Corridor/Network Protection Areas are designated on Schedules “A”, “B” and “B1” to identify those areas where determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network remains dependent on the completion of additional transportation studies, potentially including environmental assessment studies, and consequently, where specific land use planning and development approvals processing will not be completed until such transportation determinations are made to the satisfaction of City Council in consultation with other relevant road authorities.
- 4.5.2.14 The “Corridor Protection Area” labelled “Highway 427 and Arterial Network Corridor Protection Area” on Schedules “A”, “B” and “B1” located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton and to support the extension of Highway 427. The recommended ultimate network requirements within this Corridor Protection Area have

been identified by the Peel Highway 427 Extension Area Transportation Master Plan which was jointly completed by Brampton, Caledon and Peel Region. Detailed policies regarding the planning and development process restrictions for this Area are set out in Section 4.14.2 of this Plan.

- 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:

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

- 4.14.1.1.1 The City shall conduct a study and analysis of employment generation and design as part of the Secondary Planning process, which shall include policies and strategies to encourage the development of higher density employment uses and evaluate the viability of the lands currently designated Residential east of Clarkway Drive to be redesignated Industrial. The potential redesignation shall address the area's contribution to the City's future employment needs.

- 4.14.2.3.1 The "Corridor Protection Area" labelled Highway 427 and Arterial Network on Schedules "A", "B" and "B1" located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the accommodation of the arterial road network and high order transportation facilities required within this area of Brampton and in the adjacent areas of Vaughan and Caledon and to support the extension of Highway 427.

- 4.14.2.3.4 Notwithstanding the overall extent of the Highway 427 and Arterial Network Corridor Protection Area on Schedules "A", "B" and "B1" and the referenced study process to determine the overall road network requirement within this area, the City reserves the right, in consultation with its study partners, to narrow the areas subject to this protection when these studies or other appropriate studies have determined that it is no longer necessary or reasonable to protect the overall area. Changes to the extent of the Highway 427 and Arterial Network Corridor Protection Area shall be implemented by means of an amendment to this Plan.

- 5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:

- (i) The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;

- (ii) The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;

- (iii) The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;

- (iv) Adequate provision will be made for off-street parking and loading facilities; and,

- (v) The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.

- 5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.

## Secondary Plan:

The property is designated “Business Park” and “Corridor Protection Area” in the Highway 427 Industrial Secondary Plan (Area 47). The “Business Park” designation permits a range of industrial uses. An amendment to the Secondary Plan is not required for the proposed development.

The Secondary Plan sections that are applicable to this application include, but are not limited to:

- 4.2.18 Protect lands for the planning of higher order transportation facilities including the GTA-West Corridor through the northeast portion of the Secondary Plan Area;
- 5.3.8.1 The lands designated Business Park on Schedule SP47(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed in Section 5.3.7 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted. Warehousing as a primary use will be permitted provided that the Office component will generally be in the order of 5% of the gross floor area of the buildings.
- 5.3.8.2 Lands within the Business Park designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:
  - The requirements of industry for road access;
  - The type and extent of outside storage; and
  - The need to minimize potential conflicts between different classes of land uses.
- 5.3.8.3 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads. The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.
- 5.3.8.4 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.
- 7.2.1 The City of Brampton recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the Area 47 lands does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and accesses.



In recognition of these interests, the following policies will apply to all development applications and planning approvals that pertain to lands within the Corridor Protection Area on Schedule SP47(a):

- i) The City and the Region of Peel will continue to work with MTO to assist with the GTA West Corridor EA process;
- ii) Any amendments to reflect the release of lands from the Corridor Protection Area may occur without the need for an official plan amendment;
- iii) Development applications wholly within the Corridor Protection Area shall not be approved by the City;
- iv) The review of development applications for lands within the Corridor Protection Area shall occur as follows:
  - a) Applications may be processed to the extent practical in conjunction with the progress of the GTA West Corridor EA and in a manner that does not preclude or predetermine the findings and requirements of the Environmental Assessment, potential route alignment options or the future location of interchanges and accesses;
  - b) If there is any uncertainty or dispute as to whether the lands have been released from the Corridor Protection Area, through consultation with the Province, the Province will confirm whether the lands have been formally released;
  - c) If there is disagreement by any affected party about whether lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable;
- v) Notwithstanding (iv) above, zoning by-laws pursuant to Section 39 of the Planning Act may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:
  - a) Is consistent with the general intent of this Chapter;
  - b) Is compatible with adjacent land uses;
  - c) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
  - d) Does not require new buildings or significant structures;
  - e) Does not require significant grading of lands;
  - f) Sufficient servicing and transportation capacity exists for the temporary use;
  - g) Maintains the long-term viability of the lands for the uses permitted in this Plan;
  - and,
  - h) The duration of use and proposed interim use are to the satisfaction of the City.

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

The property is zoned “Agricultural (A)” by By-law 270-2004 as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

## **Documents Submitted in Support of the Application**

The applicant has submitted the following documents in support of the application:

- Development Application Form;
- Parcel Abstract;
- Plan of Survey prepared by R\_PR Surveying Ltd.;
- Site Plan prepared by Urban Works Engineering Corporation;
- Planning Justification Report prepared by Design Plan Services;
- Draft Zoning By-law prepared by Design Plan Services;
- Public Consultation Strategy prepared by Design Plan Services;
- Draft Public Notice Sign prepared by Design Plan Services;
- Grading Plan and Stormwater Management Details prepared by Urban Works Engineering Corporation;
- Functional Servicing & Stormwater Management Report prepared by Urban Works Engineering Corporation;
- Landscape Plan and Landscape Cost Estimate prepared by Strybos Barron King Landscape Architecture;
- Transportation Study prepared by CGE Transportation Consulting;
- Noise Feasibility Study prepared by HGC Engineering; and
- Phase 1 Environmental Site Assessment prepared by Cole Engineering.

The City may request further technical information necessary for its review, based on agency circulation or public input.

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future Recommendation Report.