

**Detailed Planning Analysis**  
**City File Number: OZS-2022-0029**

**Overview**

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

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel 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 R.S.O 1990:**

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:

- (e) The supply, efficient use of communication, transportation, sewage and water services and waste management systems;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (g) the minimization of waste;*
- (h) The orderly development of safe and healthy communities;*
- k) The adequate provision of employment opportunities;*
- l) The protection of the financial and economic well-being of the Province and its municipalities;*
- (o) The protection of public health and safety;*
- (p) The appropriate location of growth and development;*

*(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 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, in which the development proposal incorporates the following qualities:

- The development proposal supports the orderly development of safe and healthy communities and allows for economic growth and employment opportunities through the proposed industrial development. The proposal contemplates two (2) industrial warehouse buildings, thus adding a variety of employment and warehouse uses to the City of Brampton in accordance with Sections 2 k) and l) of the Planning Act.
- The proposal represents orderly development as it will make efficient use of the lands that are currently occupied by a single-detached residential dwelling in accordance with Section p) of the Planning Act.
- The proposed development will contain a well-designed and high-quality built form with contemporary architecture that will enhance the currently underutilized subject lands with industrial uses.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

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

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:

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

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

*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;*

*f. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

*g) Ensuring that all necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

*i) Preparing for the regional and local impacts of a changing climate.*

*Section 1.2.6.1 - Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

*Section 1.1.2 – Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

*Section 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;*

*Section 1.2.6.1 - Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

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

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) ensuring the necessary infrastructure is provided to support current and projected needs.*

*Section 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.*

*Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

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

The proposed development is consistent with the surrounding land use patterns and promotes efficient development and land use patterns over the long term by providing industrial warehouse buildings that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.2, and 1.6.7.4 of the PPS.

The proposed Zoning By-Law amendment contemplates the development of the subject lands from primarily vacant lands to permit the proposed 78,871.9 sqm. of industrial and warehouse space across two (2) buildings. As such, the proposed industrial units will contribute to the City in meeting its employment forecasts in accordance with Sections

1.3.1 and 1.3.2.1 of the PPS. Ultimately, the proposal will allow for an increase in the diversity of uses that will introduce employment use on lands that are currently underutilized. The applicant has submitted a Noise Impact Study to reduce the potential for adverse effects on future residential uses planned for the lands located south of the subject site in accordance with policy 1.2.6.1. Engineering staff have reviewed the Noise Impact Study and find it satisfactory to support the proposed development.

Based on the above, staff is satisfied that the proposed development 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 and creates street configurations that support walking, cycling, and sustained viability of transit services which creates high-quality public open spaces. The subject lands are located within the delineated 'Built-Up Area' within the Growth Plan. 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 1.2.1 - The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested. Key principles include:*

- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*

*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;*

*Section 2.2.5.1 – Economic development and competitiveness in the GGH will be promoted by:*

*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) Integrating and aligning land use planning and economic development goals and strategies to retain and attract investment employment;*

### **Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

The subject site is located within the 'Settlement' area within the Growth Plan. The proposal will contribute to new economic and employment opportunities in accordance with Section 1.2.1 through the optimization of primarily vacant land and the overall expansion of land use diversity through the introduction of industrial warehouse uses.

In accordance with Section 2.2.1.2, the proposed industrial development supports employment forecasts and minimum intensification targets for the Settlement Area in the Region of Peel by providing intensification through appropriately scaled development in locations where infrastructure is available or planned in the near future.

Moreover, the proposal also serves to support policies related to employment opportunities and economic development in accordance with Section 2.2.5.1. The proposal supports the growth of employment in the City in an appropriate location to accommodate forecasted employment growth. Overall, the development proposal provides a built form that will be well integrated into the existing community and contributes to the Provincial objective of developing complete communities.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Growth Plan.

### **Region of Peel Official Plan**

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" and 'Designated Greenfield Area', as established in Schedule E-2 and E-3 of the Regional Official Plan. The subject site is also located in an 'Employment Area' in accordance with Schedule E-4. The proposal was evaluated

against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

#### 5.4.19 Greenfield Density

5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

- a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;
- b) rights-of-way for:
  - i) electricity transmission lines;
  - ii) energy transmission pipelines;
  - iii) Freeways, as defined by and mapped as part of the Ontario Road Network; and
  - iv) railways.; and
- c) Employment Areas (as shown on Schedule E-4); and
- d) cemeteries.

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

- City of Mississauga: 87 residents and jobs combined per hectare;
- City of Brampton: 71 residents and jobs combined per hectare; and,
- Town of Caledon: 67.5 residents and jobs combined per hectare.

#### 5.6 Urban System

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.

#### 5.8 Employment Areas

5.8.2 To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.

5.8.3 To provide infrastructure and services that are required for the development of Employment Areas to facilitate economic development and support the achievement of the Region's employment forecasts.

*5.8.4 To promote sustainable development of Employment Areas, in accordance with the Overarching Themes in Section 1.6 of this Plan.*

*5.8.5 To attract and retain a range of employment types in Peel.*

*5.8.15 Designate and protect Employment Areas in Peel as shown on Schedule E-4.*

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

- *26 jobs per hectare in Caledon*
- *30 jobs per hectare in Brampton*
- *45 jobs per hectare in Mississauga*

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

The subject parcel is located within the 'Urban System' as delineated in Schedule E-1 of the Region of Peel Official Plan. The proposed development will be serviced with existing and planned municipal services that can accommodate a compact urban form notably through the 78,871.9 sqm. industrial warehouse across two (2) buildings.

The proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. The proposed development contributes to the achievement of greenfield density targets in the City of Brampton outlined in section 5.4.19 of the Region of Peel Official Plan. It supports the orderly development of employment uses through the proposed development of industrial warehouse buildings, and proposes a more intensive use of land than what currently exists on the property in accordance with section 5.8.2.

The proposal is representative of efficient growth and development, which will assist in achieving the Regional growth and employment targets for the City of Brampton within the built-up area. The proposal and its location within the Regional Urban Boundary are consistent with the Region of Peel Official Plan's goal of ensuring that development and redevelopment take place in a timely, orderly, and sequential manner.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan.

### **City of Brampton Official Plan (2006):**

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 be planned to meet the current and future needs of its residents. The property is designated 'Industrial' and 'Special Study Area' on Schedule A of the City of Brampton Official Plan and the



Zoning By-Law Amendment generally conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

*Section 2.4.2 – Managing Growth in Brampton:*

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,*
- f) Promote the efficient use of existing City and Regional services and infrastructure.*

*Section 3.2.7 - The City's major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International Airport, CP & CN intermodal terminals, rail, transit, major roads and Provincial freeways i.e., Highways 410, 407, and 427. These elements set the stage for a range of employment and business opportunities to meet existing and forecasted demand.*

*Section 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.*

*Section 4.4.2.2 - The City will accommodate employment growth to 2031 in the order of 70,000 to 90,000 employment land employment jobs, which may include limited amounts of service, retail, office and institutional uses. This growth will occur on new lands designated primarily as employment land and existing vacant employment lands. Some of the employment growth may be accommodated through the intensification of existing employment areas provided that the City-wide forecasts as outlined in.*

*Section 4.4.2.6 - 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.*

*Section 4.4.2.8 - The City shall adopt Secondary Plans for both existing and undeveloped areas designated Industrial in this Plan as a guide for development and to encourage the integration of new businesses and industries with natural areas and surrounding land uses.*

*Section 4.4.2.10 - The City shall encourage the development of industrial areas of sufficient size to realize long-term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.*

*Section 4.4.2.11 - The sub-designations in Secondary Plans that permit prestige industrial and/or commercial uses will generally indicate areas:*

- i) That accommodate significant office, retail and service uses;*
- ii) That generally accommodate prestige industrial uses;*
- iii) That will be subject to site and building design standards intended to maintain attractive high quality appearances;*
- iv) Where outdoor storage will not be permitted unless it is a limited display area for visually pleasing finished products;*
- v) Where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses; and*
- vi) Where natural features and/or man-made buffers can be provided to screen the designation from other areas containing uses such as heavy industry, transportation terminals, recycling plants, and industry with outside storage.*

*Section 4.4.2.13 - The City may establish restrictions in secondary plans on the location and extent of warehousing and distribution uses to minimize impacts on the proper functioning of the road network and to provide for other uses that yield greater employment or assessment.*

*Section 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.*

*Section 4.4.2.22 - Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall:*

- a) Require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;*
- b) Promote an appropriate massing and conceptual design of buildings;*
- c) Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
- d) Encourage the provision of safe and attractive built environments;*
- e) Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;*

- f) *Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*
- g) *Protect and enhance the natural heritage features and functions such as wetlands and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development;*
- h) *Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;*
- i) *Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- j) *Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- k) *Promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;*
- l) *Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;*
- m) *Implement the Flower City Strategy; and*
- n) *Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in industrial development.*

*Section 4.4.2.23 - The City shall, in assessing situations which would create an interface between industrial and residential or other sensitive land uses, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan.*

*Section 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.*

*Section 4.7.4.1 - Where recreational open space lands include or abut natural heritage features such as woodlands, wetlands, valleylands and watercourse corridors, the relevant policies in Section 4.6 must be applied to ensure the protection of these features and the environmental functions and linkages they perform.*

*Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:*

- i) *Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and*

*contributes to the natural heritage system and landscapes and implements sustainable water management practices.*

- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

*Section 4.14.1 - The Special Study Area designation on Schedule "A" identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when necessary.*

*Section 4.14.1.1 - Lands east of Clarkway Drive, north of Castlemore Road and south of Mayfield Road are primarily designated Industrial with a portion east of Clarkway Drive currently designated Residential. As part of the background to the preparation to the City's Growth Plan Amendment, the need for the City to designate additional employment land and find opportunities to intensify existing designated lands was identified.*

*Section 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.*

**Analysis: City of Brampton Official Plan (2006)**

The property is designated 'Industrial' and 'Special Policy Area' on Schedule A of the City of Brampton Official Plan. The proposal represents an excellent opportunity to broaden the range of land uses that will serve the surrounding area and local community, and the proposed industrial use aligns with the land use permissions of the "Industrial" designation in policy 4.4.2.1 of the Official Plan. Proposed truck and trailer parking does not directly abut Countryside Drive in accordance with policy 4.4.2.11.

The proposed development maintains the character of the overall area without negatively impacting the surrounding landscape and environmental features in the natural heritage system. Lands identified to include elements of the natural heritage system will be appropriately zoned to preclude development. The proposed development will ultimately provide an effective transition from the currently vacant surrounding agricultural lands.

In accordance with Section 4.11.4.7, the proposed development will make efficient use of existing and/or planned infrastructure and facilities. Moreover, the proposed low-density, 1,142 sqm. of office space and approximately 78,871.9 sqm. of industrial and warehouse space across two (2) buildings complements the neighbouring vacant and agricultural land uses immediately to the north, south, east, and west.

As such, an Official Plan amendment is not required, and staff is satisfied that the proposed Zoning By-law amendment conforms to the policies of the City of Brampton Official Plan.

**Highway 427 Industrial Secondary Plan (Area 47):**

The Highway 427 Industrial Secondary Plan (OPA 105) was originally adopted in 2014 to establish policies directing the development of 1200 hectares of employment land in northeast Brampton. The secondary plan has remained under appeal for many years, primarily due to Regional and Provincial concerns related to preserving lands for the GTA West Corridor. The Highway 427 Industrial Secondary Plan has now been partially approved by the OLT per its Order dated August 31, 2021 (OPA 105, OLT Case No. PL141189). The lands that remain under appeal pertain to lands within the potential location of the GTA West Corridor. As the subject site is not located within the lands subject to those appeals, the Highway 427 Industrial Secondary Plan is now in effect as it pertains to the subject site. The policies that are applicable to this application include but are not limited to:

*Section 5.2.7.1 - The lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.4, and other relevant policies of the Official Plan. Permitted uses include research and development facilities, communication and/or telecommunication facilities, manufacturing*

*and processing of semi processed or fully processed materials deemed not to have harmful impacts arising from dust, fumes, odour, noise or vibrations, assembling, packaging and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit offices, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. Day nurseries and open space uses such as stormwater management facilities may also be permitted within lands designated Prestige Industrial, without an amendment to this Plan.*

*Section 5.2.7.2 - Development of the lands within the Prestige Industrial designation shall be based on the following policies:*

- i) An enhanced building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;*
- ii) Outdoor storage including truck trailer parking as a primary use shall not be permitted;*
- iii) Limited accessory outside storage areas shall not directly abut arterial class roads and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;*
- iv) From a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;*
- v) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged;*
- vi) Provision shall be made to minimize adverse impacts on adjacent residential uses that exist or which are planned for the area through site design, landscaping and appropriate buffer treatments;*
- vii) Natural features are to be integrated in site design where appropriate and feasible, and are to be supplemented by landscaping in order to create a “park-like” setting;*
- viii) The City may require the submission of a detailed development concept or Tertiary Plan as part of a planning application to demonstrate how the subject lands and adjacent area can be comprehensively developed to the satisfaction of the City and the Region of Peel; and*
- ix) The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City’s Development Design Guidelines and the site-specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.*

*Section 5.3.1.1 - The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined*

*through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.*

*Section 5.3.1.3 - The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.*

*Section 5.3.1.6 - Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.*

*Section 8.2.1 - In considering options for stormwater management, the following policies shall apply:*

- i) Rainwater, snowmelt and stormwater will be considered as a resource, not a waste product;*
- ii) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, in accordance with the recommendations of the Secondary Plan Area 47 Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study as feasible and appropriate;*
- iii) Stormwater management facilities will be located and designed to conserve and maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community; and*
- iv) Stormwater management facilities shall be designed, wherever possible, to provide community amenities such as passive recreation and be visually attractive.*

*Section 8.2.2 - Stormwater management facilities shall be provided in accordance with Section 4.6.3 and other relevant policies of the Official Plan, and this Chapter.*

*Section 8.2.6 - A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study. The Stormwater Management Plan shall address such concerns as low impact development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater and natural heritage features and erosion/siltation control design requirements, as appropriate.*

### **Analysis: Highway 427 Industrial Secondary Plan (Area 47)**

The property is designated 'Prestige Industrial', 'Valleyland', and 'Stormwater Management Facility' in the Highway 427 Industrial Secondary Plan (Area 47). The proposed Zoning By-law amendment to permit the development of a 78,871.9 sq. metre.

industrial warehouse consisting of two buildings aligns with the land use policies within the Secondary plan, as 'Prestige Industrial' areas are intended to accommodate a variety of industrial uses including (but not limited to) the manufacturing and processing of semi-processed or fully processed materials, assembling, packaging and warehousing facilities, and research/development facilities as per Section 5.2.7.1.

With respect to the 'Valleyland' and 'Stormwater Management Facility' designations, an Environmental Impact Study has been reviewed and has been found to be satisfactory to support the development proposal by City Environmental Planning staff in accordance with Sections Section 5.3.1.3 and 8.2.6.

As such, a Secondary Plan Amendment is not required, and staff is satisfied that the proposed Zoning By-law amendment conforms to the policies of the Highway 427 Industrial Secondary Plan (Area 47).

### **Zoning By-law**

The subject properties 0 and 5200 Countryside Drive are currently zoned 'Agricultural (A)', as per By-law 270-2004 as amended, respectively.

### **Analysis: Zoning By-law Amendment**

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. As such, a Zoning By-law Amendment is required to facilitate the proposed development.

The Zoning By-law amendment proposes to rezone the properties to "Industrial (M4)" zone and "Floodplain (F)" exception zone in order to allow these lands to be developed for industrial manufacturing and warehouse distribution purposes. The site-specific zoning will include select performance standards including minimum front yard depth, minimum exterior side yard width, and parking rates.

A Holding Provision is proposed to be included with the Zoning By-law to ensure outstanding matters are addressed prior to development proceeding on the subject site. Firstly, the Region of Peel and City of Brampton require a satisfactory Functional Servicing Report. It is recommended that the Holding (H) symbol not be removed until such time as a satisfactory Functional Servicing Report is approved by the Region of Peel and City of Brampton. Secondly, a holding provision is recommended to ensure the appropriate arrangements are made with the Region of Peel to service the site. The property does not currently have frontage on an existing municipal sanitary sewer. The subject property will be required to connect to a future planned 525mm sanitary sewer which will extend from the future planned Arterial 'A2' road located east of the subject property to Clarkway Drive. The applicant will be required to work with the Region of Peel to determine an appropriate interim servicing solution until such time that the ultimate sanitary services are constructed on Countryside Drive. Thirdly, a holding provision is



recommended to ensure the applicant makes the appropriate arrangements with the City to provide a single storm sewer system to service the development lands and Countryside Drive on an ultimate basis, or, an interim storm sewer system to service the development lands until the ultimate storm sewer servicing system for Countryside Drive is implemented.

The zoning changes and performance standards will implement the policies of the Official Plan and Zoning by-law to ensure that the site is properly integrated into the surrounding area.

### **Technical Studies**

The following technical requirements have been satisfied:

#### **Planning Rationale**

The Planning and Urban Design Rationale 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 Zoning By-Law are satisfied and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

#### **Functional Servicing and Stormwater Management Report**

A Functional Servicing, Stormwater Management Report, Site Servicing and Grading Plans, and Storm Drainage Plan was prepared by HUSSON Engineering + Management in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing.

City of Brampton and Region of Peel staff have outstanding comments with respect to the Functional Servicing Report, and as such, staff recommends that a Holding (H) symbol be included in the zoning by-law amendment to ensure that development on the site does not proceed until such time as a satisfactory Functional Servicing Report is received.

#### *Stormwater management*

A Holding (H) symbol is recommended by Staff to ensure the appropriate arrangements are made with Capital Works staff to design an appropriate storm sewer system on an ultimate basis, or, an interim basis.

#### *Sanitary Servicing*

The subject site currently does not have frontage on an existing sanitary sewer. The subject property will be required to connect to a future planned 525mm sanitary sewer which will extend from the future planned Arterial 'A2' road located east of the subject property to Clarkway Drive. The applicant will be required to work with the Region of Peel to determine an appropriate interim servicing solution until such time that the ultimate sanitary services are constructed on Countryside Drive.

### **Tertiary Plan (Refer to Appendix 8)**

A Tertiary Plan has been developed for the subject lands to ensure that the subject property and neighbouring properties can be comprehensively developed with the appropriate access points from Countryside Drive, and the future North-South Arterial (Arterial A2). Furthermore, the Tertiary Plan proposes the removal of a conceptual stormwater management pond shown on the western portion of the site in the Highway 427 Industrial Secondary Plan. The applicant is required to demonstrate how the subject property and adjacent sites in the tertiary plan area can be adequately serviced to manage stormwater. A holding provision is required in the Zoning By-law Amendment to prevent development on the lands until such time that a satisfactory Functional Servicing Report is received. Staff are satisfied that the Tertiary Plan incorporates the appropriate elements as outlined in S. 5.35 of the Official Plan, and is satisfactory to support the proposed Zoning By-law Amendment.

### **Urban Design Brief**

An Urban Design Brief was prepared by Baldassarra Architects. The Urban Design Brief provides design guidelines for the architectural landscape elements of the proposed development in order to assist in creating an attractive development that integrates into the surrounding context appropriately. Urban design staff have reviewed the design guidelines and have found the document to be satisfactory.

### **Traffic Impact Study**

A Traffic Impact Study (TIS) was prepared by BA Group to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

### **Stage 1 and 2 Archaeological Assessment**

A Stage 1, 2, 3, and 4 Archaeological Assessment was prepared by The Archaeologists Inc. in support of this application. Heritage staff have confirmed that the archaeological assessment is satisfactory to permit the proposed development. Heritage Staff require

the submission of the Provincial Ministry letter associated with the Stage 4 Archaeological Assessment Report at the site plan stage of development.

### **Tree Inventory Report & Preservation Plan**

An Arborist Report and Tree Inventory & Preservation Plan were prepared by LGL Limited. The report identifies a total of 247 trees that must be removed to facilitate the proposed development and a total of 392 trees that are required for compensation. The Open Space department has reviewed the Tree Inventory Report & Preservation Plan and has found the document to be satisfactory to support the proposed industrial development.

### **Sustainability Score and Summary**

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 50 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.