

## DETAILED PLANNING ANALYSIS

City File Number: OZS-2022-0020

### Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Highway 427 Industrial Secondary Plan (Area 47) provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix of housing types and land uses. These documents support land use planning in a well-designed manner that supports sustainable long term housing and economic viability.

### Planning Act

#### Section 2: Matters of Provincial Interest

This application is consistent with matters of provincial interest as identified in the *Planning Act* in terms of:

- Section 2*
- (a): The protection of ecological systems, including natural areas, features and functions*
  - (h): The orderly development of safe and healthy communities*
  - (k): The adequate provision of employment opportunities*
  - (p): The appropriate location of growth and development*

The Rainbow Creek Corridor occupies the west and north side of the property. To accommodate the proposed concept plan, a reconfiguration of the realignment of Rainbow Creek from the alignment shown within the Rainbow Creek MESP Addendum was proposed. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area which supports the objective of Section 2(a) of the *Planning Act*.

The proposed Zoning By-law amendment to an industrial zone is to facilitate the development of a transportation facility. The application is consistent with the objectives of Section 2(k) in that it creates opportunities for the land to be used for employment purposes where the land is currently underutilized. Upgrades to Old Castlemore Road will ensure that future development is adequately serviced by transportation infrastructure, while ensuring the orderly development of safe and healthy community, in accordance with Section 2(h) of the *Planning Act*.

The location is deemed to be appropriate for the industrial development as proposed. It will make efficient use of the land and align with the character intended for the area east of the Rainbow Creek Corridor fronting Old Castlemore Road which is planned for employment uses with the designation of “Logistics /Warehouse/ Transportation” in the City of Brampton Highway 427 Industrial Secondary Plan (Area 47). The Logistics/Warehouse/Transportation designation confirms the land was intended for industrial uses and is consistent with the objective of Section 2(p) in that this is an appropriate location of growth and development for the proposed use.

## **Provincial Policy Statement**

Part IV of the Provincial Policy Statement (PPS) presents the Vision for Ontario's Land Use Planning System. This vision statement outlines that the long term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. In order to achieve this vision, the document sets out a range of policies related to different aspects of land use planning. Through a detailed review, it has been determined that, overall, the proposal is consistent with Provincial Interest as identified in the Provincial Policy Statement:

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

*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;*

*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 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.*

The proposed Zoning By-law amendment is consistent with the policies of *Section 1.1.1(b)*. This section provides direction to manage land use to achieve efficient and resilient development and land use patterns. The proposed use will contribute to a mix of employment opportunities and offer efficient uses for the land that is currently underutilized.

The PPS provides policies directly related to the Employment aspect of land use planning; specifically, Section 1.3 (a) and (b). Policies within this section promote economic development and competitiveness. The proposed Zoning By-law Amendment

is consistent with the policy of *Section 1.3.1(a) and (b)* as the proposed industrial zone to facilitate the development of a transportation facility will contribute to mix and range of employment uses and encourages a diverse economic base by adding to the range of economic activities and employment uses in the area.

Based on the above analysis, the subject proposal is consistent with the objectives of the Provincial Policy Statement.

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

The subject lands are within the “Designated Greenfield Area - Conceptual” as defined by the 2020 Growth Plan for the Greater Golden Horseshoe (GGH). 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 proposed development demonstrates conformity to the following sections of the Growth Plan:

*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;*

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

*Section 2.2.5.7      Municipalities will plan for all employment areas within Settlement areas by:*

- c) Providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

*Section 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;*

Section 2.2.7.2      *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;*

The proposed Zoning By-law Amendment from 'Agricultural' to an 'Industrial', 'Floodplain' and Open Space' zone will assist in achieving a complete community and encourage economic development and competitiveness by introducing an employment use that will efficiently use land that is underutilized and contribute to employment opportunities and employment density of the area. The location is deemed to be appropriate for the industrial development as proposed. The proposal aligns with the character intended for the area east of the Rainbow Creek Corridor fronting Old Castlemore Road which is planned for employment uses as per the City of Brampton Official Plan. The industrial designation confirms the land was intended for industrial uses and is consistent with sections 2.2.1.4(a), 2.2.5.1(a), (b), (d), 2.2.7.1(a) and 2.2.7.2(a) of the Growth Plan.

The proposed floodplain designation on the west portion of the property is intended to protect the Rainbow Creek Corridor. The floodplain area will act as an effective buffer to the future residential to the west. In addition to the buffer provided by the proposed floodplain zone, provisions have been included in the proposed by-law to restrict the location and height of outdoor storage and ensure outdoor storage is adequately screened to minimize the visual impact to adjacent non-employment areas, conforming to section 2.2.5.7 (c) of the GGH.

Policy 1.2.1 identifies the "*Guiding Principles*" of the GGH, including how land is developed and how resources are managed and protected. These include, but are not limited to:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*

The Guiding Principles of the GGH provide support for the achievement of complete communities that aim to meet people's needs for daily living and accommodate new economic and employment opportunities as they emerge.

Based on the above analysis, the subject proposal is in compliance with the policies of the Growth Plan for the Greater Golden Horseshoe.

## Regional Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. It is intended to guide how the Region will grow and develop while protecting the environment and managing resources. It provides a basis for efficiently managing growth.

The subject application is within the “Urban System” designation on Schedule E-1, “Designated Greenfield Area” designation on Schedule E-3 and “Employment Area” designation on Schedule E-4 as established in the Regional Official Plan (ROP). The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the ROP:

- 5.6.2            *To establish complete healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.6            *To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.*
- 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 plans.*
- 5.6.20.4        *To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.*
- 5.6.20.6        *To ensure that development of the Designated Greenfield Area is supported by a well-connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.*
- 5.8.2            *To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.*
- 5.8.5            *To attract and retain a range of employment types in Peel*
- 5.8.7            *To plan for, protect and preserve, Employment Areas for employment uses, including preserving the long-term viability by avoiding, minimizing, or*

*mitigating the adverse impacts of residential development and other sensitive land uses on Employment Areas.*

- 5.8.10 *To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit*
- 5.8.27 *Employment Areas are encouraged to be planned to achieve a minimum employment density of:*
- *30 jobs per hectare in Brampton*

The General Objectives for the Urban System are outlined in Section 5.6 of the ROP. Section 5.6.6 seeks to conserve the environmental and resource attributes of the Region. The Rainbow Creek Corridor occupies the west and north side of the property. To accommodate the proposed Zoning By-law Amendment and concept plan, a reconfiguration of the realignment of Rainbow Creek from the alignment shown within the Rainbow Creek MESP Addendum was proposed. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting studies for the proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area. This in addition to the proposed industrial use contributing to achieve a healthy complete urban community by offering working opportunities for underutilized land within the Urban System support policies 5.6.2, 5.6.6 and 5.6.11 of the ROP.

The Designated Greenfield Areas are locations where new residential communities and employment areas will be accommodated up to 2051. Objectives for Designated Greenfield Areas are outlined in Section 5.6.20 of the ROP. It is the goal of the Designated Greenfield Area to protect and conserve cultural heritage resources of Peel. The proposed floodplain designation on the west portion of the property will protect the Rainbow Creek Corridor by restricting uses on the proposed floodplain lands to uses permitted by the floodplain zone. The proposed development of the subject land will be supported by a well connected transportation structure. Old Castlemore Road will have access to Highway 50 which is designated a Major Road as shown on Schedule F-2 of the ROP. With the conservation of Rainbow Creek heritage resource and support of a well connected transportation structure, the proposed development conform to policies 5.6.20.4 and 5.6.20.6 of the ROP.

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 the Region's employment forecast. Objectives of the Employment Area designation are outlined in Section 5.8 of the ROP. The Region of Peel Employment Area designation seeks to protect employment areas for employment uses, attract and retain a range of employment types, mitigate adverse impacts of residential development and other sensitive land uses on employment areas and provide a diverse range of employment opportunities near major transit infrastructure. The proposed industrial development will efficiently use the employment land that is currently underutilized and

add to the employment opportunities in the area. It is also located in on Old Castlemore Road which will have direct access to a Major Road (Highway 50) to which can be used as a route to access Highway 427. The proposed development will also contribute to the desired employment density of 30 jobs per hectare targeted for the Employment Area designation for the Region of Peel. The proposed floodplain designation on the west portion of the property will act as a buffer to the future residential to the west and mitigate impacts of nearby residential development. This conforms to policies 5.8.2, 5.8.5, 5.8.7, 5.8.10 and 5.8.27 of the ROP.

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

Through the review of the application, the Region of Peel has identified that there are no objections to the Zoning By-Law Amendment application. Regional approval to the Functional Servicing Report and Stormwater Management Report has been deferred to the future Site Plan Application.

### **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 Plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Regional Official Plan.

The subject land is designated as "Employment", "Designated Greenfield" and "Open Space" on Schedule 1 – City Concept; "Industrial" and "Open Space" on Schedule A – General Land Use Designations and "Valleyland/Watercourse Corridor" on Schedule D – Natural Heritage Features and Areas of this Plan. The Zoning By-law Amendment to implement this proposal conforms to the following policies and objectives of the Brampton Official Plan:

- 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
  - a) *Retain and enhance business, industry and employment opportunities within Brampton;*
  - b) *Designate high quality employment areas close to major transportation and transit facilities that support the principles of complete communities by providing convenient access to jobs and that are compatible with adjacent natural areas and land uses;*

*i) Provide for a land use pattern to ensure that industries and sensitive land uses are appropriately designed, buffered and/or separated from each other.*

- 4.4.2.1 The Industrial designation 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.*
- 4.4.2.2 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.*
- 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.*
- 4.4.2.7 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.*
- 4.6.7.1 Development and site alteration is generally not permitted within a valleyland or watercourse corridor unless it has been demonstrated that there will be no negative impact on the significant natural features and their functions in accordance with the required studies. When considering an application for development on lands within or adjacent to valleyland and watercourse corridors, the following shall be taken into account:*
- iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;*
  - iv) The proposed measures to mitigate predicted impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;*



- v) The no negative impact test can consider overall environmental benefits across the local landscape scale by the replacement of natural features and associated functions while meeting City policies and Provincial standards;*
- vi) The impact of the development proposal to the physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;*
- vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;*
- viii) The risk of the loss of life or property damage; and,*
- ix) The comment of the appropriate Conservation Authority and Provincial Ministry).*

**4.7.1.2**      *The Open Space designation on Schedule “A” indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. Many of these environmental features have been recognized as having city-wide, regional or provincial significance, as described in Section 4.6 Natural Heritage and Environmental Management.*

The “Designated Greenfield Area” is comprised of lands outside of the Built Boundary. As outlined in Section 3.2.2 of the Official Plan, the objective of the Designated Greenfield Area is for new communities within this area to contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit. The proposed Zoning By-law Amendment satisfies the objective of the Designated Greenfield Area by providing a mix of land uses to contribute to the creation of a complete community. The proposed Zoning By-law Amendment to facilitate a transportation facility will also contribute to the Region’s density target of 50 residents and jobs combined per hectare by 2031 as outlined in policy 3.2.2.2.

The “Employment” designation is a wide designation that includes various employment generating land uses such as industrial, retail, business and office uses. As outlined in Section 4.4 of the Official Plan, an objective of the Employment Area policy is to retain and enhance business, industry and employment opportunities within Brampton. The proposed Zoning By-law Amendment to facilitate the development of a transportation facility use will make efficient use of underutilized land and create employment opportunities in an appropriate location with direct access to a Regional arterial roadway. The proposed Zoning By-law amendment to an industrial zone to facilitate the transportation facility will also align with the intended land use pattern for the area east of the Rainbow Creek Corridor fronting Old Castlemore Road which is planned for industrial employment uses as designated in the Official Plan.

The “Industrial” designation provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. The proposed Zoning By-law Amendment to an industrial zone to facilitate

the development of a transportation facility aligns with *Policy 4.4.2.1* as industrial, manufacturing, distribution, mixed industrial/commercial and limited office uses are permitted by way of this designation in the Official Plan. The proposed amendment to facilitate the industrial development will also contribute to the employment growth 2031 targets, making efficient use of the underutilized employment land in an appropriate location that is that separated from sensitive land uses such as residential, and will have access to a Regional arterial roadway from Old Castlemore.

The “Open Space” designation indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands. The “Valleyland/Watercourse Corridor” designation represents the Rainbow Creek Corridor that occupies the west and north side of the property. To accommodate the proposed concept plan, a reconfiguration of the realignment of Rainbow Creek from the alignment shown within the Rainbow Creek MESP Addendum was proposed. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area.

Based on the information above, Staff is satisfied the proposed Zoning By-law Amendment conforms to the City of Brampton Official Plan.

### **Secondary Plan – Highway 427 Industrial Area 47**

The property is designated “Logistics/Warehouse/Transportation” and “Valleyland” in the Highway 427 Industrial Secondary Plan (Area 47). Lands designated “Logistics/Warehouse/Transportation” are intended to accommodate uses in accordance with Part 1, Section 4.4.2.1 of Brampton’s Official Plan, as well as Prestige Industrial, stormwater management facilities and outdoor storage of goods and materials subject to the location and screening criteria within the implementing by-law.

The proposed Zoning By-law Amendment to implement this proposal conforms to the following policies of the Highway 427 Industrial Secondary Plan:

- 5.2.9.1      *The lands designated Logistic/Warehouse/Transportation on Schedule SP47(a) shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include Prestige Industrial and those listed in Section 5.3.7 of this Plan. Outdoor storage of goods and materials will be permitted subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.*
- 5.2.9.3      *The development of lands within the Logistic/Warehouse/Transportation designation will be subject to development standards, including*

- landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.*
- 5.2.9.4 *The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measure contained within the approved urban design guidelines for these lands.*
- 5.2.9.5 *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.*
- 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 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.*
- 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.*
- 5.3.1.4 *Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.*
- 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.*
- 7.1.1 *Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules "B" and "B1" of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a).*
- 7.1.4 *All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize and/or mitigate impacts to the*

*environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.*

The proposed Zoning By-law Amendment seeks to obtain land use approvals for industrial land use permissions recognized as permitted uses under the Logistic/Warehouse/Transportation designation of the subject land. The proposed by-law includes provisions to provide appropriate landscape buffers, setbacks and screening requirements to mitigate potential impact of the industrial operation and outdoor storage on adjacent uses.

The Valleyland designation represents the Rainbow Creek Corridor that occupies the west and north side of the property. To accommodate the proposed concept plan, a reconfiguration of the realignment of Rainbow Creek from the alignment shown within the Rainbow Creek MESP Addendum was proposed. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area. The proposed Zoning By-law Amendment seeks to further protect the land designated as Valleyland by zoning the land Floodplain.

To accommodate the Industrial uses of the proposed By-law, Old Castlemore Road east of the Rainbow Creek Corridor to Regional Road 50 is required to be rebuilt to the City's Industrial Road Standards (Class 'A' Standards). Old Castlemore Road is to be stopped up and closed at the east side of Rainbow Creek and adhere to the City standard cul-de-sac design and the intersection of Regional Road 50 is to be signalized. The road works will be completed as part of the subdivision application (OZS-2020-0010) on the south side of Old Castlemore Road, east of Rainbow Creek which is currently draft approved. Costs associated with the road works will be shared by way of a cost share agreement between the developing land owners for this area. The road work and addition of a cul-de-sac is illustrated on the concept plan attached as Appendix 1. In addition, the road works involving Old Castlemore road include the removal of the existing culvert at Rainbow Creek and reinstatement of the valley. A Site Plan application is required for any development on the subject lands. Conditions will be applied to the future site plan agreement pertaining to the reconstruction of Old Castlemore Road to City Industrial Road Standards prior to the release of an approved site plan.

Based on the information above, Staff is satisfied that the proposed Zoning By-law Amendment conforms to the Highway 427 Industrial Secondary Plan (Area 47).

## **Zoning**

The subject property is currently zoned '*Agricultural (A)*' by Zoning By-law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed industrial use.

In order to facilitate the proposed transportation facility, an '*Industrial Two-3707 (M2-3707)*', '*Open Space*' and '*Floodplain*' zone designations are proposed. The '*Industrial Two-3707 (M2-3707)*' zone is being proposed with site specific provisions relating to minimum landscape open space, outside storage and parking. The western and northern portion of the property designated as Valleyland in the City of Brampton Official Plan is proposed to be zoned as Floodplain. An Open Space zone is also proposed to the rear of the property to accommodate a Stormwater Management Pond as shown on the concept plan attached as Appendix 1.

A copy of the draft Zoning By-law Amending is included as Appendix 10. Staff is satisfied with the proposed Zoning By-law Amendment.

### **Technical Requirements:**

#### Planning Justification Report

A Planning Justification Report was prepared by Candevcon Limited. The purpose of the Planning Justification Report is to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Highway 427 Industrial Secondary Plan (Area 47) are satisfied. Staff are satisfied with the contents of the report.

#### Functional Servicing Report

A Functional Servicing Report (FSR) prepared by Candevcon Limited was submitted in support of the application. Generally, the FSR provides an analysis of the proposed water and wastewater servicing capacity, as well as the storm drainage and stormwater management servicing capacity. This information is used in determining the viability of the project and whether it can operationally function with the services available. City of Brampton and Toronto and Region Conservation Authority engineering staff found the Report to be satisfactory. Region of Peel engineering staff require minor revisions prior to approval of the future Site Plan Application.

#### Traffic Impact Study

A Traffic Impact Study was prepared by Candevcon Limited. The purpose of the Traffic Impact Study is to determine the traffic impacts of the proposed development on the surrounding road network and nearby intersections and to analyse the proposed vehicular accesses to the proposed development in the context of the future development. City staff found the report to be satisfactory. Prior to Site Plan Approval conditions will be imposed to the future Site Plan application.

#### Urban Design Brief

An Urban Design Brief was prepared by Williams & Stewart Associates Limited in support of the proposed development. The purpose of the Urban Design Brief is to assess the proposed development design, explore opportunities and constraints of the subject lands in the context of the surrounding area, and to outline the proposed development objectives, built form principles as per the City's Urban Design Guidelines. The Urban Design Brief provides design guidance to assist in creating an attractive industrial development appropriate to its location between Regional Road 50 and Clarkway Drive. Urban Design staff support the Urban Design Brief and will provide additional design comments at the time of the future site plan application.

#### Noise Feasibility Study (Acoustical Report)

A Noise Feasibility Study (Acoustical Report) and two (2) addendum letters was prepared by HGC Engineering in support of the proposed development. Future residential lots are anticipated to the west of the subject land. Mitigation is provided on the east and west side of the property which will result in lower sound levels, specifically to the west side for future residential lots to be lower. The result of the report and letters find the development is feasible at this site and can be within the limits of the MECP guidelines with the inclusion of noise control measures. City staff found the addendum letter #2 to the report to be satisfactory.

#### Geotechnical and Hydrogeological Assessment

A Preliminary Geotechnical and Hydrogeological Assessment was prepared by Soil Engineers Ltd in support of the proposed development. The purpose of the Geotechnical and Hydrogeological Assessment is to examine surface conditions and engineering properties of the disclosed soils for the design and construction for the proposed development. City of Brampton and Toronto and Region Conservation Authority (TRCA) staff found the report to be satisfactory.

#### Environmental Impact Study

A scoped Environmental Impact Study (EIS) was prepared by Palmer Environmental Consulting Group. The purpose of the EIS is to evaluate the sensitivity and significance of the existing natural heritage features and ecological functions associated with proposed development and assess the impacts. For the natural heritage features requiring protection, avoidance and mitigation measures are recommended where appropriate, to address potential impacts resulting from the proposed development. The EIS finds that the proposed development is environmentally feasible. City Staff reviewed the study and found the report to be satisfactory.

#### Archaeological Assessment

An Archaeological Assessment was prepared by AMICK Consultants Limited to identify and assess any potential archaeological resources on the subject property. The study determined that there are no archaeological materials or sites located on the subject

property. Therefore, it is not expected that the proposed development will have any impact on archaeological resources. City Staff reviewed the study and found it to be satisfactory.

#### Phase One & Two Environmental Assessment

A Phase One & Two Environmental Site Assessment was prepared by Soil Engineers Ltd in support of the application. City Staff reviewed the study and found that it is satisfactory. The applicant will be required to complete an RSC prior to the issuance of a building permit.

#### Sustainability Score and Summary

##### *Bronze Threshold Score Achieved*

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications.

To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 35 points, which achieves the City's Bronze threshold. A copy of the sustainability snapshot is included as Appendix 12 of this report.