

**Detailed Planning Analysis**  
City File No. C10E05.019  
Subdivision File No. 21T-14001B

Overview

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, and the City's Official Plan provide directions that support land use planning in a logical, well designed manner that supports sustainable long term economic viability. An analysis of the subject proposal was completed against these documents, which determined that the proposal meets the intent of the policy framework.

Planning Act

The proposed development has regard for the following matters of Provincial interest as set out in Section 2, and Section 51(24) of the *Planning Act*.

- Section 2(a) - *the protection of ecological systems, including natural areas, features and functions;*
- Section 2 (f) - *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- Section 2(h) – *the orderly development of safe and healthy communities;*
- Section 2(j) – *the adequate provision of a full range of housing, including affordable housing;*
- Section 2(k) – *the adequate provision of employment opportunities;*
- Section 2(p) – *the appropriate location of growth and development;*
- Section 2(q) – *the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians.*

Regard for these sections is reflected in the proposed Official Plan Amendment, Zoning By-law Amendment, and the proposed draft plan of subdivision that:

- supports orderly development and appropriate growth in the area;
- relies on the existing water, sanitary, storm, and transit services;
- provide a healthy balance of uses - street townhouses to the north of Falby Road, lane-based/dual frontage townhouses in the middle, and live-work townhouses to the south - facing Fogal Road;
- provides employment opportunities through the development of live-work units;
- develops a road network that is walkable, and would connect to future transit service on Fogal Road/Nexus Avenue; and,

- preserves the natural features of the site.

*Section 51(24)- In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:*

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) whether the proposed subdivision is premature or in the public interest;*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) the suitability of the land for the purposes for which it is to be subdivided;*
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) the dimensions and shapes of the proposed lots;*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (h) conservation of natural resources and flood control;*
- (i) the adequacy of utilities and municipal services; and,*
- (j) the adequacy of school sites.*

The proposed subdivision has regard for the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. The proposed subdivision, which is deemed to be in public interest for its valuable contribution to the City's housing stock, conforms to the City of Brampton Official Plan and the adjacent plans of subdivision. The subject lands are suitable for the purposes of the proposed subdivision, and the proposed roads along with the surrounding road network are considered to be adequate for the objectives of the subdivision. The dimensions and shapes of the proposed lots are deemed to be appropriate. The existing/proposed utilities and municipal services are considered to be adequate for the proposed development. The natural areas/features and resources would be protected in the proposed subdivision.

### Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning

and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement.

*1.1.1: healthy, livable 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 range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The proposed development includes a range of townhouse types (including street townhouses, dual-frontage townhouses and live-work units) that will add to the City's stock of affordable housing, rely on the existing municipal infrastructure and public services, have a significant potential for job creation, and will protect the natural areas/features. This development will result in a healthy, livable and safe community.

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.6: *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

This proposal constitutes a compact form of development located adjacent to the existing built up area within a settlement area that is defined in provincial and municipal planning documents. The proposed development is consistent with the goals and intent of the policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services. Furthermore, the proposed development supports active transportation, is transit friendly, and ensures the protection and preservation of the site's natural heritage features.

1.4.3: *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*

1.5.1 *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed development creates new access points to the existing valleyland, connects to an existing parkette, storm water pond, and trail system with lookout areas. This development will generate opportunities for recreation and interaction in the

community by providing convenient access to existing recreational services in the surrounding neighbourhood through multiuse trails and new public streets.

The proposal that contains a mix of townhouse types will help the City meet its current and future needs for affordable housing that will be well located to avail itself of the existing infrastructure, transit and public service facilities.

*1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development is designed to minimize private vehicle trips and to encourage the use of transit and active transportation by creating accessible and efficient access to the existing sidewalks, and providing convenient access to transit services located within walking distance of the proposed development.

*2.1.1 Natural features and areas shall be protected for the long term.*

*2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

No development has been proposed within or adjacent to the NHS area. A 10 metre buffer along the valleyland has been established to protect the natural area and features.

The proposed development is consistent with the Provincial Policy Statement 2020.

#### A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject lands are within the 'Designated Greenfield Area' as per the 2019 Growth Plan. As such, the proposal conforms to the following policies of the plan:

*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.*
- 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.*

The proposed development is located within the Designated Greenfield Area within an urban settlement area (the City of Brampton) that has a delineated built boundary, and will be served with existing municipal water/wastewater systems, and transit services. With the affordable nature of this residential development, its location in proximity to the existing commercial uses and amenities, significant job creation potential (through live-work townhouse units), and connectivity to road network and transit, the proposed development will have the necessary features to be a complete community.

*2.2.1.4: Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
- g) *integrate green infrastructure and appropriate low impact development.*

The proposed development meets these criteria by being located within a designated growth area in the City's Official Plan. It also provides diverse forms of housing on a site that is situated close to a Primary & Secondary Transit Corridors, is well served by transit and takes advantage of the existing municipal infrastructure, and public services, and has a significant potential for employment opportunities. The proposal also supports the achievement of complete communities by providing a townhouse and live-work forms of housing that is in close reach and proximity to a range of amenities. The proposed access via trail to the parkette to the north, the stormwater pond and look out area, and the valleylands located east of the site will contribute to the publicly accessible open spaces, trails and other recreational facilities, and encourage walking/active transportation.

#### *2.2.7: Designated Greenfield Areas*

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.*
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 development will constitute a complete community by way of offering a diverse forms of townhouses on a site located close to Primary and Secondary Transit Corridors, is well served by the existing/future municipal infrastructure, public services, transit, and commercial/employment opportunities and amenities. The proposal also supports the achievement of complete communities by providing townhouse and live-work forms of housing that is in close reach and proximity to a range of amenities. It also offers publicly accessible open spaces, trails and other recreational facilities, and encourages opportunities for walking/active transportation.

The combined people and jobs density per hectare proposed by development will be approximately 71 people and jobs per hectare, which exceeds the minimum density target established in the Growth Plan.

*4.2.2.3: Within the Natural Heritage System for the Growth Plan:*

*a) new development or site alteration will demonstrate that:*

- i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*

The proposed development respects the natural heritage area and features, and has no adverse impacts on the adjacent valleylands.

The application conforms to the policies of the Growth Plan (2019).

Region of Peel 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, managing resources, and provides a basis for efficiently managing growth.

The subject lands are located within the *Urban System* designation on Schedule D – Regional Structure of the Region of Peel Official Plan. The *Urban System* is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The following objectives are identified for the *Urban System*:

*The Urban System Objectives*

*5.3.1.1: To conserve environmental and resource attributes of the Region;*

*5.3.1.2: To achieve sustainable development within the Urban System;*

*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;*

*5.3.1.4: To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, infrastructure and public finances while taking into account the characteristics of existing communities and services;*

*5.3.1.5: To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*

The proposed development will contribute towards achieving the Urban System's objectives by way of developing a compact form of mixed street/lane-based and live-work

townhouse development that respects the environmental areas and features, corresponds to the characteristics of the existing communities, and provides a pedestrian friendly and transit supportive environment.

### *Greenfield Density*

The subject lands are located within the Designated Greenfield Area in the Peel Region Official Plan, to which the following objectives are applicable:

*5.5.4.1.1: To plan and designate greenfields to contribute to complete communities;*

*5.5.4.1.2: To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*

*5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*

*5.5.4.1.4: To optimize the use of designated greenfield area;*

*5.5.4.1.5: To enhance the natural environment and resources;*

*5.5.4.2.1: Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan;*

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

*City of Brampton: 51 residents and jobs combined per hectare.*

The proposed development will satisfy these goals by creating a transit-supportive, and pedestrian friendly development in an area planned for a mix of street/lane-based and live-work townhouses. The proposal conforms to the above noted objectives and policies as it will contribute a variety of townhouse dwellings to suit a range of preference and affordability criteria. Appropriate pedestrian and bike systems, as well as access to nearby commercial/employment/recreational and amenities will be available. The proposed development achieves a density of 71 residents and jobs per hectare, thus exceeding the above mentioned density requirement. The proposed jobs/people forecasted to occupy the subject lands, will play a role in contributing to the Region of Peel's population growth target, as well as surpassing the regional density requirements.

The applications conform to the policies of the Region of Peel Official Plan.

## City of Brampton Official Plan

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and to set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, Growth Plan and Regional Plan.

The subject lands are designated as "Residential" in the Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. The proposed residential development conforms to the Official Plan.

### *Built Boundary and Designated Greenfield Area*

Schedule 1 - City Concept to the Brampton Official Plan depicts the delineated built boundary for the City and places the subject site outside of the Built Boundary and within the Communities area. It also shows the subject lands as being within the Designated Greenfield Area overlay.

*3.2.2 Brampton's Designated Greenfield Area is comprised of lands outside of the Built Boundary. New communities within the Designated Greenfield Area will 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.*

*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.*

The proposed development envisages a complete community that provides diverse form of townhouses on a site that is situated close to Primary and Secondary Transit Corridors, (is well served by transit) and takes advantage of the existing municipal infrastructure, public services, and employment opportunities. The proposal also supports the achievement of complete communities by providing a townhouse and live-work forms of housing that is in close reach and proximity to a range of commercial uses and amenities. The proposed access via trail to the parkette to the north, the stormwater pond and look out area, and the valleylands located east of the site will contribute to the publicly accessible open spaces, trails and other recreational facilities, and encourage walking/active transportation. The proposed development achieves a density of 71 residents and jobs per hectare, thus exceeding the above mentioned density requirement.

### *Residential*

*4.2: Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:*

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm;*
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop;*
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of the natural heritage system including rivers, streams, valleys, wetlands and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans.*
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.*
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.*

The proposed development conforms to these policies by introducing new residential growth that is well planned in the form of a complete community. It proposes a compact form of mixed townhouse development to be added to the City's supply of affordable housing that is well served by the existing municipal infrastructure/services and transit, and protects the natural heritage system.

The proposed development conforms to the Official Plan.

### Bram East Secondary Plan

The subject lands are designated 'Mixed Commercial/Industrial' and 'Valleyland' in the Bram East Secondary Plan Area 41. The 'Mixed Commercial/Industrial' designation does not permit residential uses. The current Application to Amend the Official Plan seeks to

amend the Secondary Plan to re-designate the property from 'Mixed Commercial/Industrial' designation to 'Residential – Medium Density' designation to facilitate townhouse dwellings and live-work townhouse dwellings.

### *Medium Density Residential*

*3.1.11: Any proposal for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and for the provision of design and landscaping features to achieve effective separation and buffering from major roads or adjacent Mixed Commercial Industrial uses.*

The proposed townhouse development will fit well with the existing townhouse development to the north and the future/approved single detached/townhouse dwellings to be developed on the south side of Fogal Road. The proposed development will be effectively separated from the existing commercial uses (on the west side of Nexus Avenue) with buffering and landscaping.

### *Valleylands*

A small easterly part of the subject lands are designated 'Valleyland' in the Bram East Secondary Plan Area 41. This part is located adjacent to the Clarkway Tributary valley corridor of the Humber River Watershed.

*3.3.1 Lands designated Valleyland on Schedule SP41(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility and contribution to the ecological integrity of the West Humber Watershed. Designated Valleylands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.*

*3.3.2 Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.*

A small easterly part of the property is located adjacent to the Clarkway Tributary valley corridor of the Humber River Watershed. This part of the subject lands is regulated by the Toronto and Region Conservation Authority (TRCA). The proposed development will occur only on the 'Medium Density Residential' designation, with no development proposed within the 'Valleylands' designation. In order to protect the valleyland and to

respect the potential hazards, a 10 metre buffer (to be conveyed to the City) has been established along the fringe of the valleylands to the satisfaction of the City and the TRCA. TRCA is generally satisfied with the location of the proposed development on the subject lands adjacent to the valleyland. It has required a comprehensive restoration and enhancement planting plan for the buffer area at the detailed design stage. The valleyland buffer has been incorporated into the zoning by-law amendment for the proposed subdivision.

The proposed maximum density for this development is 50 units per net residential hectare (20 units per net residential acre) which conforms to the Official Plan policy. The actual density is 48.47 units per net residential hectare.

The live-work units will have a ground floor level that is used primarily for commercial purposes, and upper floor(s) that are only used for residential purposes.

The commercial uses within the live-work units shall be oriented exclusively towards the Fogal Road frontage including all functional aspects of the commercial use (such as access, parking, signage, patio areas). The commercial uses within the live-work units will be limited to retail establishments, financial institution, restaurants, personal service shops, service shops, offices, convenience store, medical and dental offices, custom workshops and similar uses not requiring extensive loading and storage facilities.

The adjacent special policy areas 9 and 16, and the existing and proposed development provides a compatible and complementary land use context for the subject development. The subject lands are comparatively a small enclave, bounded by neighbourhood collector roads to the south and west and open space to the north and east. Such a setting, within a broader residentially oriented area to the north, west, east and south encourages the development of the site for residential purposes.

The proposed medium density (townhouse) development is an appropriate density which reflects the site location fronting onto collector roads and supports medium density. The proposed live-work opportunities will serve to further increase the land use intensity of the site and create some “active” frontage along Fogal Road.

Subject to the proposed Official Plan amendment, the proposed use conforms to the ‘Residential – Medium Density’ policies of the Secondary Plan.

### Zoning By-law

The property is zoned “Industrial Four – Special Section 1766” in the Zoning By-law 270-2004 which does not permit the proposed residential development. An amendment to the Zoning By-law is required to rezone the subject lands from current ‘M4-1776’ zone to ‘Residential Townhouse (R3E-x)’ and ‘Open Space (OS)’ zone, to facilitate the proposed townhouse and live-work townhouse dwellings, and to protect the natural areas. Special zoning sections and zoning exceptions have been included to address the zoning requirements of street townhouses, lane-based town houses, live-work townhouses, and certain irregularly shaped lots.

Staff is satisfied that the proposed amendment to the Zoning By-law captures the intent of the Official Plan amendment, particularly relating to medium density residential development, as well as the vision of Urban Design Brief and will facilitate the development of the subject property with a balanced mix of housing types.

### Land Use

The application to amend the Official Plan and Zoning By-law and the proposed Draft Plan of Subdivision proposes a residential development, containing 69 street/lane-based townhouse dwellings and 26 live-work townhouse dwellings in accordance with the intent of the applicable Official Plan and Bram East Secondary Plan residential development policies. The northern/eastern portion of the property proposes street townhouse dwellings in Blocks 1-8, and 11; the mid portion will be developed with lane-based/dual frontage townhouse dwellings in Blocks 8-10, and the southern portion that fronts on Fogal Road will contain live-work townhouse dwellings in Blocks 12-15, all generally with a lot width of 6 metres. The townhouse dwellings will be served with a public street (Falby Road). The live-work units will have frontage on Fogal, and will be provided with lay-by parking at the front.

A NHS block (Block 16), a storm servicing block (Block 17) and a NHS buffer block (Block 18) are also proposed. The NHS, storm servicing, and buffer blocks will be protected and preserved through the conveyance of these blocks to the City.

The site falls outside of Brampton’s ‘Built Boundary’ and therefore forms part of Brampton’s Designated Greenfield Area, where new communities will 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 subject lands are located in close proximity to a Primary Transit Corridor (The Gore Road) and a Secondary Transit Corridor (Ebenezer Road) which lends it to a high degree of connectivity, walkability, and transit friendliness. Furthermore, the site sits generally within a Major Transit Station Area to the south, which the Official Plan details should provide for intensification for employment, residential, civic, cultural and residential uses. The site is adjacent to commercial uses to the immediate west which will provide residents easy access to services and amenities.

The existing Open Space on the east side of the site consists of the Clarkway Tributary valley corridor of the West Humber River valley land. This area would be preserved and maintained as Open Space, with a 10 metre buffer provided along the north east edge of the site. Additionally a trail connection to the parkette located on the existing townhouse development to the north is proposed on the north/eastern part of the site which would also provide a physical and visual link to the valley land, and would facilitate a potential trail/pathway connection to the adjacent lands.

The uses described above that are proposed on the property are acceptable from a land-use perspective.

### Urban Design

The applicant has submitted an Urban Design Brief prepared by MBTW/Wai in support of the proposed development. The Urban Design Brief builds upon the “Bram East Community Area ‘B’ Detailed Community Design Guidelines” prepared by the MBTW Group and W Architect Inc. in 2001. It contains design principles and guidelines that describe the proposed development in respect of its community structure and illustrates the intended form and character of its urban design, landscape and architecture within the Bram East Area ‘B’ Community.

The vision for the proposed development is to evoke a character that is distinct yet harmonious with the surrounding neighbourhoods, providing a memorable image for both residents and visitors to the area. The purpose is to demonstrate high quality built form, landscaping materials, and attention to architectural detail to provide quality uplift to the neighbourhood. The vision also builds upon the vision set in the Bram East Community Area ‘B’ Detailed Community Design Guidelines.

The development will include street townhouses, lane based townhouses and live-work units. The rear access will reduce the visual impact of the car and the garages on the primary streetscapes. This housing typology effectively reinforces primary streets, by creating a continuous street wall while minimizing driveway interruptions. On streets with driveways, front and rear man doors on all townhouses activate the public realm.

The Urban Design Brief provides direction on the following:

#### *Landscape Guidelines*

- Open Space: vista block; NHS/Valleyland relationship
- Streetscape: arterial/collector/local road treatment, street furniture, fencing requirements
- Edges and Gateways: edges, gateway & access points
- Linkages, Connections & Circulation: internal/external paths and linkages, climate mitigation, pedestrian comfort
- Landscape Features: framing of significant view, interesting paving features, decorative fencing

### *Architectural Guidelines*

- Design Guidelines for Residential Development
- Design Guidelines for Mixed-use Development
- Priority Locations

### *Open Space Matrix*

### *Sustainability*

- *Sustainability rating*
- *Building Guidelines*

Staff have reviewed the Urban Design Brief prepared by MBTW/Wai in support of the proposed development and found it to be satisfactory.

### Transportation

A Traffic Impact Study prepared by Candevcon Limited, Consulting Engineers & Planners dated November 06, 2020 has been submitted in support of the proposed subdivision. It is anticipated that the proposed residential subdivision will be fully built-out and occupied by 2021. As a result, the study analyzes the traffic operations during 2026, which represents the five (5) year post full build-out. The purpose of the Study is to determine the traffic impacts of the proposed Residential Subdivision on the surrounding road network and at nearby intersections and to analyze the proposed vehicular access to the residential subdivision. The Traffic Impact Study addresses the future operations at the following intersections:

- Regional Road 50 at Fogal Road,
- The Gore Road at Fogal Road,
- Nexus Avenue at Fogal Road,
- Ebenezer Road at Nexus Avenue/Thorndale Road,
- Proposed Local Road (Falby Road) at Fogal Road.

According to the Study, during the A.M. and P.M. Peak Hours, traffic impacts from the trips generated by the proposed residential subdivision are minimal. This Study finds that for vehicles exiting from Falby Road, the sight distances provided exceeds the sight distances required. In addition, the Roadway Geometric Plan (Preliminary) allows for the adequate internal circulation of waste collection and fire emergency vehicles.

To help improve the traffic operations within the vicinity of the proposed Residential Subdivision, the study has made the following recommendations for the 2026 horizon year:

- Fogal Road at Regional Road 50: optimize the Weekday A.M. and P.M. signal timing plans.
- The Gore Road at Fogal Road/future Attmar Drive Extension: optimize the Weekday A.M. and P.M. signal timing plans.
- Nexus Avenue/future Local Road at Fogal Road:
  - signalization,
  - The northbound approach comprises a left turning lane with 15 metres for storage and a shared through-right turning lane,
  - The southbound approach comprises a left turning lane with 25 metres for storage and a shared through-right turning lane,
  - The existing eastbound left and westbound left turning lanes along Fogal Road are suitable.
- Falby Road at Fogal Road:
  - Stop-controlled at the Falby Road approach,
  - An eastbound left turning lane with 15 metres of storage.

According to the Study, with the implementation of the recommendations given above, the key intersections will operate at an acceptable level of service during the weekday a.m. and p.m. peak hours under the 2026 horizon year. The Staff at the City and the Region of Peel have reviewed the Study and find it to be satisfactory.

### Noise

The applicant has submitted an Environmental Noise Assessment prepared by Valcoustics Canada Ltd. dated June 23, 2020 which determines the sources and intensity of transportation and stationary noise sources for the proposed development and recommends noise mitigation measures to address noise.

According to the report, the significant transportation noise sources in the vicinity with the potential for impact at the subject site is road traffic on Fogal Road, Highway 50 and Highway 8. The stationary noise sources with potential for impact are the existing commercial developments to the west and east of the subject site.

The study has determined and assessed the sound levels on site using the guidance from the Ministry of the Environment, Conservation and Parks (MECP), Peel Region and City of Brampton noise guidelines to determine the need for noise mitigation.

Based on its analysis of the potential noise from different sources, the study recommends the following mitigation measures to meet the noise guideline limits:

#### *Transportation Noise*

- The southernmost unit in Block 7 requires mandatory air conditioning. All units in Blocks 1, 2, 6 and 12 to 15, as well as the remaining units in Block 7, require the provision for adding air conditioning at a future date, at the discretion of the occupants.

- Exterior walls construction meeting Sound Transmission Class (STC) 37 and exterior windows meeting STC 26 will be sufficient to meet the indoor noise criteria. It is expected that these ratings can be achieved using exterior wall and windows construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC).
- Sound barriers are required at the following locations:
  - Block 1:
    - A 3.4 m high sound barrier (2.2 m high fence atop 1.2 m high berm) is required at the two southernmost units.
  - Block 6:
    - a 2.0 m high sound barrier is required at the westernmost unit.
  - Block 7:
    - a 2.7 m high sound barrier (2.2 m high fence atop 0.5 m high berm) is required at the southernmost unit.
    - a 2.0 m high sound barrier is required at the second-southernmost unit.

### *Stationary Noise*

A. To meet the Class 1 limits:

#### Banquet hall:

- Option 1: All units in Block 11 must be designed such that there are no windows to noise sensitive spaces on the second floor, west façade. The five westernmost units in Block 15 must be designed such that there are no windows to noise sensitive spaces on the north and west facades.
- Option 2: 2.0 m high “L”-shaped acoustic screens are required at the north and south sides of the rooftop mechanical units on the banquet hall. A 2.5 m high acoustic screen is required at the east side of the rooftop mechanical units on the banquet hall.

#### East commercial plaza:

- Option 1: A 3.4 m high sound barrier along the east property line of the two southerly units Block 1. All units in Block 1, the three southernmost units in Block 2 and the three southernmost units in Block 7 must also be designed such that there are no windows to noise sensitive uses on the second floor, east façade. The southernmost units in Blocks 1 and 7 must also be designed such that there are no windows to noise sensitive spaces on the south facade.

- Option 2: Provide a 5 m high sound barrier door at the Food Basics (Building F) loading dock.
- Option 3: Restrict deliveries from refrigerated trucks to the Food Basics (Building F) loading dock to daytime and evening hours (0700 to 2300). Deliveries from non-refrigerated trucks are permitted during the nighttime hours.

B. To meet Class 4 limits:

- The sound levels due to the banquet hall and commercial plaza are predicted to meet the Class 4 noise guideline limits at the subject site without noise mitigation measures. Air conditioning would be required to allow windows to remain closed for noise control purposes. The Class 4 classification is subject to approval from the approval authorities (i.e., the City of Brampton in this case).

Based on staff request for revisions to certain mitigation measures, the applicant submitted an Addendum to the Environmental Noise Assessment dated August 28, 2020 that made the required changes to the mitigation measures to effectively address the noise issue. The Addendum confirmed that in order to address the stationary noise from the westerly banquet hall, Option 1 (to acoustically screen the roof top mechanical equipment) will be adopted. The applicant is currently communicating with the banquet hall to get their permission to install the required acoustic screen to address the potential noise from the rooftop mechanical equipment.

The Addendum has also confirmed that in order to address the stationary noise from the easterly commercial plaza/Food Basics store, Option 3 (to restrict deliveries from refrigerated trucks to Food Basics store loading dock to only daytime, and only allow deliveries from non-refrigerated trucks during the nighttime hours) will be adopted. The applicant has provided a written commitment from Food Basics that no deliveries between the hours of 11 pm and 7 am daily, including weekdays and holidays, will be permitted at this store.

With the adoption of the noise mitigation measures recommended above and confirmed through the Addendum to Environmental Noise Assessment, staff are satisfied that the resultant sound levels will meet the noise guideline criteria of the MECP.

### Servicing

#### *Stormwater Management:*

It is proposed to discharge minor system flow into two (2) locations, the existing storm sewer along Nexus Avenue as well as the existing storm sewers along Fogal Road. The flow from the southern leg of Falby Road, the southern half of the units fronting onto Fogal as well as the front half of the eastern units backing onto the valley lands will be conveyed to the Fogal Road storm sewer. The flows from the northern area of the units fronting Falby Road and the front half of the units backing onto the existing SWM pond will be

conveyed to the Nexus Avenue storm sewer. The major system will convey runoff in excess of the 10-year storm event via roadways and above-ground drainage paths. It is proposed to generally convey major system runoff towards the existing storm water management pond (SWM pond) either directly or indirectly via Fogal Road and Nexus Avenue. Rear lots next to the Clarkway Tributary valley will drain directly towards the water course.

### *Sanitary Servicing*

Wastewater from the site is proposed to discharge to the existing 300mm diameter sanitary sewer located along Nexus Avenue. The proposed sanitary servicing layout will follow the road pattern. The units fronting the Fogal Road will be serviced by a proposed sanitary sewer in the Falby Road. A servicing easement may be required in front of Block 6, depending on the final layout.

### *Water Supply Servicing*

The site is located in the Pressure District 4 of the Region of Peel water distribution system. The site is proposed to be serviced via two connections. One connection is proposed to the existing 300mm diameter watermain along Fogal Road. A second connection is proposed to the existing 300mm diameter watermain along Nexus Avenue. Two connections are proposed to provide redundancy which will allow continuous water supply during maintenance periods. Potable water for the proposed development will be supplied by the Airport Road pumping station and reservoir, which is located on Airport Road, north of Williams Parkway.

A Functional Servicing Report prepared by Schaeffers Consulting Engineers dated October 2014 (revised in October 2020) containing the above servicing scheme has been reviewed by staff at the City, Region of Peel and TRCA, and found to be generally satisfactory for the proposed development.

### Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) prepared by Soil Probe dated August 27, 2014 was submitted by the applicant in support of the proposed development. Based on the information obtained during the Phase 1 ESA records review, site reconnaissance and interview, further environmental investigation through Phase 2 ESA was recommended. Therefore, a Phase 2 ESA dated August 28, 2014 prepared by Soil Probe was also submitted. The purpose of the Phase 2 ESA was to address the Area of Potential Concern (APEC) as highlighted in the Phase 1 ESA to support the proposed residential development. The study concluded that based on the analytical results of the parameters tested during the Phase 2 ESA investigation, the soil and ground water samples collected met the applicable values. Therefore, no further investigation is required at this time.

The applicant has provided an acknowledgement from the Ministry of Environment and Climate Change regarding the receipt of Record of Site Condition (RSC) submitted by the applicant. Staff have confirmed that the RSC is still valid.

### Tree Preservation Report

A Tree Preservation Report dated May 27, 2014 prepared by Aboud & Associates Inc. was submitted in support of the proposed development application. According to the Report, no trees are present within the subject lands. Two (2) healthy trees of 'value', 10cm DBH or greater, are present within 20 metres of development lands within the adjacent valley to the east of the subject lands and to the south in the Fogal Road right of way. None of these trees are recommended for removal based on condition or development impacts. Recently planted trees less than 10cm DBH are also present in the Nexus Avenue and Fogal Road rights of way. None of these trees are recommended to be removed due to condition or development impacts. A landscaped municipal storm water facility, part of a separate development application, north of the subject lands, contains trees under 10cm DBH and shrub groupings. None of the trees or shrubs are recommended to be removed due to condition or development impacts.

As there are no trees present within the subject lands; typical boundary fencing installed as part of the required sediment and erosion control plan will be sufficient to protect offsite trees from injury. Staff have reviewed the Tree Preservation Report and found it to be satisfactory.

### Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment for the property dated September 2000 prepared by Archaeologists services inc. was submitted by the applicant in support of the proposed development application. A letter from the Ministry of Tourism, Culture and Recreation (now Ministry of Heritage, Sport, Tourism and Culture Industries) dated October 29, 2001, regarding the submission of satisfactory Stage 1 and 2 Archaeological Assessment, was also provided. Staff have reviewed the Stage 1 and 2 Archaeological Assessment and the Ministry's letter, and is satisfied that all Archaeological Assessment requirements have been met for the subject lands with regard to the proposed development.

### Sustainability

Sustainability score and summary documents are required to be submitted as part of an initiative to gauge how a development proposal satisfies the City's environmental sustainability requirements. In this respect, a development proposal is scored on a set of established criteria (i.e. walkability, and low impact development engineering practices).

This application is exempt from the submission of the sustainability score and summary documents as it was submitted prior to the time when the City adopted the practice of requiring such information for development proposals.