

**Detailed Planning Analysis  
City File Number: C10E04.005**

**Overview:**

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

**The Planning Act:**

The Planning Act is the provincial legislation which 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:

*Section 2(a) – the protection of ecological systems, including natural areas, features and functions;*

*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;*

*Section 2(r) – the promotion of built form that,*

*(i) is well-designed,*

*(ii) encourages a sense of place, and*

*(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The proposal represents orderly development which will add to the range of housing options and employment opportunities in Brampton through the creation of 906 dwelling units and employment/office blocks. The location of the proposed development is appropriate for growth and development. The proposed density and housing forms are appropriate for the surrounding built form, supporting public transit, and sustainable. The proposal includes measures to protect the adjacent lands that contain natural heritage features. Finally, the proposed built-form is well-designed and will help to encourage a sense of place.

## **Provincial Policy Statement:**

The Provincial Policy statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement.

*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;*

This proposal will promote efficient development and land use patterns by integrating a mix of land uses at appropriate densities including employment, residential, and open space which are supported by transit facilities.

*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;*

This proposal will accommodate a range and mix of housing types including single detached, townhouse, and apartment. In addition, the proposal includes employment uses, specifically office uses, open space, and natural heritage features. The combination of a range of housing types and mix of uses will meet long-term needs.

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

This proposal will avoid causing environmental health and safety concerns by designating natural heritage features and implementing appropriate buffer space.

*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;*

This proposal will not prevent the efficient expansion of settlement areas. The subject area is surrounded by adjacent development on both the east and north and respondents the logical continuation of development.

*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;*

This proposal promotes the integration of land use planning and transit-supportive development to achieve cost-effective development patterns by planning for a mix of land uses, including both residential and employment uses, adjacent to transit facilities.

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

Sections 1.1.3.1 and 1.1.3.2 require that settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. The land use pattern within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, 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, minimize negative impacts to air quality and climate change, promote energy efficiency, support active transportation. The proposed development meets these requirements by proposing a mix of residential, commercial, institutional, employment and recreational uses and densities that make an efficient use of the land and infrastructure resources.

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

*1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.*

Sections 1.3.2.1 and 1.3.2.2 require that the 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. Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the

land is not required for employment purposes over the long term and that there is a need for the conversion. The proposed development meets this requirement as partial conversion of the subject lands from employment land to non-employment land has been approved by Council through the Municipal Comprehensive Review (MCR) process, and it has been ensured that the required number of jobs anticipated from the employment land are protected after partial conversion to non-employment land.

*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:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- 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;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Section 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households, and 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, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The proposed development meets these requirements by including a mix of housing containing single detached dwellings, townhouses, and apartments which are located on a property which has access to existing infrastructure and public service facilities including public transit.

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

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing types, and prioritizing intensification. The proposed development demonstrates conformity generally to this plan, including:

*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;**

Section 2.2.1.2. a) & c) requires that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. Within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities. The proposed development meets these criteria by being located within a designated greenfield area, situated along primary/secondary transit corridors, and served with existing public service facilities.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*

Section 2.2.1.4 supports the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities, improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes, 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; expand convenient access to a range of transportation options. The proposed development meets these requirements.

2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be *planned for a minimum density target of:*

*b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

Section 2.2.4.3 requires a minimum of 160 residents and jobs combined at major transit station areas served by bus rapid transit. The proposed development will provide approximately 938 dwelling units and 860 jobs, which will contribute to achieving this target.

*2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*

Section 2.2.5.3 requires that office uses will be supported by active transportation and existing or planned transit. The proposed development meets these requirements as it is located along primary/secondary transit corridors, and served with existing public service facilities.

*2.2.5.9 The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:*

*a) there is a need for the conversion;*

*b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;*

*c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;*

*d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and*  
*e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

Section 2.2.5.9 requires that the conversion of lands within employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that there is a need for the conversion. The proposed development which is based on conversion of employment land to non-employment land meets this requirement as the conversion was approved by Council as part of the MCR process.

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

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the "Urban System" in Region of Peel's Official Plan. The proposed Zoning By-law Amendment conforms to several "Urban System" designation objectives, including:

*2.2.1.2 To conserve, restore and enhance integrity of Peel's air, water and land resources.*

Section 2.2.1.2 requires protection, preservation, and restoration of the natural heritage. The current proposal meets this requirement by delineating the Natural Heritage System and including appropriate buffers.

*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.*

The proposed development meets this objective as it contains a mix of residential and employment uses. Recreational opportunities are provided through the designation of open space as a neighbourhood park and the natural environment is protected by the designation of natural heritage features

*5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*

The proposed development meets this policy as the subject is located within the Regional Urban Boundary.

*5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*

Section 5.5.1.1 requires that growth will be focused within the designated urban systems. The proposed development meets this requirement by locating the development within a designated greenfield area.

*5.6.2.8 Permit conversion of lands within employment areas, to nonemployment uses, only through a municipal comprehensive review that demonstrates:*

- i. There is a need for the conversion;*
- ii. The Region and area municipality will continue to meet the employment forecasts of this Plan;*
- iii. The conversion does not affect the overall viability of the employment area and the achievement of intensification and density targets;*
- iv. There is existing or planned infrastructure to accommodate the proposed conversion;*
- v. The lands are not required over the long-term for employment purposes;*
- vi. The lands do not fulfill the criteria for provincially significant employment lands;*
- vii. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and*
- viii Cross-jurisdictional issues have been considered.*

*For the purposes of this policy, major retail, residential and nonancillary uses are not considered employment uses unless already permitted by the designations identified in Section 5.6.2.6.*

*Employment land conversions may be defined in area municipal official plans.*

Section 5.6.2.8 requires that the conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that there is a need for the conversion. The proposed development which is based on conversion of employment land to non-employment land meets there requirement as the conversion was approved by Council as part of the MCR process.

*5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

Section 5.8.1.1 requires the regional municipalities to provide for a range and mix of housing types, densities, sizes, and tenures to meet the current and future needs of the residents of the Region of Peel. The current proposal meets this requirement by providing for a range of housing including single detached dwelling, townhouses and apartment dwellings.



## 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, Growth Plan and Regional Official Plan.

The subject property is designated "Residential", "Office", "Open Space", and "Special Land Use Policy Area 19" in the Brampton Official Plan, and the proposed development generally conforms to the intent of this plan. This includes:

### City Structure

*3.2.1.1 Development of greatest mass and highest densities must be located within the Urban Growth Centre and Central Area, along intensification corridors and within Mobility Hubs and Major Transit Station Areas. These areas shall:*

- (i) Accommodate a significant portion of population and employment growth;*
- (ii) Provide a diverse and compatible mix of land uses, including residential and employment uses;*
- (iii) Provide high quality public open spaces;*
- (iv) Support transit, walking and cycling for everyday activities;*
- (v) Develop in a compact form that will efficiently use land and resources,*
- (vi) Optimize the use of existing and new infrastructure and services;*
- (vii) Contribute to minimizing potential impacts on air quality and promoting energy efficiency; and,*
- (viii) Achieve an appropriate transition of built form to adjacent areas.*

The proposed development supports the creation of a sustainable urban structure. The proposal accommodates a significant portion of population and employment growth within a Major Transit Station Area. The development proposal includes a compatible mix of both residential and employment land uses that support transit, walking and cycling. Appropriate transitions to adjacent areas are provided.

*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 is located within a Designated Greenfield Area and will contribute 938 dwelling units and 860 jobs towards the density targets.

*3.2.4.1 Development within Major Transit Station Areas shall generally be designed to achieve a Floor Space Index (FSI) of 1.5 over the entire Major Transit Station Area within buildings 3 to 10 stories in height that result in a maximum density of approximately 100 units per net residential hectare.*

*3.2.6.2 Development within Primary Intensification Corridors shall generally be designed to achieve a floor space index of 1.5 over the entire Intensification Corridor, within buildings 2-10 storeys in height. More detailed massing and density guidelines will be established in the comprehensive master plan set out in Policy 3.2.6.6.*

The proposed development is located within both a Major Transit Station Area and a Primary Intensification Corridor and will provide approximately 938 dwelling units and 860 jobs towards the density targets. Neither of these policies have been updated to reflect the current Growth Plan direction for development within Major Transit Station Areas.

## Residential

*4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.*

A portion of the proposed development is located within the Residential designation. Within that portion the proposed land uses are a range of residential uses including single detached dwellings, townhouse dwellings, and high-rise apartments.

*4.2.1.8 Residential development and the residential component of a mixed use building may exceed 200 units per net hectare within the Urban Growth Centre, Central Area, Mobility Hubs, and Intensification Corridors provided the City Structure objectives set out in Section 3.0 are met.*

The proposed development includes a Cluster/High Density site that will exceed 200 units per net hectare. The proposal meets the City Structure objectives as detailed in the proceeding section.

## Employment

*4.4.3.1 The Office designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: Major Office, business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses.*

A portion of the proposed development is located within the Office designation. Within that portion the proposed land use is offices at an appropriate scale for the location with a limited amount of complementary commercial uses.

#### Natural Heritage System

*4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.*

The proposed development identifies appropriate buffer areas for the adjacent natural heritage feature.

*4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.*

The proposed development identifies valleyland and buffer areas to be conveyed through the development process.

#### Open Space

*4.7.1.15 Stormwater management facilities will be utilized for passive recreation opportunities, where appropriate.*

The proposed development contains a Stormwater management facility located adjacent to a natural heritage feature, which could be utilized for passive recreation for the adjacent residential uses.

*4.7.3.3.1 Neighbourhood Parks where feasible shall:*

*(i) Provide a range of opportunities and experiences for active and passive recreation which may include but is not limited to the following: a playground, shade structure, multi-purpose court, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.*

*(iv) Be planned and designed to be focal points for neighbourhoods generally with at least two street frontages, and have residential development fronting on to the Neighbourhood Park where practical to create visually attractive edges with no dwellings backing onto these facilities.*

*(v) Generally be in the range of 0.8 to 1.2 hectares (2 to 3 acres).*

The proposed development contains a Neighbourhood Park with an area of 0.97 ha with frontages along two streets. The park is adjacent to the Cluster/High Density block which will allow for visually attractive edges.

## Special Land Use Area 19

*4.14.3.19 To ensure that employment targets are achieved for the subject lands, provisions will be included in the implementing Secondary Plan Amendment and Zoning By-law for Special Land Use Policy Area 19 to ensure that higher order, higher density employment uses will be located within the Office designation. The Office designation shall have a minimum area of three hectares (7.5 acres) and shall be developed to accommodate a minimum of 860 office jobs.*

The proposed amendment to the Bram East Secondary Plan contains a “Special Policy Area 8 (Office Node – Mix Commercial/Industrial)” designation which implements these provisions to ensure that employment targets are achieved.

### **Bram East Secondary Plan (Area 41):**

The site is designated “Neighbourhood Retail”, “Mixed Commercial/Industrial”, “Special Policy Area 8 (Office Node – Mixed Commercial/Industrial)”, and “Valleyland” in the Bram East Secondary Plan which does not permit the proposed residential use. The proposal requires a Secondary Plan amendment for appropriate residential, employment, floodplain and open space designations with permission for a Neighbourhood Park and Stormwater Management Facility to reflect the conversion approved by the Council.

A site-specific policy area is required to permit Medium Density Residential, High Density Mixed-use block, Office Node uses, and Valleyland with a Neighbourhood Park and Storm Water Management Facility.

The high density mixed-use block will permit a range of retail, commercial, business, professional and live/work units at grade and a range of housing types that fall within the high density mixed-use residential category of the Official Plan. It will be a high density mixed-use block that will be located fronting The Gore Road and north of the Office designation, to form a transition between the employment uses along Queen Street East, and residential uses to the north and east. The block will be developed as a high density mixed-use development that may include a full range of offices, retail and service activities, institutional uses at grade, and multiple residential uses with a maximum permitted density of 923 units per hectare and a maximum building height of 30 storeys.

The balance of the residential uses at the southeast quadrant of The Gore and Fogal Roads shall be developed with a range of housing types that fall within the medium density residential category of the Official Plan.

In order to ensure that employment targets are achieved in the lands to be designated

'Office Node', provisions will be included in the implementing Zoning Bylaw Amendment to ensure that higher order, higher density employment uses are located within this designation. This block will have a minimum area of 3 hectares (7.5 acres) and will be developed to accommodate a minimum of 860 office jobs. Complementary commercial and business support uses are also proposed to be permitted in the 'Office Node' area but are proposed to be restricted to a maximum of 15 percent of the floor space within the office buildings, and will not count towards the employment target of 860 jobs.

Buildings at the intersections fronting The Gore Road will provide a focus for intensification, and shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance. Buildings fronting Queen Street East and The Gore Road are proposed to have a minimum height of 3 storeys, with a built form that is pedestrian friendly and easily accessible.

The density and housing mix being proposed are as follows:

- Employment Block: 0.75 Floor Space Index;
- Residential
  - Townhouses: 56.5 units per net hectare
  - Single Detached Dwellings: 30.5 units per net hectare
  - High Density mixed-use Block: maximum of 923 units per hectare

Overall, the combined density for the residential lands (excluding the high density mixed use block which will be detailed at the site plan application stage) is approximately 41.8 units per net hectare and is within the range envisioned by the Official Plan for medium density residential areas.

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

The subject property is zoned "Commercial", "Open Space", "Residential", "Residential High Density", and "Environmental Protection" by Ontario Regulation 171/20 (MZO). An amendment to the Zoning By-law 270-2004 is required to permit the proposed height within the "Residential High Density" zone. The required zoning amendment is being considered under a separate application File: OZS-2020-0032.

### **Land Use:**

The application to amend the Official Plan proposes a mixed-use development that adequately reflects the Council approved Official Plan. The northern portion of the property proposes a range of residential units, including 113 single detached dwellings of various lot widths, 129 townhouse units, and a high density mixed-use block. A neighbourhood park and a stormwater management facility are also proposed. To the

south, at the northeast corner of The Gore Road and Queen Street East, the proposal maintains an employment/office block of 3.00 hectares (7.41 acres) that will provide a minimum of 860 office jobs, providing minimum building height of 3 storeys for all buildings fronting Queen Street East and The Gore Road. The high density mixed-use block along The Gore Road, north of the Office block, will form a transition between the employment uses and residential uses.

An Environmental Impact Study was prepared which established the boundaries of the Natural Heritage System (NHS). The NHS and buffer blocks are consistent with the findings of this study. These NHS and buffer blocks will be protected and preserved through the conveyance of these blocks to the City.

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

### **Employment:**

Staff have determined that if the property was developed in accordance with the current prescribed uses and scale, approximately 860 jobs could be achieved when the appropriate densities as recommended by Hemson Consulting are applied. The densities are based on the City's 2014 Development Charges Background Study, which proposes a rate of 27 m<sup>2</sup> of office space per employee. The floor space requirement results in a 3.0 ha (7.41 ac) block requirement to accommodate the 860 jobs. This is a minimum target that Council approved as part of OP2006-130.

Based on Cushman & Wakefield's Office Strategy completed for the City of Brampton in May 2016. Cushman & Wakefield noted a number of factors contributing towards higher office employment densities, including:

- More efficient office building design;
- Higher occupancy costs contributing to reduced space by firms;
- Greater use of technology reducing storage requirements; and,
- Increased telecommuting and desk sharing.

As a result, Cushman & Wakefield have assumed a benchmark of 1 job per 18.58 m<sup>2</sup> per office worker (1 job per 200 f<sup>2</sup> per office worker). Based on this benchmark, and estimation of approximately 23,200 m<sup>2</sup> of office floor space to be accommodated within the 3.0 ha employment block, it is estimated that 1,248 jobs can be accommodated within the same amount of floor space. Therefore, there is potential for the employment block to provide for an additional 388 office jobs, exceeding the minimum requirement of 860 jobs. The employment density for the overall property will be 49 jobs per hectare.

### **Urban Design:**

The applicant submitted Community Design Guidelines which provide design principles and guidelines for how the property should develop, such as built form principles for the single detached units, townhouses, high density mixed-use development, and employment areas.

The single detached units will be conventional single detached homes and some rear lane single detached homes, located primarily on blocks backing onto the Natural Heritage System and Fogal Pond and within the central portion of the community. A variety of building forms, exterior materials, colours and architectural elements that are consistent with the architectural style will be incorporated into the building design.

The townhouse units will include townhouses with rear access or back to back units. The rear access will reduce the visual impact of the car and the garages on 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.

A high density mixed-use apartment block is proposed along The Gore Road, north of the employment block. This block is located on the western edge of the proposed park. This block will be subject to an addendum to the Community Design Guidelines or a separate Urban Design Brief at the Site Plan Approval stage.

The southern portion of the proposed development, at the intersection of The Gore Road and Queen Street East, will be an employment block. The proposed employment area is located along a major arterial road to maximize exposure and accessibility. The employment block borders the high density mixed-use block, Fogal Park, Fogal Pond and the Natural Heritage System. The design of the employment block will adhere to the Commercial, Industrial, Employment, Institutional and Community Areas of the City of Brampton's Development Design Guidelines and the Transit Supportive Mid-Rise Development Guidelines. This block will be subject to an addendum to these Community Design Guidelines, or a separate Urban Design Brief at the time of Site Plan Approval.

### **Transportation/Traffic:**

Poulos and Chung Limited prepared a Transportation Assessment to assess the impacts of the proposed development with access from The Gore Road and Fogal Road. The Transportation Assessment was updated in October 2017 to reflect the Draft Plan of Subdivision based on suggested changes from the Region and City. The study was based on 113 detached homes and 161 townhomes, and assumed 150 residential condominium dwelling units and 860 office employees. The Traffic Assessment concludes that the addition of the site traffic generated from the proposed uses does not cause a significant change in the performance of the area intersections and no additions or improvements are necessary to the arterial road intersections. The Traffic Assessment also recommends a signalized intersection where proposed Street 'B'

meets Fogal Road, and leaves it up to the City/Regional staff to decide if outbound movements at the intersection of Street 'A' and The Gore Road will be restricted to right-turns only.

### **Noise:**

The applicant has submitted a Preliminary Environmental Noise Report prepared by Jade Acoustics dated June 26, 2016 which includes noise mitigation measures that are to be implemented as part of the development. These measures include:

- Inclusion of central air conditioning and a warning clause for lots adjacent to The Gore Road and Fogal Road; and,
- A 0.3m high berm and 2.2m high acoustic fence combination for Lots 86 and 85 along Fogal Road, which can be accommodated within the 4.5m wide buffer block between Lot 86 and Fogal Road.

The City staff have reviewed the Preliminary Environmental Noise Report and concluded that it satisfactorily addresses the potential noise related issues from the proposed development.

Once detailed information regarding the high density mixed-use block and the employment block becomes available at the site plan stage, a detailed noise analysis would need to be prepared.

### **Servicing:**

#### Stormwater Management:

A 1.01 hectare (2.50 acre) Stormwater Management Pond (SWMP) (Block 143) is proposed that will provide drainage for the residential area and discharge into the Clarkway Tributary. The SWMP will provide quantity control and storage of post-development runoff to prescribed targets of the 2-year through 100 year storm events. A small portion of the site will drain towards The Gore Road and Fogal Road, which will not exceed existing conditions and ultimately drain towards the existing Clairemont SWMP for treatment. Drainage from the proposed employment block will be controlled via on-site measures and discharge into the Clarkway Tributary.

#### Sanitary Servicing:

The property is proposed to be serviced by an existing 250 mm sanitary sewer located north of Queen Street East as well as a second outlet located at Fogal Road and Nexus Avenue. A sanitary easement is required within the employment block.

#### Water Supply:



The subject property is located within the area to be serviced by the Region of Peel water distribution system - Pressure District 4, and will be serviced by the Airport Road pumping station and reservoir. The site is proposed to be serviced through a connection to the existing 300 mm diameter watermain along The Gore Road and another at Fogal Road. The two connections will provide redundancy, which will allow continuous water supply during maintenance periods. Along Streets 'A', 'B', 'D', and 'F', 300mm watermains are proposed, and watermain sizes for the remainder of the site will be determined during detailed design stage. Four lots fronting Fogal Road may require direct connection to the Fogal Road watermain.

**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, 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. This, however, will be a requirement for the future site plan applications to be submitted.