



Report
Staff Report
 The Corporation of the City of Brampton
 5/12/2025

Date: 2025-04-28

File: OZS-2024-0001

Subject: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-Law**

To facilitate a residential intensification proposal consisting of a 30 Storey Apartment Building with 240 Residential Units, 114 Underground Parking Spaces, a loading area, private lane and access from Park Street.

Mitra T. Kissoon, Daneshwar Kissoon & Sugrim Enterprises Inc. – Blackthorn Development Corporation

55, 57, 59, 61, 63 and 65 Park Street
 Ward 1

Contact: Samantha Dela Pena, Development Planner, Development Services
 Angelo Ambrico, Manager, Development Services

Report number: Planning, Bld & Growth Mgt-2025-314

RECOMMENDATIONS:

1. That the report from Samantha Dela Pena, Development Planner, Development Services, to the Planning and Development Committee Meeting of May 12, 2025, re: **Recommendation Report – Application to Amend the Secondary Plan and Zoning By-Law**, Mitra T. Kissoon, Daneshwar Kissoon & Sugrim Enterprises Inc. – Blackthorn Development Corporation, File OZS-2024-0001, 55, 57, 59, 61, 63 and 65 Park Street, Ward 1, be received;
2. That Application to Amend the Secondary Plan and Zoning By-Law submitted by Blackthorn Development Corporation on behalf of Mitra T. Kissoon, Daneshwar Kissoon & Sugrim Enterprises Inc, File OZS-2024-0001 be endorsed, on the basis that it represents good planning, including that it has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, conforms to the Brampton Plan and for the reasons set out in this Planning Recommendation Report;
3. That prior to forwarding the adoption of the Secondary Plan amendment or the enactment of Zoning By-Law amendment to Council for adoption, confirmation be received from the Region of Peel that they support the Functional Servicing Report

is to their satisfaction, or alternatively a Holding (H) Symbol be used in conjunction with the Zoning By-Law Amendment, to ensure the noted support document is completed.

4. That the amendments to the Secondary Plan, generally in accordance with Attachment 14 attached to this report be adopted;
5. That the amendments to the Zoning By-law, generally in accordance with Attachment 15 attached to this report be adopted; and,
6. That no further notice or public meeting be required for the attached Zoning By-Law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

OVERVIEW:

- **This report recommends approval of an amendment to the Secondary Plan and the Zoning By-Law to accommodate a proposed high-density residential development consisting of a 30-storey residential apartment building with a total of 240 residential units, 114 Underground parking spaces, a loading area, private lane, and access from Park Street.**
- **The subject properties are designated “Central Area” by the Official Plan (2006), and “Community Areas”, “Urban Centers”, “Primary Major Transit Station Areas”, and “Mixed Use” in Brampton Plan (2023). No amendments to either of those plans is required to permit the proposed development.**
- **The subject properties are designated “Medium Density” in the Downtown Brampton Secondary Plan (Area 7), which permits development to a maximum of 50 units per net residential hectare (15 to 20 units per net residential acre). An amendment to the Secondary Plan is required to permit the proposed residential development.**
- **The subject properties are zoned “Residential Extended One – R2B(1) Zone”. An amendment to the Zoning By-Law is proposed to allow the residential development (see Attachment 15).**
- **A Statutory Public Meeting for this application was held on April 8th, 2024. Details of the Statutory Public Meeting are summarized in this report and detailed in Attachment 9. Twelve (12) members of the public spoke at the meeting and nine (9) written submissions were received to the application. A Non-Statutory Public Meeting for this application was also held on May 28th, 2024, at the Alderlea Event Space in downtown**

Brampton. Based off the Open House sign-in sheet, nineteen (19) residents and community members attended the Non-Statutory Public Meeting to discuss the proposal, comments and/or concerns, learn more about the application, and engage directly with both the applicant and City staff, who were in attendance to answer any questions. Please see Attachment 9 for more details.

- **The proposed development is located within a Major Transit Station Area (MTSA), these areas are intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement 2024, the Regional Official Plan, the City of Brampton Official Plan (2006), Brampton Plan (2023).**

BACKGROUND:

The lands subject to the Secondary Plan Amendment and Zoning By-Law Amendment are located at 55, 57, 59, 61, 63 and 65 Park Street. The application was submitted on January 8th, 2024, and deemed to be complete on June 14th, 2024, in accordance with Section 22 (6.1) and Section 24 (10.4) of the Planning Act.

Since the time of receipt of the application, the applicant has submitted three (3) submission packages to be able to resolve various technical issues associated with the proposal.

A Statutory Public Meeting for this application was held on April 8th, 2024. Twelve (12) members of the public spoke at the meeting of the public spoke at the meeting and nine (9) written submissions were received to the application.

A Non-Statutory Public Meeting for this application was held on May 28th, 2024, at the Alderlea Event Space in downtown Brampton. Based off the Open House sign-in sheet, nineteen (19) residents and community members attended the Non-Statutory Public Meeting to discuss the proposal, comments and/or concerns, learn more about the application, and engage directly with both the applicant and City staff, who were in attendance to answer any questions.

CURRENT SITUATION:

Proposal

An application to amend the Secondary Plan and Zoning By-Law has been submitted to permit high-density residential uses. The proposal seeks to permit a residential intensification proposal consisting of a 30-Storey apartment building with 240 residential units, 114 Underground parking spaces, a loading area, private lane and access from Park Street. The proposed high-density development will be required to submit a future site plan application prior to seeking building permits.

Details of the Proposal (refer to Attachment 1)

- The development of a 30-Storey Apartment Building with 240 Residential Units and three levels of underground parking.
- A tower floor plate of 799 square metres is proposed, with a minimum 25 metre tower separation that includes a 12.5 metre tower setback from the east and west lot lines.
- A 12.40 metre tower setback is proposed along the southern property line and a 12.49 metre tower setback is proposed along the north-western property line.
 - ***Note: Staff recommends increasing the southerly and north-westerly tower setbacks to achieve a minimum distance of 12.5 metres.***
- A 7.5 metre podium setback is proposed along the southern property line.
- A 7.07 metre podium setback is proposed along the western property line.
 - ***Note: Staff recommends increasing the northerly podium setback to achieve a minimum distance of 7.5 metres.***
- An outdoor family zone / landscape amenity space area is proposed along the western limits of the limits of the development adjacent to the existing single-storey dwellings along Railroad Street.
- Site access is proposed on Park Street. An underground parking garage with 114 parking spaces is also proposed.
- A total Amenity Space Area of 1,633 square metres:
 - Total Outdoor Amenity Area: 468 square metres; and
 - Total Indoor Amenity Area: 1,165 square metres.
- A Floor Space Index (FSI) of 9.39 is proposed.

- A total of 240 residential units, comprised of the following:
 - 3-storey Podium Townhouse (3-bedroom): 6 units
 - Condominium Tower:
 - 1-bedroom: 52 units
 - 1-bedroom + den: 78 units
 - 2-bedroom: 52 units
 - 2-bedroom + den: 26 units
 - 3-bedroom: 26 units

Property Description and Surrounding Land Use (Please refer to Attachment 2)

The subject lands have the following characteristics:

- The lands are comprised of a consolidation of six (6) lots municipally known as 55, 57, 59, 61, 63 and 65 Park Street.
- Has a total site area of approximately 0.258 hectares (0.638 acres).
- Has a street frontage of approximately 62.49m along Park Street.
- Currently, single-detached dwellings are situated on the subject properties.

The surrounding land uses are described as follows:

- **North:** Existing low-rise residential dwellings (59 and 63 Railroad Street), which are identified as Listed Heritage Properties according to the Municipal Register of Cultural Heritage Resources. Further north is Railroad Street and the Canadian National Railway.
- **South:** Existing low-rise residential dwellings, beyond which is Denison Avenue.
- **East:** Park Street, beyond which is the former Orangeville Brampton Railway (future recreational trail), and the Brampton Innovation District GO Station surface parking lot.
- **West:** Existing low-rise residential dwellings, beyond which are high-density residential developments consisting of rental apartments and townhouse buildings along McMurphy Avenue North.

Further details on this application can be found in the Detailed Planning Analysis (see Attachment 12), which contains an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Downtown Brampton Transit Hub

Downtown Brampton is in a transitional period of considerable growth and change. As part of the City of Brampton's 2040 Vision, significant transformation will be occurring throughout the City and within Downtown Brampton. The Downtown Brampton Transit Hub study is being completed by the City to plan and design a new transit hub in the Downtown Core. This will address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton. This includes Brampton Light Rail Transit (LRT), GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 Bus Rapid Transit (BRT) and Downtown Revitalization Program. This project falls within the Downtown Transit Hub study area limits and is within the Major Transit Station Area (MTSA) for the Brampton Innovation District GO Station.

MTSAs are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. The vision for Downtown Brampton is aligned with the provincial legislation, as the transit-oriented revitalization project will assist with the future growing population within the MTSA. Redevelopment projects in close proximity to the MTSA, specifically the Downtown Brampton Transit Hub are planned for High-density, mixed-use projects, which will contribute to the increased intensification and ensure the Downtown is a complete community.

The application proposes a change of use from single-detached dwellings to a high-rise residential development. The proposal aligns with the broader planning policies of increasing density near public transit and provides more diverse land uses within the Brampton Innovation District GO MTSA. The proposed Secondary Plan and Zoning By-Law Amendment will result in the redevelopment of an underutilized site and contribute to the creation of new housing supply, as encouraged by all levels of planning policy applicable to the site.

Built Form and Setbacks

The recommended Zoning By-Law amendment for this application aligns with the City of Brampton's draft Urban Design Guidelines (November 2023) for Tall Buildings and will achieve the desired tall building performance standards envisioned by the City. Staff have recommended changes to three elements of the applicant's proposal in order to achieve this:

- the increase to the tower setback to the south from 12.4 metres to 12.5 metres;
- the increase to the tower setback to the northwest from 12.49 metres to 12.5 metres; and

- the increase to the podium setback to the west from 7.07 metres to 7.5 metres.

With these recommended changes, staff is satisfied that the proposal will allow the orderly redevelopment of adjacent properties within the development block. While the property is surrounded by existing low rise residential land uses, the future “Medium High/High Density” land designation in the Downtown Brampton Major Transit Station Area envisions the transformation of Downtown Brampton into a mixed-use, transit oriented, and intensified complete community.

The Applicant has submitted a Tertiary Plan attached to this report which demonstrates some of the key elements for future development within the immediate area. Staff are recommending the above setback requirements to be included in the Zoning By-Law Amendment to ensure any development of the adjacent parcels have the ability to redevelop in the future with similar built form and setback requirements that align to the City’s Urban Design Guidelines for Tall Buildings.

Items to be Addressed Prior to By-law Enactment

At the time of writing this report, City staff have identified that the following items are required prior to the enactment of the Zoning By-law:

- Written confirmation from the Region of Peel that the Functional Servicing Report is to their satisfaction;

The development application was circulated to the Region of Peel on February 9th, 2024, and December 23rd, 2024. At the time of writing this report, City staff have not received Regional Clearance to enact the Zoning By-law.

At this time, staff are recommending that the enactment of the Secondary Plan and Zoning By-Law Amendment be deferred until formal regional clearance is provided.

City staff understand that the Region of Peel requires modifications to the Functional Servicing Report prior to providing regional clearances. The Zoning By-law Amendment will not be enacted until Regional clearance is confirmed, or alternatively, a holding symbol may be recommended in the zoning by-law.

City Staff also acknowledge the Waste Management Plan submitted by the applicant will require further refinement at the Site Plan Stage in order to meet Regional Waste Management Design Guidelines.

Summary of Recommendations

This report recommends that Council endorse the approval of the proposed amendments to the Secondary Plan and Zoning By-Law, generally in accordance with Attachments 14 and 15, respectively. The proposed high-density residential development represents good planning, is consistent with the Provincial Policy

Statement, the Region of Peel Official Plan, and the City of Brampton Official Plan. Please see associated details in Attachment 12 – Detailed Planning Analysis.

Secondary Plan Amendment

The subject lands are designated ‘Medium Density’ within the Downtown Brampton Secondary Plan. An amendment is required to permit higher density on the subject site. The draft Secondary Plan Amendment can be found in Attachment 14.

As part of the Secondary Plan Amendment, staff reviewed a Tertiary Plan attached as Attachment 19 to this report. At this time, staff have recommended modifications to the Zoning By-Law (see Attachment 15) so that additional setback requirements to ensure appropriate building tower and building podium separation distances are implemented in accordance with the City’s draft Tall Building Design Guidelines. This is recommended to ensure the ability for appropriate redevelopment of adjacent lots for high-density uses, as envisioned in the Brampton Plan MTSA Land Use Schedule 1B.

Zoning By-law Amendment

The subject properties are currently zoned ‘Residential Extended One (R2B(1))’, as per By-law 270-2004 as amended. The zoning designation does not permit the proposed residential and commercial uses.

The proposed Zoning By-law Amendment will be rezoning the subject site to a Residential Apartment Zone with site-specific provisions to regulate building height, tower separation, building setbacks, and density (as regulated by floor space index), as shown in Attachment 15 to this report.

PLANNING ANALYSIS SUMMARY

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement (2024), the Region of Peel Official Plan, the City’s Official Plan, and other applicable City of Brampton guidelines and priorities.

The proposed By-law, with the changes recommended by Staff, represents good planning. Please refer to Attachment 12 “Detailed Planning Analysis” for additional details.

Matters of Provincial Interest

Planning Act, R.S.O, 1990

This development proposal has regard for the matters of the Provincial Interest, as set out in Section 2 of the Planning Act.

The subject property is located within the Brampton Innovation District GO MTSA, which is an area planned for intensification and transit-oriented development. The proposal supports the development of an underutilized site by increasing the density and land uses on the site to support its highest and best use. Furthermore, the development proposal will also provide new housing opportunities and contribute to the overall range and mix of housing options which will contribute to the City of Brampton's Housing Pledge of constructing 113,000 new homes by 2031. As such, the application has regard for matters of provincial interest set out in the Planning Act and satisfies Section 2 (h), (j), (p), and (q).

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

Provincial Planning Statement (PPS 2024)

The proposed Secondary Plan Amendment and Zoning By-law Amendment application conforms to Sections 2.3.1.1 and 2.1.4 of the PPS, as the subject lands are located within a Settlement Area and further will contribute to the existing housing stock and maintain retail/commercial opportunities in the area which will assist in meeting the long-term needs of a healthy, livable and safe community. The proposal is consistent with the goals and intent of the provincial planning policy as it proposes to efficiently use land and infrastructure through reliance on the existing municipal and public services.

The proposed development supports livable, supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 2.1.6, 2.2.1, and 2.3.1.3, and 2.3.1.2 of the PPS.

The development proposal will allow for an appropriate and supportable form of residential intensification that will promote existing / future public transit and active transportation within an area of Brampton that is predominantly occupied by single-detached residential dwellings. The subject property is also a part of the Brampton Innovation District GO MTSA area, which is planned and comprises of higher densities, intensification, and a range of residential uses / densities that will contribute to the achievement of a complete community.

As per Section 1.6.7, 2.1.6b), 2.2.1 d), and 2.4.1.2, the site utilizes efficient use of existing transportation networks and encourages active transportation methods. The site is located approximately 300 metres from the Brampton Innovation District GO Station, which is an approximate 5-10 minute walk. Land uses in close proximity to various transit options, are meant to support higher density and intensification. The development proposal supports connectivity with multimodal transportation systems and improved pedestrian connections along Park Street and Railroad Street. This includes the future plans for Brampton Light Rail Transit (LRT), GO Kitchener Two-Way All-Day

service, Queen Street-Highway 7 Bus Rapid Transit (BRT) and the Downtown Revitalization Program. The development of these lands for high-density forms contributes in a positive manner to the building of a complete community.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

Municipal Planning Documents

Region of Peel Official Plan, 2022

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in that omnibus bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) became a plan of the local municipalities, and as such the City of Brampton is required to implement and ensure applications conform to the RPOP.

The RPOP sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth, and establishing a basis for providing Regional services in an efficient and effective manner. The Region's MTSA's will be planned to create a compact urban form that supports existing and planned transit and active infrastructure. These areas are strategically located in areas where high densities and compact mixed-use development are oriented in proximity to higher order transit. The site is located within the KIT-3/HLRT-25 Primary MTSA. Primary MTSA's are identified as such due to their existing or planned transit-supportive built forms that have been determined to be able to meet or exceed the minimum transit-supportive density target. Primary MTSA's are 'Protected' MTSA's in accordance with subsection 16(16) of the Planning Act. The proposed mixed-use high-density development facilitates and promotes intensification in accordance with Sections 5.4.18.10, 5.4.18.11, 5.4.18.16, 5.6.19.1.

Furthermore, the proposed residential development encourages a mix of transit-supportive uses, as defined by local municipalities, that supports the needs of residents in a walkable environment in accordance with Section 5.6.19.2.

The subject application is within the 'Urban System' in Schedule E-1: Regional Structure, 'Urban Growth Centre' in Schedule E-3: The Growth Plan Policy Areas in Peel, and located within a 'Primary or Secondary Major Transit Station Area' in Schedule E-2: Strategic Growth Areas of the Region of Peel Official Plan. The subject site is also designated "Primary Major Transit Station Area" and "Growth Plan Priority Transit Corridors" in Schedule E5: Major Transit Station Areas. The proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the Regional Policies with respect to healthy communities, achieving higher density residential land

uses in appropriate areas that will optimize the use of underutilized land, utilize existing infrastructure, and encourage the active and public transportation.

Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan (2006)

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. The Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The property is designated 'Central Area' on Schedule A of the City of Brampton Official Plan. The 'Central Area' designation permits free-standing or mixed-use development that include a range of office, retail and service activities, residential uses, entertainment and cultural uses, institutional uses, high density employment and major transit infrastructure.

The proposal conforms to the 'Central Area' designation of the Official Plan. The proposal is for a high-density 30-storey residential building consisting of a total of 240 residential units, which contributes to the City's housing stock. The proposal is representative of appropriate infill development that is consistent and complements the future uses of the surrounding neighbourhood. The proposed development includes pedestrian connections and access to multimodal active transportation, which will enhance walkability to ensure that pedestrians of all ages and abilities can navigate the area comfortably in accordance with Section 4.2.6.15.

The proposed development will make optimal use of the existing infrastructure and municipal services, aligning with Section 3.2.8.1 of the Official Plan. The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding existing low-density land uses in a manner which aligns with Section 4.5.4.22, 4.5.4.24, 4.5.4.25, and 4.5.4.31.

The proposal conforms to the 'Central Area' land use designations and an amendment to the Official Plan is not required. As such, staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Brampton Plan (2023)

Brampton's new Official Plan, Brampton Plan, was adopted by City Council in November 2023 and approved by the Region of Peel in May 2024. The updated August 2024 Office Consolidation incorporates the Region's decision and modifications. Please note that there are portions of the Brampton Plan that are under appeal. In total there are sixteen appeals of Brampton Plan. Staff is assessing all appeals to determine scope, and which parts of Brampton Plan are in force. The Brampton Plan provides clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents.

The subject property is designated 'Community Areas' as per Schedule 1A: City Structure, Primary Major Transit Station Area (KIT-3)' as per Schedule 1B: Major Transit Station Areas, 'Mixed Use' as per Schedule 2: Designations, and 'Mixed-Use (High-Rise Mixed-Use)' as per Schedule 13b: KIT-3 Brampton Innovation District GO Land Use Plan of Brampton Plan. of Brampton Plan. These designations also support the creation of complete communities, 15-minute neighbourhoods, accessibility, and sustainability by accommodating an appropriate mix of uses that are transit-supportive including appropriate residential uses.

MTSAs as described in Brampton Plan are planned to evolve into vibrant, high-density, mixed-use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities. The subject site is located within the KIT-3 Primary MTSA (Brampton Innovation District GO MTSA), which is served by existing and/or planned higher order transit service. The KIT-3 MTSA is planned to achieve a minimum density target of 200 persons and jobs per hectare. The high-density residential proposal will introduce 240 new residential units, which supports the achievement of housing targets to meet population growth, as well as the provision of an appropriate range and mix of housing for residents of all ages, life stages, incomes, and abilities in accordance with Section 2.2.4.17.

In accordance with Section 2.2.1.1a), 2.2.6, 2.2.6.1 and 2.2.6.2, areas designated Mixed-Use are planned to support increased population, employment, and facilitate transit-supportive development. The subject property is located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City. The development aims to contribute to various housing typologies and the proposed development serves to meet growth forecasts and housing targets of Brampton Plan. As per Section 2.2.1.15 of the Brampton Plan, the Region of Peel is expected to grow by 985,000 people, 355,000 employment, and 290,000 households by the year 2051.

As such, the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the 10 proposed Secondary Plan and Zoning By-Law Amendment is consistent with the policies of the Brampton Plan (2023).

Downtown Brampton Secondary Plan (Area 7)

The proposed development is located within the Downtown Brampton Secondary Plan Area 7. The subject lands are designated 'Medium Density' within the Secondary Plan. The medium density designation is intended to be developed for varying housing typologies. A maximum of 50 units per net residential hectare (15 to 20 units per net residential acre) is permitted within this designation.

The intent of the 'Medium Density' is for infill redevelopment. Although, the application proposes high density which is not currently permitted in the Secondary Plan, this Secondary Plan is in the process of being updated in the near future to conform to the new Brampton Plan policies for the City's Major Transit Station Areas.

As such, the development proposal is generally consistent with the applicable land use policies in the Downtown Brampton Secondary Plan. An amendment to the Secondary Plan is required to permit high density apartment buildings at an increased height and density on the subject site.

As part of the Secondary Plan Amendment, staff reviewed a Tertiary Plan attached as Attachment 19 to this report. At this time, the Tertiary Plan demonstrates some of the key elements for future development within the immediate area. Staff are recommending the above setback requirements to be included in the Zoning By-Law Amendment to ensure any development of the adjacent parcels have the ability to redevelop in the future with similar built form and setback requirements that align to the City's Urban Design Guidelines for Tall Buildings.

The proposed Secondary Plan Amendment contains site-specific policies to ensure that the building is constructed in a manner that supports complete communities. This includes policies requiring future development to demonstrate a high level of design, high quality building materials, well-articulated facades, and the incorporation of a building and site elements that contribute to a strong pedestrian streetscape.

Staff have reviewed the proposed details from a technical perspective and have determined that they are suitable with respect to character for the area and planned land use function.

Zoning By-law

The subject properties are currently zoned 'Residential Extended One (R2B (1))', as per By-law 270-2004 as amended. The proposed development will rezone to a Residential Apartment Zone with site-specific provisions to regulate building height, tower separation, building setbacks, and density (as regulated by floor space index), as shown in Attachment 15 to this report.

The Draft Zoning By-law Amendment implements appropriate building standards, including a maximum height of 30 storeys, a minimum tower separation distance of 25.0 metres, and maximum tower floorplate of 800 square metres. Minimum interior side yard and rear yard podium setbacks (7.5 metres) are also proposed ensuring that the new towers are appropriately situated on the subject properties.

In accordance with the City's emerging Urban Design Guideline (November 2023) for Tall Buildings, staff is satisfied that the appropriate mitigation measures, building separation, and landscape buffers will be implemented to ensure any redevelopment of the adjacent parcels have the ability to appropriately redevelop in the future.

Staff is satisfied that the Draft Zoning By-law Amendment represents good planning and is appropriate for the orderly development of the lands.

Community Engagement

The proposed Secondary Plan Amendment and Zoning By-Law Amendment was circulated to City Departments and commenting agencies for comment. Similarly, notice of the application and the public meeting was provided to property owners within 240 metres of the subject lands which exceeds (double) the Planning Act requirement. Notice signs were also placed on the subject lands, and were posted to the Brampton Guardian and the City's website to advise members of the public that an application had been filed with the City and of the public meeting. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on April 8th, 2024. Twelve (12) members of the public spoke at the meeting of the public spoke at the meeting and nine (9) written submissions were received to the application.

A Non-Statutory Public Meeting for this application was held on May 28th, 2024 at the Alderlea Event Space in downtown Brampton. Based off the Open House sign-in sheet, nineteen (19) residents and community members attended the Non-Statutory Public Meeting to discuss the proposal, comments and/or concerns, learn more about the application, and engage directly with both the applicant and City staff, who were in attendance to answer any questions.

A summary of the issues and a response to the issues are included in the summary chart below:

Concern Raised	Staff Response
The proposed development does not align with the characteristics of the neighbourhood and the existing sense of community.	The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton Innovation District GO Major Transit Station Area (MTSA).

	<p>These areas are planned to evolve into vibrant, high-density, mixed-use areas with various amenities, open spaces, services and employment opportunities, all within walking distance to transit facilities.</p> <p>The recommended development contemplates a minimum tower separation of 25.0 metres, a minimum building podium setback of 7.5 metres. These building setbacks allow for an appropriate transition from low-density to high-density.</p> <p>Additional design guidelines and enhanced landscaping buffers will be evaluated and reviewed in a future Site Plan Application.</p>
<p>The proposed development provides inadequate parking.</p>	<p>On March 24, 2021, Council adopted By-Law 45-2021 to amend parking standards in the Downtown, Central Area and Hurontario-Main Corridor. The purpose is to eliminate minimum parking requirements for any use, except for the visitor parking space requirement. Following this enactment, the provincial government passed Bill 185: Cutting Red Tape to Build More Homes Act, which eliminates minimum marking requirements in MTSA as part of the Planning Act.</p> <p>The location of the proposed high-rise residential development is within Downtown Brampton, specifically within the Brampton GO Major Transit Station Area (MTSA). MTSA are areas intended for intensification and municipalities are required by provincial legislation to meet minimum density targets within a delineated MTSA boundary. These areas are all supported by higher order transit and is meant to promote walkable cities.</p>

<p>The proposed development and building height raise privacy concerns for neighbouring low-rise single detached dwellings, as well as shadow casting and negative impacts to sightlines.</p>	<p>The proposed development includes appropriate setbacks, and landscaping to allow for adequate screening from nearby residential properties.</p> <p>Regarding shadow impacts, a Sun / Shadow Study, prepared by R. Bouwmeester & Associates, dated May 26th, 2023, was submitted for staff review. The shadows cast by the proposed development are limited, impacting adjacent low-rise dwellings, the public realm and parks and open spaces to a reasonable extent, considering that high-density development is beneficial to the City's downtown and MTSA areas. City Urban Design Staff have reviewed the Sun / Shadow Study and conclude that the studies are satisfactory, all requirements have been met and there are no further sun / shadow concerns with respect to the proposed development.</p>
<p>The proposed development raises traffic concerns for the area, including potential hindrances to emergency services vehicles.</p>	<p>A Traffic Impact Study (TIS) was prepared by EXP Services Inc. to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation, especially along Park Street, Denison Ave, McMurchy Ave N, and Railroad St. Vehicular access to the underground parking garage is to be provided via a new consolidated driveway off Park Street, which runs along the perimeter of the site. These matters are to be finalized and implemented via a future site plan application.</p> <p>City Traffic Services staff have reviewed the TIS and have found the document to be satisfactory.</p>

	<p>In regard to emergency service vehicles, the Region of Peel manages paramedics, and police, with the City managing Fire. Through the detailed design of the site via a future Site Plan application, the Region and City will review those matters and will ensure that proper access and traffic flow for emergency vehicles on the subject site is provided.</p>
<p>The proposed development raises noise, pollution, and pest concerns.</p>	<p>In regard to pollution and pest concerns, similar to emergency vehicles, the Region of Peel manages and provides Waste Management Services (i.e., garbage collection service) for the City of Brampton.</p> <p>A development application must meet certain requirements (i.e., correct spacing for garbage trucks) to meet Regional Waste Management requirements. As such, the Region will review and approve all relevant plans in relation to waste management at the Site Plan Approval stage and prior to any development construction in order to properly manage garbage collection services and prevent any potential rat infestations as a result of the proposed development application.</p> <p>In regard to Noise concerns, a Noise Study prepared by HGC Engineering to assess road traffic and noise impacts to the immediate area as a result of the proposed development. Development Engineering staff have evaluated the study and have no further concerns with respect to the Noise Study.</p>
<p>The proposed development raises environmental impact concerns. has an Environmental Impact Assessment been completed and if not, will one be completed?</p>	<p>A Phase 1 and 2 Environmental Site Assessment was prepared by EXP Services Inc. and was carried out in accordance with Ontario Regulation 153/04.</p>

	<p>Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessments.</p>
<p>Has a neighbourhood assessment been performed and if not, will one be completed?</p>	<p>A Planning Justification Report (PJR) was prepared by Design Plan Services and submitted to the City to provide rationale for the development and to outline how the proposal aligns with provincial and municipal policy. Furthermore, the PJR also includes sections assessing surrounding neighbourhood area context and recent nearby development activity.</p> <p>Planning staff have evaluated this study and have found it satisfactory.</p>
<p>If the proposal is approved, how will it impact the Brampton Official Plan and what will the future implications be?</p>	<p>If approved, the Secondary Plan Amendment will be implemented through the Brampton Official Plan. The amendment will serve to facilitate the proposed development of the subject lands in alignment with the overall planning framework established by the City.</p> <p>The broader policies of the Brampton Official Plan that relate to the subject site are in conformity with the proposed development. Staff have reviewed the application against the Brampton Plan and have found that the application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Secondary Plan and Zoning By-Law Amendment (Attachment 14 and 15) is consistent with the policies of the Brampton Plan (2023).</p> <p>Please refer to the Detailed Planning Analysis found in Attachment 12 for more</p>

	details regarding land use policies and conformity.
The proposed development inadequately considers planning comments.	<p>Since the time of receipt of the application, the applicant has submitted three (3) submission packages to be able to resolve various technical issues, including planning comments, associated with the proposal. Since the time of writing this report, all City departments have reviewed and found all materials submitted satisfactory.</p> <p>At the time of writing this report, City staff have not received Regional Clearance to enact the Zoning By-law. City staff have followed up with Regional staff and have yet to receive a formal response on the matter. At this time, staff are recommending that the enactment of the Secondary Plan and Zoning By-Law Amendment be deferred until formal regional clearance is provided.</p>
There are insufficient existing transit services in order to support the proposed development.	<p>The subject property will be located close to existing and future planned transit infrastructure, including within walking distance to the Brampton Innovation District GO Station, which will aid residents in reaching community amenities, services, and destinations within and around the City.</p> <p>As per Schedule 3B – Transit Network on the Brampton Plan (2024), the arterial roads that are within walking distance of the proposed development (i.e., Queen Street West and Main Street North) are designated “Higher Order Transit (BRT or LRT)” and “Priority Bus or Zum”, respectively.</p>

	<p>As per Section 2.1.3.10 – Transit Hierarchy of the Brampton Plan, “Higher Order Transit” falls under the Rapid Transit classification, which is intended to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. “Priority Bus (Züm)” refers buses that operate quickly and reliably without the need for a dedicated right-of way by providing protection from mixed traffic and use other transit priority measures such as queue jump lanes and signal priority at intersections. Priority Bus routes operating in Priority Bus corridors typically have wider spacing between stops (e.g., every 300 to 800 metres) to improve travel times over long distances. Buses running in Priority Bus corridors will operate at least every 15 minutes, all-day.</p> <p>As such, increased transit service is planned for this area and will service both the future residents of the development application and the existing surrounding community.</p>
<p>There are concerns with the removal of trees as a result of the proposed development.</p>	<p>Through a future Site Plan Approval application, the City will ensure the applicant identifies all trees proposed for removal and trees to be retained, along with appropriate requirements for replacement trees. If trees near property lines are potentially impacted, the site plan approval process will confirm ownership, and any permissions required from adjacent property owners. Where impacts to shared or neighbouring trees are uncertain, the City may require securities to address potential damage.</p>

CORPORATE IMPLICATIONS:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

STRATEGIC FOCUS AREA:

This application to amend the Secondary Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of underutilized parcels of land to implement the policies of the Downtown Bramalea Secondary Plan and add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s Urban System.

The application aligns with the Strategic Focus Area as it supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by:

- Effectively using lands and resources; and
- Providing opportunities for efficient growth.

LIVING THE MOSAIC – 2040 Vision

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. This report aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres.

CONCLUSION:

Staff is satisfied that the proposed Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachments 14 and 15, represent good planning. The report recommends that Council enact the Secondary Plan Amendment and Zoning By-law Amendment generally in accordance with Attachment 14 and 15, respectively. The Secondary Plan Amendment and Zoning By-law Amendment application is appropriate for the orderly development of the lands considering the following:

- The proposal has regard for matters of provincial interest under the Planning Act;
- The proposal is consistent with the Provincial Policy Statement (2024);
- The proposal conforms to the principles and policy direction of:
 - the Region of Peel Official Plan,
 - the City of Brampton Official Plan (2006),

- the Brampton Plan (2023), and
- the Downtown Bramalea Secondary Plan (Area 7)
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Secondary Plan Amendment and Zoning By-law Amendment, as the proposal is in the public interest.

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Attachments:

- Attachment 1: Concept Plan
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 5: Zoning Designations
- Attachment 6: Aerial & Existing Land Use
- Attachment 7: Heritage Resources Map
- Attachment 8: Propane Facilities
- Attachment 9: Results of Public Meeting
- Attachment 10: Results of External Circulation
- Attachment 11: Renderings

- Attachment 12: Detailed Planning Analysis
- Attachment 13: Sustainability Assessment Snapshot
- Attachment 14: Draft Secondary Plan Amendment
- Attachment 14A: Draft Secondary Plan Amendment Schedule
- Attachment 15: Draft Zoning By-law Amendment
- Attachment 15A: Draft Zoning By-law Amendment Schedule
- Attachment 16: Elevations
- Attachment 17: Landscape Plan
- Attachment 18: Angular Plane Analysis
- Attachment 19: Tertiary Plan
- Attachment 20: Development Applications in the Surrounding Area