

## Detailed Planning Analysis

### City File Number: OZS-2021-0006

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan, and the Downtown Brampton Secondary Plan provide direction and policies that encourage efficient and sustainable development through redevelopment, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well designed manner that support sustainable long term economic viability.

#### **Planning Act R.S.O 1990**

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O. 1990 in terms of the following:

*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(l) – the protection of the financial and economic well-being of the Province and its municipalities;*

*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; and,*

*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.*

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

#### **Provincial Policy Statement, 2020**

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

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

*Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

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

*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.*

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 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*
- b) permitting and facilitating:
    - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3**
  - 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;*
- 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.*
- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*
- a) promote compact form and a structure of nodes and corridors;*
  - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*

The property is located within a settlement area that is defined in provincial and municipal planning documents. It is designated “Central Area Mixed Use” in Downtown Brampton Secondary Plan. These designations permit a wide range of uses and activities, including a range of office, commercial, institutional, cultural and entertainment uses, in conjunction with medium and higher-density residential uses.

Through the use of zoning controls and urban design guidelines, the built form character of the proposed development will both integrate into the existing neighbourhood, and enhance the character and design of the site itself. The Urban Design Brief includes principles to achieve a townhouse block built of high-quality materials and using design motifs that take cues from the existing neighbourhood. By increasing the density of the site the proposal will make for an efficient use of land and infrastructure, while also taking advantage of the existing amenities and transit services in the area, including the Queen St ZUM transit. The proposed development therefore satisfies Sections 1.1.1 a), b), c), e), 1.1.3.1, 1.1.3.2 a), b), e), f), 1.1.3.3, 1.1.3.4, 1.4.3 b), c), d), e), 1.6.7.4, and 1.8.1 a), b), e), f) of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

### **Growth Plan for the Greater Golden Horseshoe (2019)**

The subject lands are located within an “Urban Growth Centre” as defined by the 2019 Growth Plan for the Greater Golden Horseshoe. The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of housing, and prioritizing intensification. The Growth Plan sections applicable to this application include, but are not limited to:

*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:*
  - a. *delineated built-up areas;*
  - b. *strategic growth areas;*
  - c. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - d. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*

*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;*
- 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;*

*2.2.2.(1) By the time of the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area*

*2.2.2 (3) All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

*2.2.3.(1) Urban growth centres will be planned:*

- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.*

*2.2.3.(2) Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*

- b) *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres;*

*2.2.4.(10) Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

The property is located within a settlement area that is defined in provincial and municipal planning documents. The development is taking place within a delineated built-up area that is planned to accommodate growth to meet Regional and local density and population targets. It has good access to an existing infrastructure including municipal water and wastewater systems. This satisfies section 2.2.2. (1), 2.2.1 (2) a, c), d) of the Growth Plan, as well as section 2.2.2 (3) a), b), c), d), and f).

There is existing transit service provided by Brampton Transit's ZUM bus rapid transit service along Queen St W as well as several local routes operated by Brampton Transit. The proposed townhouse development will support this existing service and potential

future services, while adding to the mix of residential uses in the area. It will help to satisfy policies 2.2.1.(2) c), 2.2.1(4) a), c), d), e), and 2.2.4. (10).

The subject site is also located within the Downtown Brampton Urban Growth Centre. The six units of the proposed development will help to accommodate some of the population growth targeted for this area and represent a higher-density form of development than what is existing. The proximity to the Downtown Brampton GO station (approximately 15 min walk away) will support this inter and intra-regional transit service. Additionally, the residents who will be accommodated within the proposed townhouse units will contribute to the density target of 200 residents and jobs combined per hectare. Sections 2.2.3.(1) and 2.2.3.(2) of the Growth Plan are satisfied.

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

The subject application is within the “Conceptual Urban Growth Centre” as established in the Regional Official Plan. It is not located with the Region’s Greenlands System, as designated through Schedule A. As per Schedule G – Rapid Transit Corridors, nearby Queen Street West is identified as an “Other Potential Rapid Transit Corridor” and the site is located just outside of the Mobility Hub – Anchor.

The proposal will be evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include, but are not limited to:

*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.*

*5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.*

*5.3.3.2.3 Examine jointly, with the area municipalities, Urban Growth Centres, and address the following:*

- b) the provision of opportunities for residents to live and work within the urban growth centre;*
- c) the establishment of a higher intensity compact form, with a wide range and mix of land uses;*
- d) the provision of a transit-supportive and pedestrian-oriented urban form;*

*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.*

*5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.*

*5.5.3.2.2 Facilitate and promote intensification*

*5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, node and major transit station areas and any other appropriate areas within the built-up area.*

*5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.*

*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.*

*5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.*

*5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.*

The proposed rezoning will facilitate a medium-density residential infill development on a site in the Downtown Brampton Urban Growth Centre, part of the Peel Region Urban System and within the Regional Urban Boundary. It will result in the redevelopment of the single-lot into a six-unit townhouse block that due to its proximity to existing commercial amenities located primarily along Queen St, and street-facing entrances with parking in the rear will support active modes of transportation. Since the subject site is in close proximity to ZUM bus services along Queen St W, and is within a short 15-minute walk of the Downtown Brampton GO station and Downtown Transit Terminal, the proposed development will also be transit-supportive. Staff is satisfied that the site design will achieve a compact built form while respecting the character of the neighbourhood. The site design will be further refined through a future Site Plan application. The proposal will also contribute to the overall supply of housing in Brampton, particularly street townhomes which represent a medium-density option that is currently not as common as single-detached homes and apartments. This will help to further diversify the housing stock in the Downtown Brampton neighbourhood, allowing more residents to live and work within this Urban Growth Centre. As a result, policies 5.3.2.2, 5.3.2.3, 5.3.3.2.3., 5.5.1.1., 5.5.2.2., 5.5.3.2.2., 5.5.3.2.3., 5.5.3.2.4., 5.8.1.1., 5.9.5.2.10, and 5.9.10.2.4 are satisfied.

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

## City of Brampton Official Plan

The property is designated “Central Area” in the Official Plan. The Central Area designation permits a wide range of uses and activities. The subject site falls within the Downtown Core precinct of this area, which represents the heart of the City. The Downtown Core contains rich built and cultural heritage and characters that will be preserved and enhanced to reinforce its place-making role supported by residential functions. As per Schedule 1 – City Concept, it is located within the Central Area and just outside of the Downtown Brampton Anchor Mobility Hub.

The Official Plan policies that are applicable to this application include, but are not limited to:

*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.*

*3.2.2.1 By 2015 and for each year to 2025, a minimum 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26,500 residential units between 2006 and 2031 to the built-up area.*

*3.2.3.2 The Urban Growth Centre shall be planned to achieve a minimum density of 200 person and jobs combined per hectare by 2031 or before, measured over the entire gross area of the Urban Growth Centre.*

*3.2.8.1 The City shall consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.*

*4.1.1 The Urban Growth Centre as shown on Schedule “1A” will be planned to achieve a minimum gross density target of 200 residents and jobs combined per hectare by 2031.*

4.1.2 *The Central Area, including the Urban Growth Centre, as designated on Schedules “1” and “A”, serves as the major location for free-standing or mixed-use development including:*

*ii) A variety of residential uses;*

4.2.1.2 *The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan.*

- *SPA 7 Downtown Brampton Secondary plan area subject to the old housing and density categories of the official plan*
- *Townhouse or Medium Density Category, maximum density is 36-50 units/net hectare or 15-20 units/net acre*
  - *Permitted housing types are block townhouses, street townhouses*

4.2.1.6 *Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area.*

4.5.4.19 *The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities.*

4.5.4.24 *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province’s “Transit Supportive Land Use Planning Guidelines” to ensure transit and pedestrian oriented forms of development.*

4.11.3.2.2 *In areas of a predominant character, proposed lot sizes need not be the same, but must be compatible.*

4.11.3.2.3 *Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation.*

*4.11.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.*

*4.11.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).*

The proposed development is strategically located within the Downtown Brampton Urban Growth Centre, as defined through the Growth Plan, as well as the Central Area, as defined through the Official Plan Schedules A and 1. This is an area that is to be a significant focal point for intensification within Brampton. The proposed development will help direct population growth within this area while diversifying the housing stock to include townhouse units. With a proposed density of 57 units per hectare, this development will help to achieve the Urban Growth Centre target of 200 residents and jobs combine per hectare. While this slightly exceeds the density range for the Medium Density category per the Official Plan (36-50 units per hectare), it aligns with the Secondary plan. Finally, the proposed development will contribute to the 40% of development that is to occur within the built-up area of the Region of Peel. The proposed development is consistent with Sections 3.2.1.1., 3.2.2.1, 3.2.3.2, 4.2.1.2., and 4.1.1 of the Official Plan.

The proposal will result in the redevelopment of an under-utilized site within the built-up area and therefore is considered infill development. Such forms of development are encouraged because they utilize existing infrastructure, including public transit. The proposal is located in close proximity to existing transit infrastructure, including the Downtown Brampton Transit Terminal, and along an existing ZUM express bus route. The proposed townhouses will be oriented towards Haggert Street, providing easy pedestrian access to Queen St W. The proposal is consistent with policies 3.2.8.1 and 4.5.4.19 of the Official Plan.

Careful attention has been paid to the building's design to ensure that it is of high architectural quality. The applicant submitted an Urban Design Brief, Shadow Impact Study, Noise Study and engineering studies to address, shadowing, drainage, access and circulation matters. The Urban Design brief details the design elements that will be incorporated to achieve a design that respects the existing character of the neighbourhood through the use of materials and roof treatment. The proposed development's impact on the adjacent single-detached home neighbourhood will be featuring an interior side yard setback of 11.5 metres, and an exterior side yard setback (to Jessie St) of 3.7 metres. Units will feature outdoor amenity space on rooftop terrace and also exterior balconies. The principles that will guide the detailed design of the building at Site Plan stage have been identified and City departments and external agencies have reviewed the technical reports and supporting materials including the Planning Justification Report, Urban Design Brief, Shadow Study, Functional Servicing

Report, Noise Impact Study and Transportation Impact Study. The reports and supporting material are satisfactory and the proposal will be consistent with Sections 4.11.3.2.3, 4.11.3.2.2, and 4.11.3.2.7 of the Official Plan.

Based on the above, staff is satisfied that the proposed Zoning By-law amendment conforms to the City of Brampton Peel Official Plan.

### **Downtown Brampton Secondary Plan (Secondary Plan Area 7)**

The Downtown Brampton Secondary Plan sets out the policy framework for the western anchor of the Brampton Central Area which functions together with the overall Central Area as the major location for higher order uses in Brampton. Its general objectives are to promote the intensification and improvement of the Central Area and its component areas as major focus of activity, to promote an increase in the resident population within the downtown to create a market for local servicing retail, commercial and service uses, while ensuring that building height and massing of new development is compatible with adjacent residential or commercial areas. The subject property is designated “Central Area Mixed Use” in Downtown Brampton Secondary Plan. This designation permits any combination of commercial, retail, office, residential and other uses, as well as a full range of entertainment and cultural uses. The overall maximum Floor Space Index (FSI) in this portion of the Secondary Plan Area is 2.0.

The Secondary Plan policies that are applicable to this application include, but are not limited to:

*5.1.2.1 Lands designated Central Area Mixed-Use on Schedule SP36(A) are intended to accommodate mixed-use developments incorporating any combination of commercial, retail, office, residential, hotel, open space, recreational, institutional, a full range of entertainment and cultural uses including, but not limited to, movie theatres, art galleries, live theatre and museums which are managed as a unit. Mixed-Use development shall mean a free-standing use either/or a development which any combination of office, retail, commercial, institutional, or residential uses are developed and managed as a unit.*

*5.1.2.2 The overall Maximum Floor Space Index (FSI) which is permitted in specific portions of the Mixed-Use designation is 3.5, with a corresponding Downtown Brampton Secondary Plan Office Consolidation Secondary Plan Area 7 February 2019 7 maximum of 3.5 for residential uses in the immediate “Four Corners” area, and a maximum of 2.0 FSI permitted for residential uses in the mixed-use areas west of McMurchy Avenue. Other portions of the Central Area Mixed-Use designation are subject to an overall FSI maximum of 2.0 with 1.0 FSI permitted for residential uses. The specific density allocations for specific areas of the Central Area Mixed-Use designation are set out in Table 1 and identified in Appendix A. An increase beyond the maximum coverages specified above shall require a site specific rezoning application as specified in Policy 5.1.1.5.*

*8.2.2. All physical development and redevelopment activity in the Downtown Brampton Secondary Plan shall be consistent with the Urban Design Policies of the Official Plan to ensure a high quality physical and natural environment.*

*8.2.3. In this Secondary Plan Area, the City shall promote development which reinforces the district character principles of: pedestrian orientation, human scale massing, mixed-use projects, heritage conservation, urban forest protection and enhancement, transit accessibility and the ceremonial functions associated with City Hall.*

The proposal calls for the creation of a 3-storey townhouse building with six units. While only residential uses are proposed, the site is in close proximity to a variety of other uses and will contribute to the overall mixing of uses within the Downtown Brampton Area. Free-standing uses are permitted within this designation. The proposed development features an FSI of approximately 1.016, well under the maximum of 2.0 for this part of Downtown Brampton. Sections 5.1.2.2 and 5.1.2.1. of the Secondary Plan are satisfied.

Careful consideration has been given to ensure that the townhouse block is of high-quality design and that it integrates with the surrounding neighbourhood. The proposal is oriented to pedestrians by featuring main entrances from the street, and located in close proximity to transit services along Queen St W, offering a high degree of transit accessibility. The building massing is human-scaled with the modest height being softened by rooftop terraces and a pitched roof. The Urban Design Brief describes the design characteristics that will be further refined through the detailed design as part of the Site Plan application. Sections 8.2.2. and 8.2.3. of the Secondary Plan are satisfied.

As a result of the above analysis, staff is satisfied that the intent of the Downtown Brampton Secondary Plan is maintained.

### **Zoning By-law (By-law 270-2004)**

The subject lands are currently zoned “Residential Extended One Zone (R2B(1))” in Zoning By-law 270-2004, as amended. This zone permits a single detached dwelling, a semi, duplex, triplex and double duplex building, and a multiple residential dwelling containing no more than 4 dwelling units. The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 10 of this report.

#### Typology:

The proposed rezoning would create a special section under the Residential Townhouse 3 – R3C Zone. This zone permits a townhouse dwellings.

### Built Form:

There are several regulations proposed to manage built form, including building height, lot width, and setbacks. These built form permissions are appropriate in the context of implementing the built form objectives and principles outlined in the applicant's Urban Design Brief.

### Density:

Density is regulated by the number of permitted units. The proposed rezoning would permit six townhouse dwelling units on the subject site. The proposed development process would also involve a site plan application to address detailed design matters such as building placement, elevation treatment, landscaping, the internal private laneway and parking for residents and visitors, along with grading and drainage. In addition, a Committee of Adjustment application to sever the individual units and a draft plan of (common element) condominium application are needed to facilitate the condominium corporation and to delineate the proposed private common elements such as the internal private laneway, the landscaped areas, visitor parking which the individual parcels of land will be tied to. While this is less than the current maximum permitted number of units (4), it is anticipated that the site will be subdivided into 6 lots, with each unit of the townhouse block being on a separate lot.

## **Technical Requirements**

### Planning Justification Report

The Planning Justification Report was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, and the Downtown Brampton Secondary Plan (Area 7) are satisfied. The report is satisfactory to support the proposed Zoning By-law Amendment.

### Transportation Impact Study

A Transportation Impact Study prepared by Maydan Municipal Engineering was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, as well as the transit network and Active Transportation Network. It concludes that the proposed development will not adversely impact the surrounding road network. The findings of this study have been accepted by Traffic staff.

### Sustainability Score and Summary

A Sustainability Assessment is only undertaken for development that is comprised of 10 or more units. As such a Sustainability Assessment is not required for this proposed 6 unit townhouse development.

### Noise Feasibility Study (Acoustical Report)

An Acoustical Report was prepared by SLR Consulting (Canada) Ltd., dated July 2021, to assess the potential noise impacts on and from the proposed development. The report finds that impacts of the environment on the proposed development can be adequately controlled without upgrades to the building construction, without the inclusion of mitigation measures for the surrounding stationary sources. It is recommended that warning clauses speaking to the building ventilation be included in all agreement of purchase and sale or lease.

### Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by The Urban Arborist and contains an inventory of all tree resources on the subject site. A total of 6 trees were identified, including 2 on the adjacent property (56 Jessie), in close proximity to the lot line. The report concludes that these 2 trees are to remain, with the 4 on-site trees being removed and a total of 5 replacement trees planted on-site. Open Space Staff are satisfied with the results of the inventory and plan.

### Archaeological Assessment

A Stage 1 & 2 Archaeological Assessment was prepared by A.S.& G Archaeological Consulting to determine the potential for archaeological resources to be found on the site. The Stage 1 study concluded that the property exhibits archaeological potential. The Stage 2 assessment did not identify any archaeological resources within the subject property and therefore no further archaeological assessment was recommended. Heritage staff are satisfied with the findings of these assessments.

### Geotechnical Investigation

A Geotechnical Investigation was prepared by EXP Services Inc. to determine the subsoil, groundwater conditions and design infiltration rate of the site and to provide geotechnical engineering guidelines for the design and construction of the proposed development. Recommendations and/or comments regarding soil and groundwater conditions, site grading, site servicing and other matters were provided.

### Urban Design Brief

An Urban Design Brief was prepared by Corbett Land Strategies in compliance with the City of Brampton's Development Design Guidelines. The Brief develops a vision for the site that will be used at the detailed design stage to create a visually attractive and transit-supportive and pedestrian-friendly development that addresses the public realm appropriately. The Brief was approved by Urban Design on April 4, 2022.

## Functional Servicing Report

A Functional Servicing Report was prepared by Maydan Municipal engineering in support of this development application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed water servicing, sanitary servicing, site grading & sediment control measures, roads and access, utilities, and stormwater management requirements.

Engineering staff is satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

### *Stormwater Management:*

The proposed stormwater management plan for runoff to be locally infiltrated within a permeable paver system with a bedding storage and for on-site storage to take place via over-sized pipes and manholes. Post-development discharge rates will be controlled to be less than pre-development discharge rates.

### *Sanitary Servicing:*

The site will be served by an existing 250 mm sanitary sewer, located on Jessie Street.

### *Water Supply Servicing:*

It is proposed that that service to the site be provided by the existing watermains on Jessie Street and Haggert Ave South.