PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT

MARKET STREET DEVELOPMENT INC.

REDEVELOPMENT OF PROPERTIES LOCATED AT 120-138 MARKET STREET AND 31-35 CHATHAM STREET

PREPARED FOR
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City of Brantford

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Table of Contents

1.0 Introduction 3
2.0 Background 4
2.1 Site Description 4
2.2 Context / Surrounding 5
3.0 Proposed Development 6
3.1 Required Approvals 9
4.0 Planning Policy Analysis 9
4.1 Provincial Policy Statement 9
4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe 11
4.3 City of Brantford Official Plan 13
4.3.1 Official Plan Analysis 13
4.4 Other Municipal Studies and Strategies 16
4.5 City of Brantford Zoning By-law 16
5.0 Technical Studies 19
5.1 Stormwater and Serviceability 19
5.2 Traffic/Transportation Impact Study and Parking Study 19
5.3 Heritage Impact Statement (HIS) 19
5.4 Urban Design Brief 20
5.5 Landscape Plan 20
5.6 Daylight Triangle Analysis 20
6.0 Planning Assessment 22
6.1 Provincial Policy Statement 22
6.2 Growth Plan for the Greater Golden Horseshoe 23
6.3 City of Brantford Official Plan 23
6.4 City of Brandford Zoning By-law No. 160-90 25
7.0 Conclusion 26
Appendix 1 - Draft Zoning Amendment By-law 28
Appendix 2 - Drawings For Rationale for Reduced Daylight Triangle 32

Images

Perspectives

Perspective 1 – Concept Drawing of Proposed Development

Figures

Figure 1 – Community Context Map

Figure 2 – Property Location/ Site Context Map

Figure 3 – Proposed Site Plan – Ground Floor

Figure 4 – City of Brantford Official Plan Land-Use Designations

Figure 5 – City of Brantford Zoning Map G9

Tables

Table 1 – Properties within the Subject Site

Table 2 – Zoning Comparison

1.0 INTRODUCTION

Heritagedowntowns.com and studioCanoo Architecture has been retained by Market Street Development Inc. to provide a Planning Justification Report supporting the development of 10 storey mixed -use residential building consisting of 200 residential rental apartments and 763m^2 of retail commercial space at grade on an assembled group of 9 properties municipally known as 120-138 Market Street and 31-35 Chatham Street in Brantford, Ontario.

The implementation of the proposed development requires an amendment to the existing Zoning By-law regulations to permit a mixed-use building site, and to address specific zoning amendments pertinent to the proposed site layout. The site's land-use is currently designated as Mixed Residential Commercial and General Commercial in the Official Plan. The site is currently zoned C8-19 and C3. A C3-XX zone is being requested to accommodate this proposal.

The report provides a review of the relevant planning policies that are applicable to the proposed development and presents an independent professional opinion on the appropriateness of the proposed development. Furthermore, the report identifies potential areas of conflict that typically arise when implementing intensification development proposals and how conflicts have been mitigated in order to ensure compatibility between the proposed development and the surrounding established community. This is particularly relevant in regards to the application of municipal standards such as the implementation of daylight triangles as discussed in section 5.6.

1.1 Preconsultation, Required Studies, and Application Summary

This Planning Justification Report is a requirement of a complete application as identified during the City's planning pre-consultation meeting held on August 14, 2018. In addition to the Planning Justification Report, a number of supporting documents have been prepared by qualified professionals in order to satisfy the submission requirements identified by the City of Brantford during the pre-consultation process. These supporting documents include the following:

- Functional Servicing Report – Stantec
- Geotechnical Report – Stantec
- Heritage Impact Statement – Allan Avis Architect Inc./heritagedowntowns.com
- Environmental/Hydrogeology Report – Stantec (Phase I and II)
- Public Consultation Strategy – Heritagedowntowns.com
- Shadow Analysis – studioCANOO Architecture
- Site Grading and Drainage Plan – Stantec
- Site Plan – studioCANOO Architecture
- Stormwater Management Report – Stantec
- Parking Study – Julia Salvini Consulting
- Survey – Stantec
- Traffic/Transportation Impact Study – Julia Salvini Consulting
- Urban Design Brief – heritagedowntowns.com / studioCANOO Architecture

These items identified above are being provided as part of a complete application package. Note that only the application for Zoning By-law Amendment is being requested at this time. It is anticipated that application for Site Plan Control will be made once the ZBA application is sufficiently advanced.

Based on the analysis presented in this report, the proposed intensification project is considered to be consistent with and conforms to the Provincial Policy Statement, A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019), and the City of Brantford Official Plan.

2.0 BACKGROUND

2.1 Site Description

The subject property is municipally known as 120-138 Market Street and 31-35 Chatham Street. Table 1 provides all the municipal addresses on the subject site and PIN of each of the properties. The property is located on the east side of Market Street, between Nelson Street and Chatham Street. The property has an area of 0.47 hectares (1.16 acres). The property has frontage onto Market Street of approximately 76 meters (249.3 feet). The depth of the property is approximately 66.1 meters (westerly property line). The property is currently occupied with nine (9) building structures. The property is a land assembly of 9 lots created by Steven and Helen Kun Investments. Within the 9 buildings are 15 residential apartments and 3 commercial units. One (1) building is designated under Part IV of the *Ontario Heritage Act* and the other eight buildings are listed in the City of Brantford's *Inventory of Heritage Buildings*. The applicant is currently looking at all options to retain/relocate the designated building.

Table 1 – Properties within the Subject Site

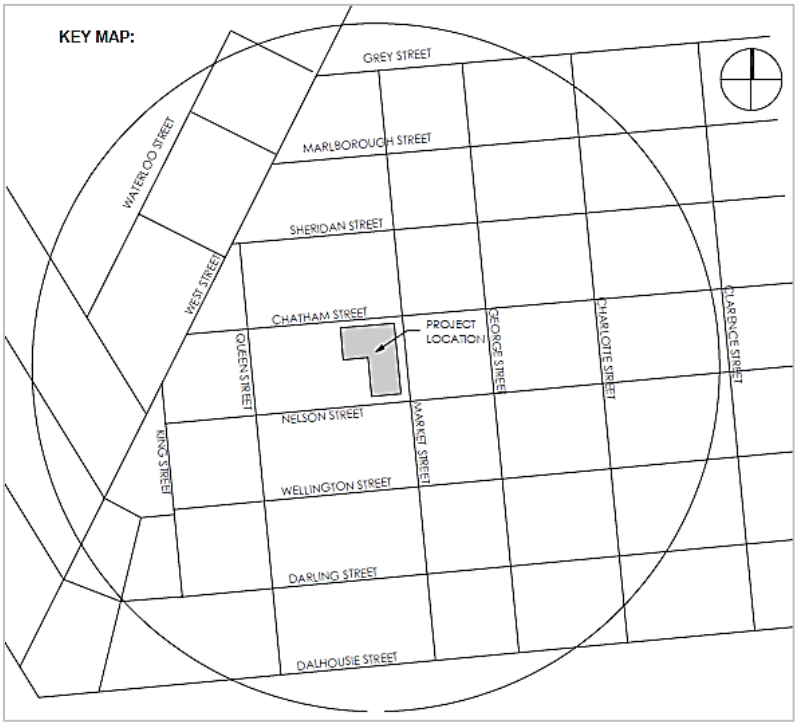
Municipal Address	PIN	Current Property Use
31 Chatham Street	32141 0094	Multi-Tenant Residential
35 Chatham Street	32141 0095	Single-Tenant Residential
120 Market Street	32141 0100	Multi-Tenant Residential
122-126 Market Street	32141 0107	Multi-Tenant Commercial and Residential
130 Market Street	32141 0098	Commercial and Multi-Tenant Residential
132 Market Street	32141 0097	Multi-Tenant Residential
134 Market Street	32141 0109	Single-Tenant Residential
136 Market Street	32141 0110	Multi-Tenant Residential
138 Market Street		Single-Tenant Residential

The site is generally flat with little or no natural slope or topography. There is no significant vegetation present on the property. Tenant parking is located in the centre of the block, and about 50% of the site is comprised of surface parking. Public sidewalks are present along Market, Nelson and Chatham Streets. There are 3 driveway entrances into the site from the surrounding streets. The site is under 200 meters away from the Major Transit Station with city-wide bus connections provided by Brantford Transit and GO Bus Service to Aldershot GO Station. The subject site is about 400 meters from the VIA Rail Station with inter-city service on the Toronto /Windsor corridor. Therefore, the site is exceptionally well serviced with Public Transit.

One of the most significant problems facing Downtown Brantford is the lack of permanent residential population. This problem becomes particularly apparent outside the academic year (May to August). The goal of the Urban Growth centre is meant to address this problem by achieving a density of 150 people/jobs her hectare as a minimum target.

In general terms the site can be characterized as underutilized, with low-rise development comprising of 1 and 2 storey buildings, and surface parking occupying 50 % of the site, in an area identified for intensification in several city documents and strategies.

Fig. 1 – Community Context Map showing 400-meter radius around the subject site



2.2 Context / Surrounding

The subject property is located immediately adjacent to Downtown Brantford. It is an established mixed-use neighbourhood. Generally, the lands surrounding the property are low-density residential uses, commercial uses and services. Specific land-uses surrounding the property are as follows:

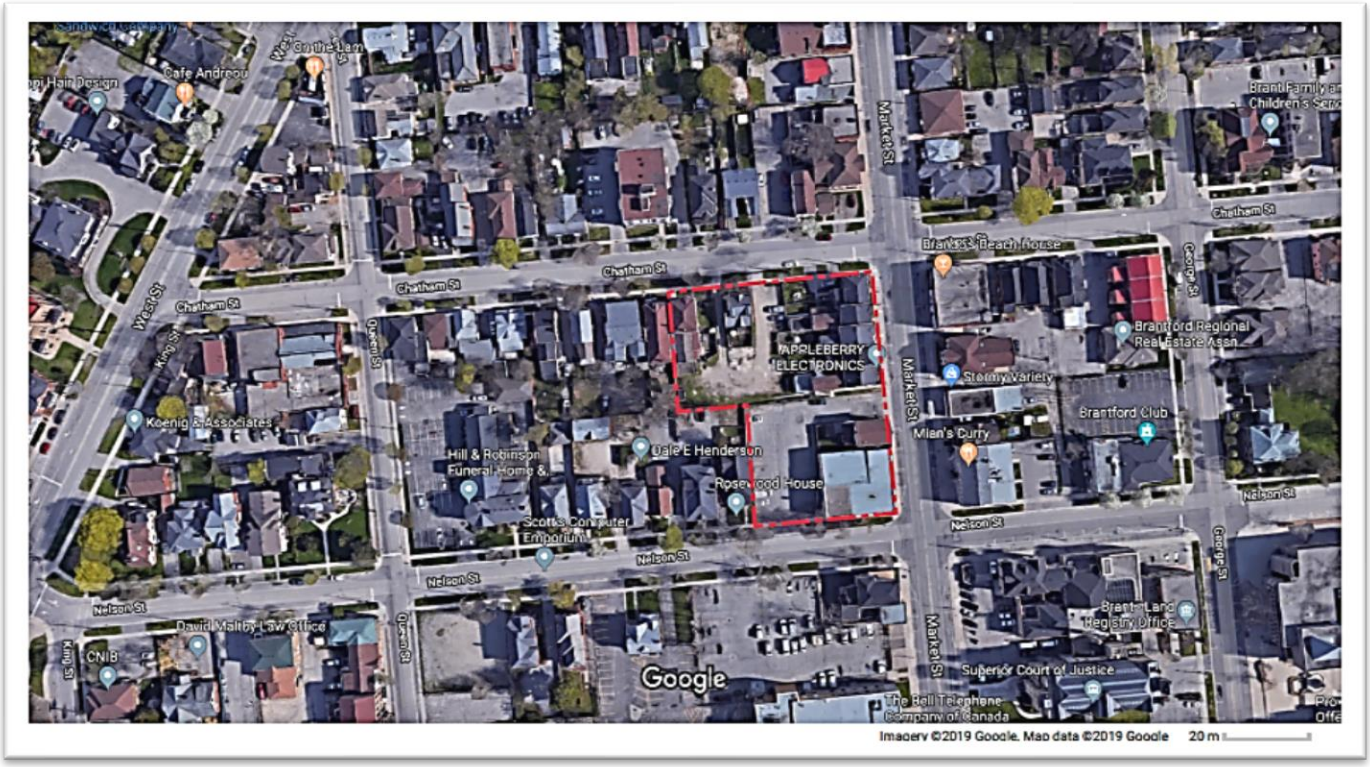
North- residential buildings on Chatham Street and commercial buildings on Market Street;

South-commercial and institutional buildings, some of which are located within the Victoria Park Heritage Conservation District;

East – low-rise commercial buildings along Market Street; and

West- residential buildings

Fig. 2 – Property Location/ Site Context Map



3.0 PROPOSED DEVELOPMENT

The proposed applications seek to permit increased building height and density on a property which has been designated as an area for intensification within the Urban Growth Centre. Therefore, the application seeks permitting increased residential density, a mixed-use building and a building height greater than 6 storeys. Immediately across Nelson Street a maximum building height of 8 storeys is permitted in the Core Commercial Area. The application seeks to increase the maximum building height from 6 storeys to 10 storeys and permit an increase in the maximum residential density to 417 units per hectare (uph). The proposed development consists of a single phase of residential development of a 10-storey mixed-use building. The total number of residential units proposed is 200 units. All the units are market rent apartments. The proposed sizes for the apartments are as follows:

- Studio – 450 square feet
- 1 Bedroom – 600 square feet
- 1Bedroom +Den – 700 square feet
- 2 Bedroom – 900 square feet
- 2 Bedroom + Den - 950 square feet
- 3 Bedroom – 1050 square feet

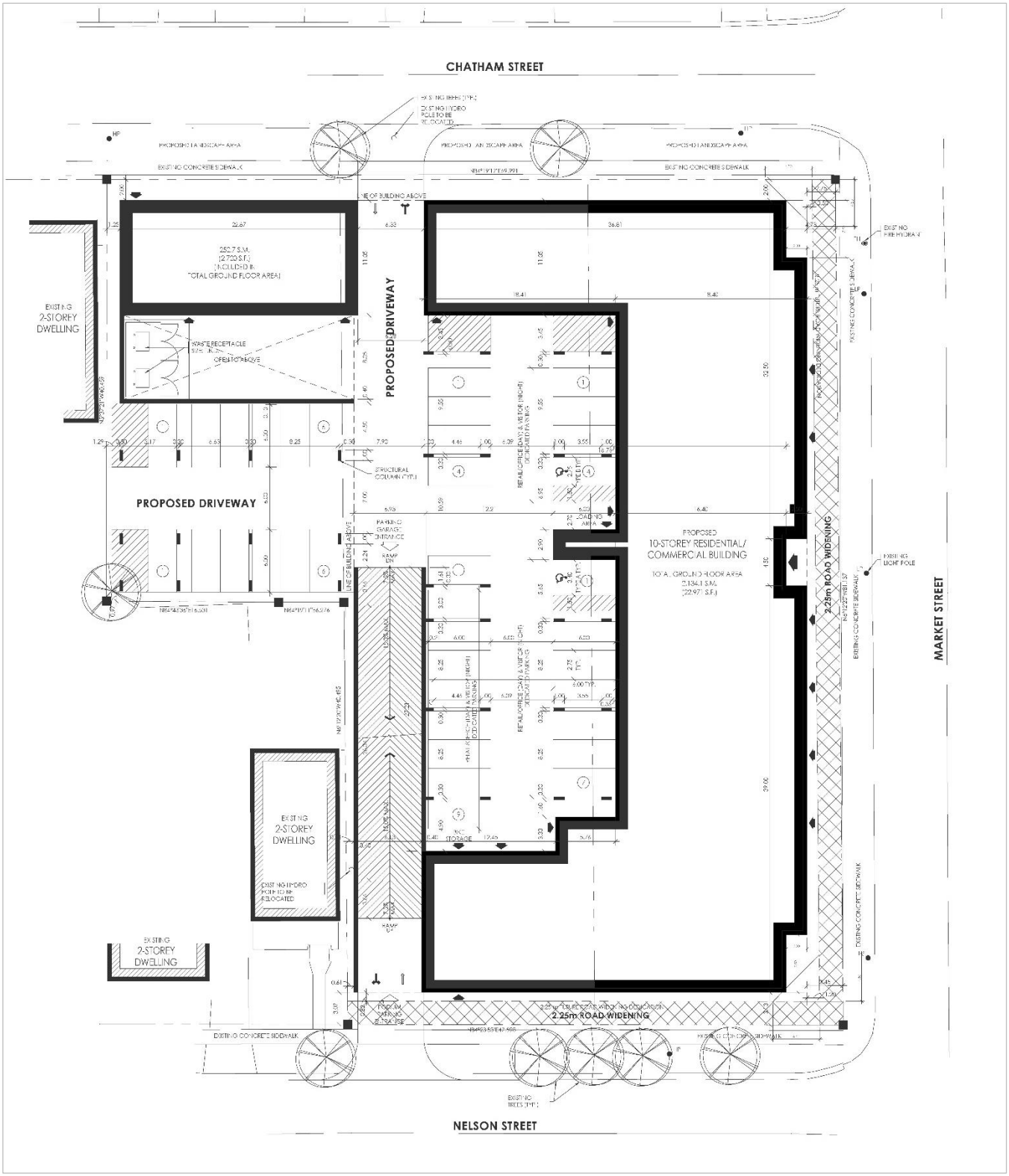
The proposed development includes -1 level of underground parking,1 level of podium parking and surface parking. Visitor parking is accommodated on the surface parking level. A total of 205 parking spaces is proposed.

Vehicular access to the site is achieved via two driveway entrances. The primary driveway entrance is located off Chatham Street with access to the surface and podium parking areas. The entrance / exit

driveway for the underground parking is located off Nelson Street. Internal to the site, there is one ramp which provides access to the underground parking garage area. Both these driveway entrances are proposed to be full-movement access.

Interior and exterior amenity space areas are provided. Interior amenity space is 285m^2 . Exterior Amenity space is provided on the 3rd floor roof deck over the parking podium at 1290 m^2, for a total of 1575m^2.

Fig. 3 – Proposed site plan



Perspective 1 - Concept drawing of exterior (northeast perspective)

3.1 Required Approvals

The proposed development will require the approval of a site-specific Zoning By-law Amendment in order to recognize site specific development standards. The proposed amendments to the Zoning By-law are outlined in the Zoning By-law section (Section 4.5) of this report.

A site plan approval application will also be submitted as part of the necessary approvals process, and as a corresponding process to the finalization of the Zoning By-law amendment. Through Site Plan Control, the review of the project will undergo detailed design to ensure that City Staff and other agency standards and requirements are met regarding detailed site design and technical requirements as outlined in the City's Site Plan Manual (2015) including building location, loading and parking facilities, landscaping, grading and servicing so to ensure a high quality development.

4.0 PLANNING POLICY ANALYSIS

4.1 Provincial Policy Statement

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed Application in the context of Provincial and City policies and regulations.

The Provincial Policy Statement (“PPS”) sets out the policy foundation for land use planning in the Province of Ontario. The key objectives of the PPS include building strong communities, wise use and management of resources, as well as protecting public health and safety. Local plans are required to be consistent with the PPS.

The PPS recognizes that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities.

Section 1.1.1. states that healthy, liveable and safe communities are sustained by features such as efficient development, providing an appropriate range and mix of residential housing, employing cost effective development patterns that minimize land consumption and servicing costs, and addressing the needs of the disabled.

Section1.1.3.1 state that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Section 1.1.3.2 states that land use patterns within settlement areas shall be based on factors such as densities and mix of land uses that efficiently use land and resources, efficiently use infrastructure and public facilities, and minimize impacts of pollution and climate change, and support active transportation.

The PPS contains a number of policies that promote intensification in built up urban areas. Residential intensification is defined to include “The development of vacant and / or underutilized lots within previously developed areas”.

Section 1.1.3.3 directs planning authorities to identify and promote opportunities for intensification and redevelopment where it can be accommodates taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

Section 1.2.1 states that municipalities should take a comprehensive approach when dealing with planning matters regarding issues such as managing and promoting growth and development, economic development, managing cultural heritage and archaeological resources and infrastructure.

Section 1.4.3 requires provisions to be made for an appropriate range of housing types and densities to meet the projected requirement of current and future residents by permitting and facilitating forms of residential intensification and redevelopment that promote densities for new housing which efficiently use land, resources, infrastructure, and public service facilities and support active transportation and transit. The Proposed Development provides for well designed intensification to occur within a neighbourhood which has been developed at relatively lower densities than could otherwise have been achieved under existing Official Plan policies.

Section 1.6.7.4 states that a land use pattern, density and mix of uses should be prompted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit as well as other alternative transportation modes, including commuter rail and bus. The proposed development is located in close proximity to commercial, retail and personal services. The property is also located close to existing employment centres such as the City of Brantford, Laurier Brantford University, Conestoga College and a variety of commercial and service-related employers. The proximity of the subject lands to these adjacent land uses provides an opportunity for reduced auto dependence and increased use of public transportation infrastructure.

Section 1.7.1 states that long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns, encouraging a sense of place, by promoting

well-designed built form and conserving features that help define character such as built heritage resources, and promoting energy conservation and renewable energy.

Section 1.8.1 addresses energy and air quality and stipulates that land use and development patterns shall promote compact form and a structure of nodes and corridors that promote the use of public and alternative forms of transportation. The proposed development is located near a number of local transit stops as well as city-wide transit access at the Major Transit Station and Inter-city transit connection on VIA Rail and Go Transit.

The development proposal is considered to be consistent with the policies contained in the PPS through its efficient land use pattern, the provision of an appropriate mix of residential uses and a density that is suitable for, and compatible with, the surrounding area and which effectively uses infrastructure and existing public service facilities. The proposed development facilitates further intensification in an area of the municipality where achievable residential densities have not been fully realized. The proposed development will result in further intensification of a site designated for higher density residential uses. The proposed development comprises a compact urban form, in a mixed-use building and density that promotes the use of alternative transportation modes and existing public transit.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (New Growth Plan) May 2019

The Province announced a New Growth Plan for the Greater Golden Horseshoe which came into effect on May 16, 2019. The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was prepared under the *Places to Grow Act* (2006) and provides a framework for implementing the Government of Ontario's vision for building strong, prosperous communities by better managing growth in the Region. It sets out the ways in which our cities, suburbs and towns will grow over the long term. The Growth Plan guides decisions on a wide range of issues including transportation, infrastructure planning, land use planning, housing, natural resource and resource protection.

The Growth Plan provides directions for where and how to grow, the provisions of infrastructure to support growth, protecting natural systems and cultivating a culture of conservation are all matters of provincial importance, and are identified in the Growth Plan. The Growth Plan places a priority on creating complete communities, housing creation, intensification and compact built form. The Growth Plan states better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields, and identifying strategic growth areas to support achievement of the intensification target and recognizes them as a key focus for development. Regional and local plans are required to conform to the Growth Plan.

Schedule 3 to the Growth Plan sets out population and employment forecasts to 2041. The City of Brantford is anticipated to reach a population of 163,000 persons and 79,000 jobs. The proposed development provides an opportunity to accommodate a portion of the population targets within an area where intensification can be accommodated readily with existing infrastructure.

Section 2.1 provides the context for where and how to grow. The Growth Plan envisages increasing the intensification of the existing built up area. The subject lands are located within the Downtown Brantford Urban Growth Centre and is therefore required to achieve a minimum density of 150 people and jobs per hectare. The Growth Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.

In Section 2.2.3 Urban Growth Centres will be planned as follows:

a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;

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.

In Section 2.2.3 Urban Growth Centres will be planned to achieve, by 2031 or earlier, a minimum density target of: 150 residents and jobs combined per hectare in the case for Downtown Brantford. Additionally, a minimum of 50 per cent of all residential development occurring annually within the City of Brantford will be within the delineated built-up area.

To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 4.1 in the Growth Plan also states that important cultural heritage resources that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities should be conserved. Accommodating growth can put pressure on these resources through development and site alteration. It is necessary to plan in a way that protects and maximizes the benefits of these resources that make our communities unique and attractive places to live.

Section 4.2.7 - Cultural Heritage Resources states that Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

Section 5.2.5 .6. states in planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

There are several Definitions with the Growth Plan that are particularly relevant to this proposal:

Definition-Intensification The development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and d) the expansion or conversion of existing buildings. (PPS, 2014)

Definition-Major Transit Station Area The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radii of a transit station, representing about a 10-minute walk.

Definition- Redevelopment The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (PPS, 2014)

4.3 City of Brantford Official Plan

4.3.1 Official Plan Analysis

The subject lands are designated General Commercial Area and Mixed Residential Commercial Area in the Official Plan. The subject site is located within the Urban Growth Centre and is close to the Major Transit Station. This proposal complies with many of the goals of the Official Plan. Specifically, this proposal fulfills the intent of several policies and goals of the Official Plan related to development in the General Commercial Area, Growth Management, Intensification Corridor and Urban Design. It also adheres to the Downtown Brantford Goal and the policy intentions of the Urban Growth Centre.

6.2.13 Growth Management Goal

6.2.13.1 Growth Management Objectives

This proposal encourages intensification of residents in the Urban Growth Centre *Section 6.2.13.1 (b)*. The proposal provides intensification that allows for efficient use of land and infrastructure *Section 6.2.13.1 (c)*. It undertakes revitalization of underutilized sites within the Urban Growth Centre *6.2.13.1 (f)*. The project will result in a more urban condition that is supportive of pedestrians and adjacent land uses through the implementation of a mixed-use building *Section 6.2.13.1 (g).*

6.2.14 Downtown Brantford Goal

This proposal supports the objectives of Downtown Brantford by creating a mixed-use building that adds more ground floor retail space, increases the amount of residential housing and by extension supports the expansion of the post-secondary campus *Section 6.2.14.1 (a) (b)*

7.3.6 General Commercial Areas

The subject site is in a General Commercial area on Market Street. This land-use designation permits multiple unit residential buildings. All uses may be permitted in either mixed-use or single use buildings in accordance with the City's Urban Design Guidelines *Section 7.3.6.1.* The proposed development accomplishes comprehensive block development to achieve a well-designed and integrated development *Section 7.3.6.1*, that will create a vibrant streetscape by creating new office, retail and commercial at grade and increased residential density to generate pedestrian activity to support the economy of Downtown Brantford. The entire block face on Market Street will be defined by a compatible and consistent building design with parking for residents integrated into the development, and consistent lighting, signage and streetscape amenities will be attractive to pedestrians on Market Street *Sections 7.3.6.1* and *7.3.6.5 (.1,.2,.3,.4,.5 and .6)*. As the applicant has secured multiple properties, a comprehensive block development can be achieved *Sections 7.3.6.6* and *7.3.6.7.*

9.1 Cultural Heritage and Archaeology

The City of Brantford encourages the responsible management of cultural heritage resources and seeks to conserve cultural heritage resources *Sections 9.1.2, 9.1.3*. A Heritage Impact Statement has been prepared in accordance with Sections *9.1.10 and 9.4.4*. The Proposed Development requires the removal of cultural heritage resources in order to be built. All options are being considered to achieve the retention of #35 Chatham Street.

14 Urban Design

This proposal will address urban design criteria as defined in the Official Plan. Through intensification this proposal will provide much needed new rental housing that is transit-oriented due to proximity to the Major Transit Station and VIA Rail Station. To achieve the proposed 10 storey height, high quality materials and a contextually appropriate and heritage-compatible design will be employed. A

sun/shadow study has been undertaken to assess and minimize negative affects from the proposal on the surrounding neighbourhood. As this project is located on the east side of Market Street pedestrian comfort should be achieved and augmented by improvements to the streetscape resulting from this development. Efforts to conserve the single designated building at 35 Chatham Street will be fully considered. The proposed building will address the design intentions of the nearby Victoria Park Heritage Conservation District both in terms of building placement and architectural treatment *Section 14.1 (.1,.2,.3,.4,.5,.8,.9,.10,.11 and.12)*.

15.3 Urban Growth Centre

This proposal addresses many of the Growth Management Goals and fulfills the intent of the Urban Growth Centre. This proposal will help the City to achieve a minimum gross density target of 150 residents and jobs combined per hectare in the Urban Growth Centre by 2031 *Section 15.3.2 .3*.

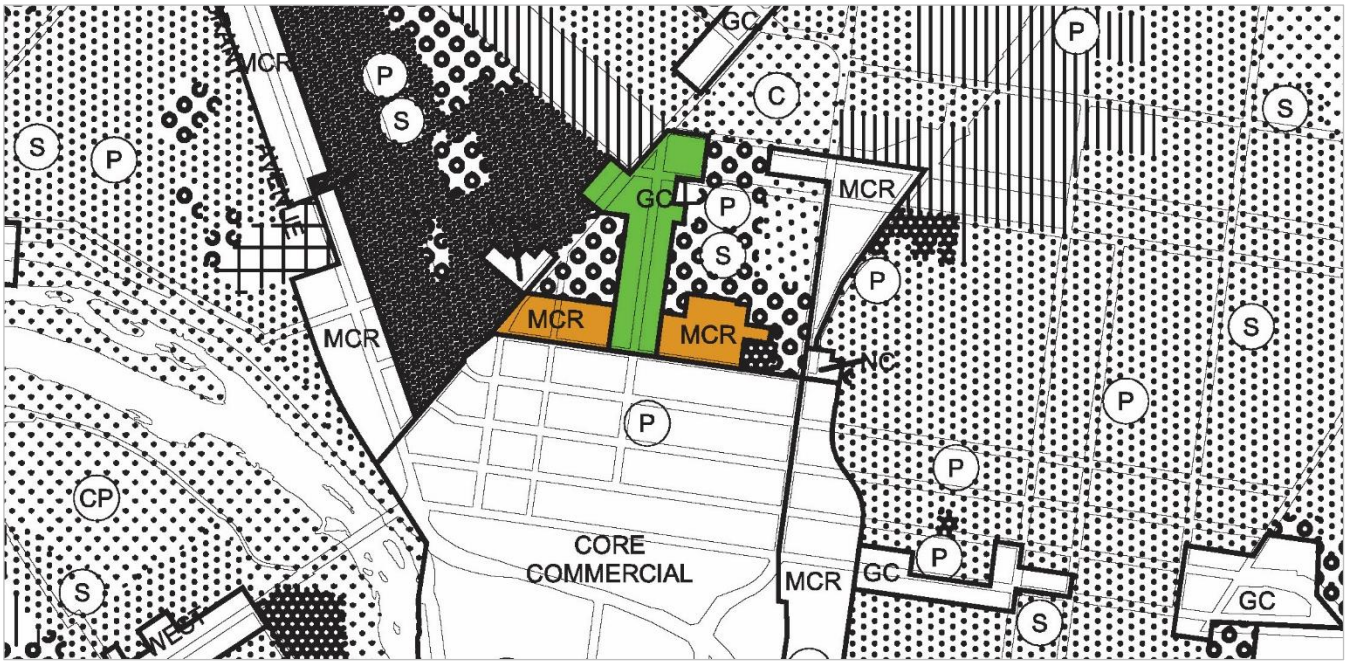
15.5 Intensification Corridor

The subject site is located in an Intensification Corridor where increased residential densities and mixed-use development can be accommodated and is encouraged. *Section15.5.1*.This proposal fulfills many of the goals of this policy including engaging the public street with a building podium along the street edge, attempts to reduce impacts on the adjacent low-rise buildings, places building entrances and retail uses fronting the sidewalk creating an interesting and attractive streetscape for pedestrians, and parking located underground. *Section 15.5.2 (1,2, 4.and .5).*

15.7 Major Transit Station

The area surrounding the Major Transit Station is encouraged to provide a focus for increased residential and employment densities and mixed-use development and redevelopment. Development or redevelopment around the Major Transit Station is to consider access from various transportation modes to the station including, pedestrians, bicycle parking and commuter transfer areas.

Fig. 4 — Schedule 1-1 – General Commercial and Mixed Commercial Residential on the Subject Site



4.4 Other Municipal Studies and Strategies

The *Downtown Master Plan (DMP), 2008* was prepared to support City Council's ambition for making the Downtown a "vibrant and successful hub for all", including its citizens, students, businesses, visitors and government. To guide the transformation of Downtown over the long term, the DMP identified a number of "Guiding Principles" to attract new investment, promote architectural excellence, recognize history, encourage various forms of movement and protect existing neighbourhoods. The DMP undertook a review of redevelopment opportunities for residential and commercial development including opportunities for land assembly.

The *Intensification Strategy, 2011* was prepared by the City of Brantford to guide future intensification in the community. The Intensification Strategy has created priority directions in the UGC particularly as outlined in Section 2.2.1- Established areas such as Market Street where redevelopment of vacant or underutilized sites (i.e. single storey buildings) be encouraged, and in particular redevelopment be focused on key sites such as underutilized properties along either side of Market Street between the CN Rail corridor and Wellington Street.

The *Urban Design Guidelines for Intensification Proposals* provides in Section 7 detailed urban design guidelines to proponents for projects in the Urban Growth Centre.

4.5 City of Brantford Zoning By-law

Currently, the subject site is zoned both General Commercial – Exception 19 Zone (C8-19) and Mixed Commercial Residential (C3). As the C8-19 is site specific and permits only the site-specific uses and does not include mixed-use, a modified C3 zone is required through a zoning amendment. As stated in the Zoning By-law, apartment dwellings in a C3 zone would be reviewed in accordance with Section 7.10.2.1 -Residential Medium Density Type B Zone (R4B). All existing properties will be merged and placed under one site -specific zone addressing all zoning deficiencies.

The application seeks to amend the Zoning By-law to introduce a site-specific special provision that will allow for the implementation of the proposed development. *Table 1 – Zoning Comparison* below, summarizes the existing zoning provisions for the Mixed Commercial Residential Zone (C3) and for apartments in accordance with Section 7.10.2.1 (Residential Medium Density Type B Zone – R4B) that are applicable to the subject property and the proposed zoning regulations. It is anticipated that additional zoning regulations are likely to be identified through the application review and public consultation processes.

4.6 Conclusion

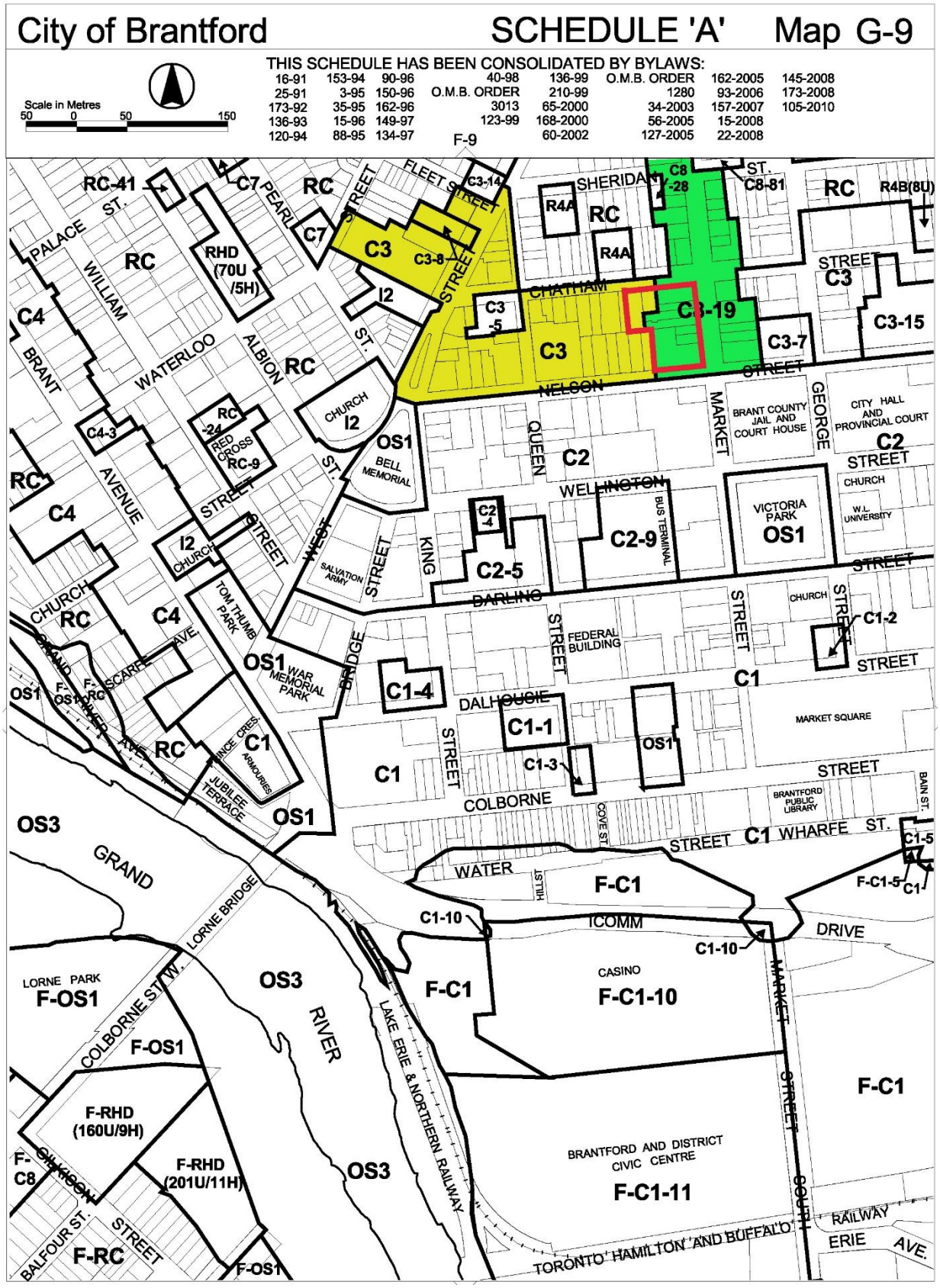
As described within the report, the Proposed Development consists of a mixed-use residential building within the downtown, in a compact form at an appropriate density, which conforms with the goals of the of the PPS, the Growth Plan, the City's Official Plan and Downtown Master Plan. This proposal will:

- Will facilitate development that will increase the number of permanent residents downtown which is an important goal for Downtown Brantford;
- Market Street is a major collector road that is appropriate for intensification;
- The Proposed Development is in an urban context that will provide for transit-supportive, pedestrian-friendly development and the commercial uses to be introduced will revitalize Market Street as a commercial street; and
- The technical studies support the Proposed Development as a viable project that can be serviced from existing municipal water, sanitary and storm.

Table 2 – Zoning Comparison

Regulation	Required (Existing By-law)	Proposed for Site
Zoning	Mixed Commercial Residential Zone (C3) General Commercial – Exception 19 Zone (C8-19)	Mixed Commercial Residential Zone (C3-XX)
Permitted Uses	C3- Wide variety of residential and commercial uses including apartment dwellings, general offices, neighbourhood convenience stores, restaurants: full service, medical offices and specialty retail stores	Mixed-use building with apartment dwellings, general offices, neighbourhood convenience stores, restaurants: full service, health club and specialty retail stores
Min Lot Area	360m^2	4775.5 m^2 (pre-widening) / 0.47 hectares
Min. Front Yard	C3 – Established Front Building Line	2.25 m (Pre-widening) 0.00m (Post-widening)
Min. Rear/ Side Yard Setback (west)	C3 – NIL R4B- 10 meters	0.76 m
Min Side Yard (north)	C3- 0.6m R4B – 7.5m	2.00m
Min Side Yard Setback (south)	C3- 2.4 m (exterior side yard) R4B – 7.5 m	3.25 m (Pre-widened) 1.00m (Post-widening)
Minimum Landscaped Area	C3 - 10% R4B – 30%	549.1 (12.2%) post-widening
Lot width (minimum)	C3-12.0 m	81.23 m
Lot Coverage (maximum)	C3 - 40% R4B – 35%	2,365.7 m^2 (52%)
Building Height	C3-12.0 m (3 storeys) By-law permits a maximum of 6 storeys	33.055 m - 10 storeys
Density	R4B - Medium Density	417 uph
Amenity Area	R4B- 9.0 m^2 /unit	285 m^2 interior / exterior approximately 1290 m^2. Total with the interior amenity space 1575 m2 (or 7.9 m2/unit)
1.0 parking space per apartment unit in a mixed-use building in accordance with Section 6.18.7.8.	Residential – 223 spaces Retail – 19 spaces Total 242	Underground – 118 Surface- 36 Podium – 51 Total – 205 Retail/Office and visitor parking is joint use and is located on the surface parking
Barrier Free Parking	7 spaces (3 Type A, 4 Type B)	7 spaces (3 Type, 4 Type B)
Gross Floor Area for apartments (minimum)	R4B - 40.0m^2	42m^2 - studio 55.7 m^2 -1bedroom

Fig. 5 – Zoning Map G-9



5.0 TECHNICAL STUDIES

The following studies have been prepared in support of the Zoning By-law Amendment. For further details consult the full reports.

5.1 Stormwater and Serviceability

The Functional Servicing Report by Stantec concludes that existing municipal infrastructure for water, sanitary, and storm are available from Chatham Street, Market Street and Nelson Street. The existing sanitary sewer within the Nelson Street ROW and the existing sanitary service are of sufficient size to service the building. A 200mm water service connection is proposed to the 200mm diameter watermain within Chatham Street. Stormwater quantity and quality control is to be provided for the 5 and 100 year storm events.

5.2 Traffic/Transportation Impact Study and Parking Study

The Transportation Impact Study was undertaken by Salvini Consulting. The three study area roads (Market Street, Chatham Street and Nelson Street) are all urban two-lane roads with on-street parking. Market Street is identified as a major collector in the current transportation master plan, while Nelson Street is a minor collector and Chatham Street is a local road. Weekday morning and afternoon peak hours and the Saturday peak hour were assessed. The study area intersections can accommodate anticipated future traffic volumes at acceptable levels with the existing configurations. The site is well located for travel by active transportation. Its location in the Urban Growth Centre of the City provides for a nearby mix of land uses that is attractive for trips by walking and by bicycle. Therefore, the provision of 204 parking spaces, where the zoning by-law requires 225 spaces was found to be appropriate based on the analysis provided.

The subject site is very well serviced by public transit. Brantford Transit operates 4 bus routes which travel along Market Street immediately in front of the site. These routes include #4A-Mall Link and #15 West Street/Mayfair/Brier Park going southward, and #4C Mall Link and #13 King George Road /Brantwood Park going northward. Close proximity to the Major Transit Terminal (less than 200 meters) provides ready access to all bus routes city-wide. The GO Bus services from the terminal provides ready access to the Aldershot GO station. Market Street does not have dedicated bike lanes, but the subject site is near identified bike routes on Wellington, Church and Pearl Streets, thereby allowing residents to participate in active transportation.

5.3 Heritage Impact Statement (HIS)

Allan Avis Architect Inc. and Heritagedowntowns.com prepared the HIS for this planning application. The HIS summarized the Cultural Heritage Value of each of the nine building structures on the site. The report concluded that most of the buildings have no cultural heritage value, and none of the properties are provincially significant. The HIS focussed attention on #35 Chatham Street (Crystal Cottage), because it is a designated under Part IV of the *Ontario Heritage Act* (By-law 6-85), and on #136 Market Street, which is significant in terms of Design and Physical Value and Historical and Associative Value. Preliminary findings were presented to the Brantford Heritage Committee on May 13th, 2019, and the feedback was to focus on the retention and possible relocation of 35 Chatham Street. It was concluded that moving Crystal Cottage from the #35 Chatham Street property is technically feasible but will involve risk, a significant amount of structural preparation, and will be very costly. The final draft of the report focusses on relocation of Crystal Cottage as the mitigative solution to permit the Proposed Development.

5.4 Urban Design Brief

Heritagedowntowns.com and studioCANOO Architecture prepared an Urban Design Brief in support of the Proposed Development. The Brief includes contextual analysis, and overview of the design elements of the Proposed Development, and detailed response to the design policies in the Official Plan. The Brief also includes a shadow study prepared by studioCANOO Architecture. The Brief concludes that the Proposed Development is well integrated into the urban neighbourhood and is compatible with adjacent land uses and the built environment. The development conforms with the urban design policies of the City of Brantford. The issue of compatibility with the surrounding residential neighbourhood has been raised by municipal staff during the formal pre-consultation meeting. In order to assist in answering the question of compatibility of the Proposed Development with the surrounding development, an Urban Design Brief has been prepared in order to inform this Planning Justification Report. The Urban Design Brief includes both an angular plane study and a sun/shadow study prepared by studioCANOO Architecture. The angular plane study evaluates the proposed building heights in the context of the of existing adjacent building heights. Such studies illustrate scale relationships between the proposed development and the existing residential neighbourhood by using a 45-degree angular plans projected inward from the relevant property lines - those facing residential neighbourhoods. Preliminary findings indicate that shadows generated by the development are within an acceptable range.

5.5 Landscape Plan

A Landscape Plan prepared by GSP includes many site enhancements. On the Market Street elevation stamped coloured concrete will define the base of the building. Across the city sidewalks coloured concrete banding is proposed. Along the street curbside permeable pavers are recommended around the planting beds. All waste receptacles, benches, bike racks and plantings with conform to the City of Brantford Downtown Streetscape Design Plan (2011). Sod and foundation planting are proposed on the Nelson and Chatham Street elevations and new boulevard trees are proposed for Chatham Street

5.6 Daylight Triangle Analysis

Appendix 2 of this report includes drawings in support of partially implementing the requirements for daylight triangles on Market Street, at both the Chatham Street and Nelson Street intersections. It is recommended that the daylight triangle be approximately 4.5 meters at the street intersections to address municipal requirements.

Rationale for Reduced Daylight Triangle Requirements at Market Chatham Site, Brantford

<u>Engineering/Safety Arguments</u>

The intent of the daylight triangles is to provide adequate sight distance for drivers turning at or crossing Market Street, and additional room for infrastructure such as utilities, wider sidewalks and street trees. The road widening requested by the city essentially achieves these requirements. Diagrams provided by Stantec and included in Appendix 2 show that the sight lines from the intersections exceed the required 130 m (stopping intersection sight distance at 60 kph design speed, posted speed limit 50 kph). The landscape plan also indicates wider sidewalks and street trees.

<u>Heritage Conservation Arguments</u>

The existing situation does not currently have daylight triangles at either 120 Market or 138 Market Streets. Both buildings are built right to the property line. The proposed development will improve the current conditions due to the required street widening dedications on Market and Nelson Streets. Furthermore, inspiration for the new construction on the subject site comes from three important heritage designated buildings on the west side of Market Street in the Victoria Park Heritage Conservation District

(HCD). These buildings are: TD/ Canada Trust building -70 Market Street; Canadian Foresters Building -84 Market Street and the Bell Canada Building - 86 Market Street. The intention of the design proposal is that the proposed building is broken down into two block faces with the main entrance slightly recessed 2 meters (6.5 feet). This creates the impression of two building facades similar in size to the Canadian Foresters Building (107 feet). These subsets of the front façade will have enough definition at be clearly articulated as distinct façade features. Adding a daylight triangle would detract from the intent of replicating the massing and volumetric characteristics based on these historic buildings by introducing a suburban feature that will disrupt the context of the predominant block face and street wall characteristics found in this urban setting. Furthermore, the likelihood of the actual curbs being widened is extremely low as the widening would affect 3 designated heritage buildings to the south on Market Street with existing setbacks of +/- 7 meters from the existing curb. Therefore, due to the heritage constraints on both sides of Market Street south of Nelson Street, due to the Victoria Park Heritage Conservation District comprised of designated buildings and a public park to the south of the subject site, Market Street is unlikely to be widened because of the constraints of the Heritage Conservation District.

Urban Design Arguments

Part of our rationale is based on City of Brantford Urban Design Guidelines for Intensification Proposals. From an urban design standpoint, the triangular daylight view corridor requirement diminishes the street wall being created by the new building facade. A street in an urban context is a space or outdoor room defined by the exterior walls of the buildings. On corner sites such as this, buildings should be designed to frame both the primary and the secondary street. The City of Brantford Urban Design Guidelines emphasize a consistent street wall as mandatory for development along an intensification corridor such as Market Street. View corridors are typically provided in suburban situations to improve sightlines for vehicles trying to turn onto a high-speed arterial. Mandating a built form which encourages high speed traffic is also contrary to good urban design as it creates a more hostile environment for pedestrians with fast moving traffic and non controlled turning movements as they attempt to cross at intersections. Traffic lights are a more conventional response to traffic control in an urban setting should the volume of traffic necessitate it and can be evaluated by reviewing future traffic volumes. Given the future potential of Market Street as a dynamic, walkable urban destination, a daylight triangle would be counterproductive. The effect of the street widening is an improvement over the current conditions at the southeast and northeast corners of the subject site.

Urban Design Goals for Urban Growth Centre are identified in the Urban Design Guidelines as follows:

- Ensure a consistent, high-quality urban frontage along downtown main streets.
- New buildings, open spaces and street design will build on the unique character of the Urban Growth Centre (i.e. a human-scaled building base, street trees, active at-grade uses, riverfront views, cultural heritage resources);
- Establish a generally low-rise streetwall height (two-four storeys) for redevelopment sites which will take the form of a podium where taller building elements are proposed;
- Allow opportunity for taller building elements where appropriate;
- Ensure building mass, building height and street and open space design contribute to compatible development within the Urban Growth Centre and along Colborne Street West;

Chapter 7 of the Urban Design Guidelines on Page 40 recommends the following:

- Buildings should be positioned to frame abutting streets, internal drive aisles, sidewalks, parking areas and amenity areas. On corner sites, buildings should be designed to frame both the primary and the secondary street;
- Developments adjacent to any existing heritage properties, or within any area with a prominent heritage character, should carefully consider that their design is context specific and reflects the heritage character of each property;
- Alterations to existing heritage buildings should match, within 2 metres, the pre-established setback of adjacent buildings to ensure a continuous street wall. This is especially beneficial on sites where buildings are set back from the street or missing;
- The front streetwall of buildings should be built to the front property line, or applicable setback line, to create a continuous streetwall;
- A minimum of 75% of a buildings frontage should generally be built to the applicable setback line;

6.0 PLANNING ASSESSMENT

The following section of this Report provides an analysis of the proposed Zoning By-law Amendment application with respect to the applicable policy and regulatory framework detailed in Section 4 of this Report.

6.1 Provincial Policy Statement

The proposed Zoning By-law Amendment ("ZBA") is consistent with the policies of the PPS. The Proposed Development will provide for the intensification of the Site. The Subject Property is currently occupied by nine -1- and 2- storey buildings in fair to expired condition, which does not represent the highest and best use of the property given the proximity to the Major Transit Station in the Urban Growth Centre. The Proposed Development will provide 200 residential units on the Site, equating to a density of 417 units per hectare. This intensification meets the targets of the PPS and redevelopment of the Site will contribute to transit-oriented residential development in the City of Brantford.

The Proposed Development will contribute to the mix of residential uses and is compatible with the neighbourhood. The Proposed Development will provide for the efficient use of public services. The Functional Servicing Report prepared by Stantec Inc. confirms that there is capacity in the existing sanitary sewer and watermain systems to accommodate the proposed residential uses. As well, the proposed uses are transit supportive with good accessibility to existing transit routes and the Major Transit Terminal nearby. The Proposed Development's efficient use of public infrastructure helps to sustain the financial well-being of the Province and the City of Brantford.

Integration with the surrounding pedestrian network has been achieved through direct connections between the proposed development with the public sidewalks and the entrance for pedestrians in the centre of the main building facade. The Proposed Development will contribute to the institutional and commercial uses in the neighbourhood, including post-secondary educational facilities, elementary and secondary schools, places of worship, and places of business. The proposed ZBA application will facilitate a desirable reuse of lands that will contribute to the vibrancy of Market Street, thereby achieving the objectives of the PPS.

6.2 Growth Plan for the Greater Golden Horseshoe

The proposed ZBA application conforms with the Growth Plan. The Proposed Development will provide for the intensification and redevelopment of the Site within the Built-Up Area. The intensification of the Site will support population growth, contribute to higher residential densities and efficient use of land, and support existing and future public transit services within the Urban Growth Centre. The proposed application will permit greater density that will contribute to the Growth Plan's targets for residential and employment intensification in the UGC of 150 residents/jobs per hectare. The proposed application will facilitate an efficient use of the Site and contribute to the housing supply and choice within the City of Brantford which currently has a rental housing vacancy rate of about 1.2% for 1-bedroom apartments (CMHC, October 2018). The Proposed Development will provide housing near public transportation, public service facilities, and publicly accessible open spaces.

The proposed application will facilitate development that will contribute to a vibrant and active public realm along Market Street through appropriate site and urban design measures. The guiding principles of the Growth Plan speak to the achievement of complete communities that meet the needs of residents for daily living. The proposed ZBA application will facilitate development that provides housing within proximity to commercial, recreational and institutional amenities, consistent with the Growth Plan to provide for the basic needs of all residents in a community.

6.3 City of Brantford Official Plan

The Proposed Development is in conformity with all policies of the City of Brantford Official Plan ("OP"), except for the retention of Cultural Heritage Resources on the Site. The OP designated the Subject Lands as General Commercial Area and Mixed Residential Commercial Area, which includes residential apartments.

City policies related to achieving compatibility between the existing neighbourhood and Proposed Development are more thoroughly discussed in the Urban Design Brief which accompanies this Report. In summary, the policies require that residential developments are compatible with the surrounding neighbourhood in terms of density, scale, height, massing, noise, land use, pedestrian and vehicular movements, and landscaping. The Proposed Development is compatible with the surrounding neighbourhood and does not have negative impacts on the continued viability of neighbouring land uses. The building has been oriented towards the east side of the Site, furthest from residents to the west and north. Building height is lowest along Chatham Street, contributing to a positive pedestrian environment. The Building height has been reduced nearest the western property line to reduce the visual impacts of the development on the residential neighbourhood to the west. The Shadow Study prepared by studioCANOO Architecture demonstrates that neighbouring land uses will not experience significant shadow impacts from the Proposed Development. Pedestrian and vehicular access and egress are connected and coordinated with the existing infrastructure on Chatham and Nelson Streets.

The OP includes the subject Site in two designations as noted in Sections 15.3 Urban Growth Centre and 15.5 Intensification Corridor. These two designations outline goals for new development. The policies encourage that such development occur on an arterial road, is within reasonable distance from public transit, and is of a suitable size and configuration to ensure on-site traffic is safely managed, and adequate landscaping is provided. The policies also require that multi-unit residential development is compatible in terms of a building podium on the street edge, height as permitted by the Zoning By-law, setbacks, design, and scale. The Proposed Development conforms with most of these policies. The Site is accessed from Market Street. Currently, four bus routes travel this section of Market Street and the site location provides easy access to public transit. Ingress and egress to the Site has been designed to maximize pedestrian safety, as residents will leave their units and connect directly with public sidewalks and do not cross a parking lot. Landscaping and the built form of the project is compatible with the surrounding neighbourhood, as discussed previously in this Report and in the accompanying Urban Design Brief. The policies for these two designations encourage a range of

housing types, transit-oriented development, attractive built form, and compatibility with the surrounding neighbourhood. The Proposed Development will contribute to the range of housing available in the City and within the UGC by supplying 200 additional apartments, and with a density of 417 units per hectare, the development is transit oriented. The development is compatible with the surrounding neighbourhood and is oriented to reduce visual impacts and privacy concerns on the neighbouring low-density residential development.

Section 7.3.6.5 encourages comprehensive block development in the General Commercial Area to create new housing that includes integrated internal circulation systems, minimizing access points to abutting roads, compatible building design to achieve a consistent streetscape, integrated parking areas and consistent signage and lighting. The Proposed Development complies with these policies and will add 200 purpose-built rental units to the neighbourhood.

Section 9 speaks to the desirability of retaining cultural heritage resources as part of the redevelopment process and to minimize negative impacts. The City of Brantford and its Heritage Committee have identified that the retention and possible relocation of #35 Chatham Street is to be fully assessed and considered in the Heritage Impact Statement (HIS), and this has been undertaken. There is an inherent conflict in the City policies for the subject Site. Heritage conservation conflicts with the intention to intensify according to the *Places to Grow* legislation, and to fulfill the Urban Growth Centre and Growth Management policies, as outlined in the Official Plan. Careful evaluation of each of the existing buildings indicates that the site overall has low Cultural Heritage Value, save and except for #35 Chatham Street and #136 Market Street. The HIS has provided mitigative solutions to assist in achieving conservation of the most significant heritage elements on the subject site including removing and relocating #35 Chatham Street, or the incorporation of the cast stone units on the façade of 136 Market Street into the front entrance of the Proposed Development. In order to achieve the intensification goals the City of Brantford must reconcile the removal of the existing buildings in order to implement the creation of 200 rental units in a 10-storey, mixed-use building. Implementation of the of the recommended mitigation measures will respect and retain the important, identified heritage elements found on the subject site. It is opinion of the HIS that the proposed development, with recommended mitigation measures, can advance and satisfy the objectives of City policies, related to housing, growth management, intensification, orderly redevelopment of assembled land in the General Commercial area and Urban Design goals.

Section 15.7 Major Transit Station encourages intensification of sites within a 500 to 800-meter radius of the Station as defined in the Growth Plan's definition for Major Transit Station Area.

The OP contains additional policies related to the built form of development. These policies require development to be compatible with and integrated into the streetscape, appropriate in height to adjacent buildings, consistent in setbacks with neighbouring properties, have active facades along streetscapes, incorporate pedestrian walkways and consider pedestrian lighting, locate servicing and loading areas away from the streetscape, and ensure outdoor lighting compliments the building design. These policies are fully addressed in the accompanying Urban Design Brief.

In summary, the policies have been addressed through the orientation of the building towards the east of the Site, the reduction in height along Chatham Street tiering the north elevation with 5 step backs, and the location of the pedestrian access. The loading, servicing, and waste facilities are located interior to the Site. Outdoor lighting will be directed towards the interior of the Site and will be further addressed during Site Plan Approval. The Proposed Development conforms with the City of Brantford Official Plan, with the exception of retention of Cultural Heritage resources. Approval of the ZBA would facilitate the intensification of an underutilized, fully serviced site near the Major Transit Station, thereby meeting the intensification and transit-oriented development policies of the Official Plan. The residential use of the Site is compatible with the surrounding neighbourhood and will provide 200 much needed

market rate rental units in the community. The built form of the development has been designed to facilitate an active commercial streetscape while minimizing impact on existing low-density residences.

6.4 City of Brandford Zoning By-law No. 160-90

The Site is zoned C3 and C8-19 in the City of Brantford Zoning By-law No. 160-90. The C3 zone does permit residential apartment development in a mixed-use building. The proposed ZBA would rezone the Site to C3-XX with site-specific exemptions to permit the Proposed Development. A draft copy of the Zoning By-law is appended to this Report as Appendix 2. The requested site-specific exceptions to the C3-XX zone are:

- Include apartment dwellings, general office, restaurants: full service, neighbourhood convenience store, health club and specialty retail stores as permitted uses;
- Establish the maximum building height of 10 storeys at 33.055 m exclusive of any mechanical, electrical or elevator equipment or rooms housing such on the roof;
- Reduce the rear yard setback from 10 meters to 0.76 meters
- Increase density to 417 uph
- Reduce the minimum amenity area for a dwelling unit to 7.9m^2 per unit;
- Reduce the minimum landscaped open space from 30% to 12.2%
- Increase lot coverage from 40% to 52%

Additional Uses
The inclusion of general offices, restaurants, neighbourhood convenience store, health club and specialty retail to the list of permitted uses conforms with the intent of Zoning By-law as these uses are currently permitted. Market Street is a mixed-use corridor, and the office/commercial uses have been located fronting Market Street, maximizing compatibility with the remainder of the development and animating the streetscape.

Height
The C3 zone establishes maximum building heights of 12.0 m for this area of the City, and the by-law permits up to 6 storeys. A site-specific exemption to permit a maximum height of 10 storeys, reflected in meters (33.055 m) is requested, exclusive of mechanical/electrical/elevator equipment. This mid-rise height is appropriate to the low-density residential neighbourhood, and is within the heights contemplated by OP, and The Urban Design Guidelines which anticipate buildings between 6 and 8 storeys.

Setbacks and Landscaping
A required road widening of 2.5 metres is requested along Market Street and Nelson Street. This request has been accommodated in the Proposed Development but requires a reduction in the minimum front yard to 0.00 meters. These reductions are appropriate as they allow for the intensification of the Site, allowing the development to be transit-oriented, and will be characteristic of the increasing density along Market Street as envisaged in City policies. The first floor of proposed development will be occupied by the proposed commercial /office uses, animating the front of the building along the street and reducing the visual impacts of the reduced setback. The reduced setback will continue to allow for appropriate landscaping along the lot frontage. Based on the C3 regulation, the interior northerly side yard is Chatham Street which has a 20-meter-wide ROW. Similarly, Nelson Street as the exterior southerly side yard has a 20-meter-wide ROW rendering the side yard provisions non-applicable. Therefore, the 10-storey building requires no side yard setback. The Proposed Development has a landscaped area of 52% which exceeds the required provision of 40%.

Amenity Area

The required amount of amenity area for the site is 1791square meters. Total amenity space provided (interior and exterior) is 1575 m2 (or 7.9 m2/unit). The 1575 square meters of amenity area provided, represents a reduction 216 square meters of amenity space. This reduction is appropriate as the Site is located near community amenity areas including the Brantford Laurier YMCA Recreational Centre. The reduction recognizes that Site's convenient access to transit and the amenities connected to the transit system.

The total exterior amenity space is approximately 1290 m2. This is provided by a Roof top patio on located on the 3rd floor above the podium parking roof deck. The space features visual screening, a trellis, a Fire pit, and intensive plantings or grasses, shrubs, sedums, and herbs. A wood deck boardwalk, pavers, and various types of seating complete this space.

7.0 Conclusion

Heritagedowntowns.com and studioCanoo Architecture have been retained by Market Street Development Inc. to coordinate the preparation of a Zoning By-law Amendment application for the property municipally known as 120-138 Market Street and 31-35 Chatham Street in the City of Brantford. The proposed Zoning By-law Amendment Application is required to construct the Proposed Development. A change to the C3-XX zone is requested, along with site-specific exemptions, the most significant is related to height and permitted density of the site.

The Proposed Development takes into consideration the context of the surrounding neighbourhood and integrates the development into the community. This is achieved through the building orientation with the main façade and associated commercial uses facing towards the public realm along Market Street, the incorporation of underground parking, and architectural details and landscaping to enhance the aesthetics of the Site. The apartment building will be located at the eastern edge of the property closest to the adjacent commercial uses and furthest from the residential dwellings to the west. At 10-storeys, the building will not impose on the public realm and features an animated commercial area along the Market Streetscape. The western portion of the building is reduced to three storeys along the Chatham Street elevation. The setback from the western property line and the reduction in height through 5 step backs will reduce the visual impacts of the Proposed Development on the existing residents. Landscaping will be used to soften the built form of the Proposed Development and will be used to provide a buffer between the surface parking areas and the west property line. Combining the design elements of the building configuration, orientation and height will result in a project that is well-integrated into the surrounding neighbourhood and increase compatibility with the neighbourhood.

As discussed in the above sections, the proposed application for an amendment to the City's Zoning By-law, to implement the proposed development of a mixed-use, residential community on the subject lands is appropriate.

The Planning Justification Report concludes that the ZBA application is appropriate and represent good planning for the following reasons:

- Consistent with the policies of the Provincial Policy Statement (2014);
- Conforms with the Growth Plan for the Greater Golden Horseshoe (2019);
- Conforms with the Downtown Master Plan
- Conforms with the City of Brantford Official Plan;
- Conforms with the intensification goals for the Intensification Corridor and Urban Growth Centre for multi-residential development and policies related to transit-oriented development necessary for High Density Residential Designation as described in the Official Plan;
- The requested ZBA and each of the requested site-specific provisions are appropriate and justified;
- The Proposed Development is compatible with the surrounding neighbourhood;
- The Proposed Development is transit-oriented;
- The Proposed Development will add 200 rental housing units to the housing stock of the City of Brantford;
- The Site is serviced through proposed service connections to the existing sanitary, water, and stormwater networks and appropriate measures to stormwater management control can be implemented; and
- The Proposed Development is is appropriate in this urban context

Therefore, it is our opinion that the proposed development represents good planning.

Respectfully submitted

Mark Gladysz, MES, RPP, OPPI

Urban Planner

Gregory Latimer, OAA

studioCANOO Architecture

Appendix 1 - Draft Zoning Amendment By-law

BY-LAW NUMBER_____

-OF-

THE CORPORARION OF THE CITY OF BRANTFORD

To amend By-law No. 160-90, being a By-law to regulate the use of lands and the location and use of buildings and structures in the City of Brantford

****

WHEREAS the Council of the Corporation of the City of Brantford desires that By-law No. 169-90, as amended, be further amended as hereinafter set out,

AND WHEREAS such amendment will be within the terms and intent of the Official Plan for the City of Brantford;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORTAION OF THE CITY OF BRANNTFORD UNDER THE PROVISION OF SECTION 34 OF THE PLANNING ACT R.S.O. 1990 HEREBY ENACTS AS FOLLOWS:

1. <u>SCHEDULE AMENDMENTS TO BY-LAW NO. 160-90</u>

1. THAT Schedule "A" Map G-9 be amended as shown on Schedule "A" Map 1 attached to and forming part of this By-law, and as summarized as follows:

1. THAT Schedule "A" Map G-9 be amended on Schedule "A" Map 1, attached to and forming part of this Bylaw, and as summarized as follows:

1. Part 1

Change from "General Commercial – Exception 19 Zone (C8-19) and Mixed Commercial Residential (C3) to Mixed Commercial Residential – Exception XX Zone (C3-XX) "

2. <u>TEXT AMENDMENTS TO BY-LAW NO, 160-90</u>

1. THAT Section 9.3 .2 be amended by the addition of the following new subsection:

.18 XX Market Street (C3-XX)

Notwithstanding any provision of this Bylaw to the contrary, no person shall within any C3-XX Zone use any lot, alter or use any building or structure except in accordance with the following provisions:

any C3 -XX Zone may be used for the following uses:

1. Mixed-use apartment building containing a maximum of 200 dwelling units,

2. general offices,

3. neighbourhood convenience stores,

4. restaurants: full service,

5. health club and

6. specialty retail stores

1. Lot Area (minimum)	4775m^2
2. Lot Width (minimum)	81.23 m
3. Lot Coverage (maximum)	52%
4. Building Height (maximum)	33.055 m
5. Front Yard (minimum)	0 m
6. Rear Yard	0.76 meters
7. Landscaped Open Area (minimum)	12.2 %
8. Parking (minimum)	205
9. Number of Dwelling Units (maximum)	200
10. Gross Floor Area (minimum)	40.0m2/ unit
11. Amenity Space for Apartment Dwelling (minimum)	7.9m^2/unit

3. EFFECTIVE DATE

.1 THAT this By-law shall become effective upon final approval of the related amendment to the City of Brantford Zoning By-law

READ THE FIRST TIME

READ THE SECOND TIME

PASSED

_____

MAYOR

_____

CLERK

EXPLANATORY NOTE

TO

BY-LAW _____

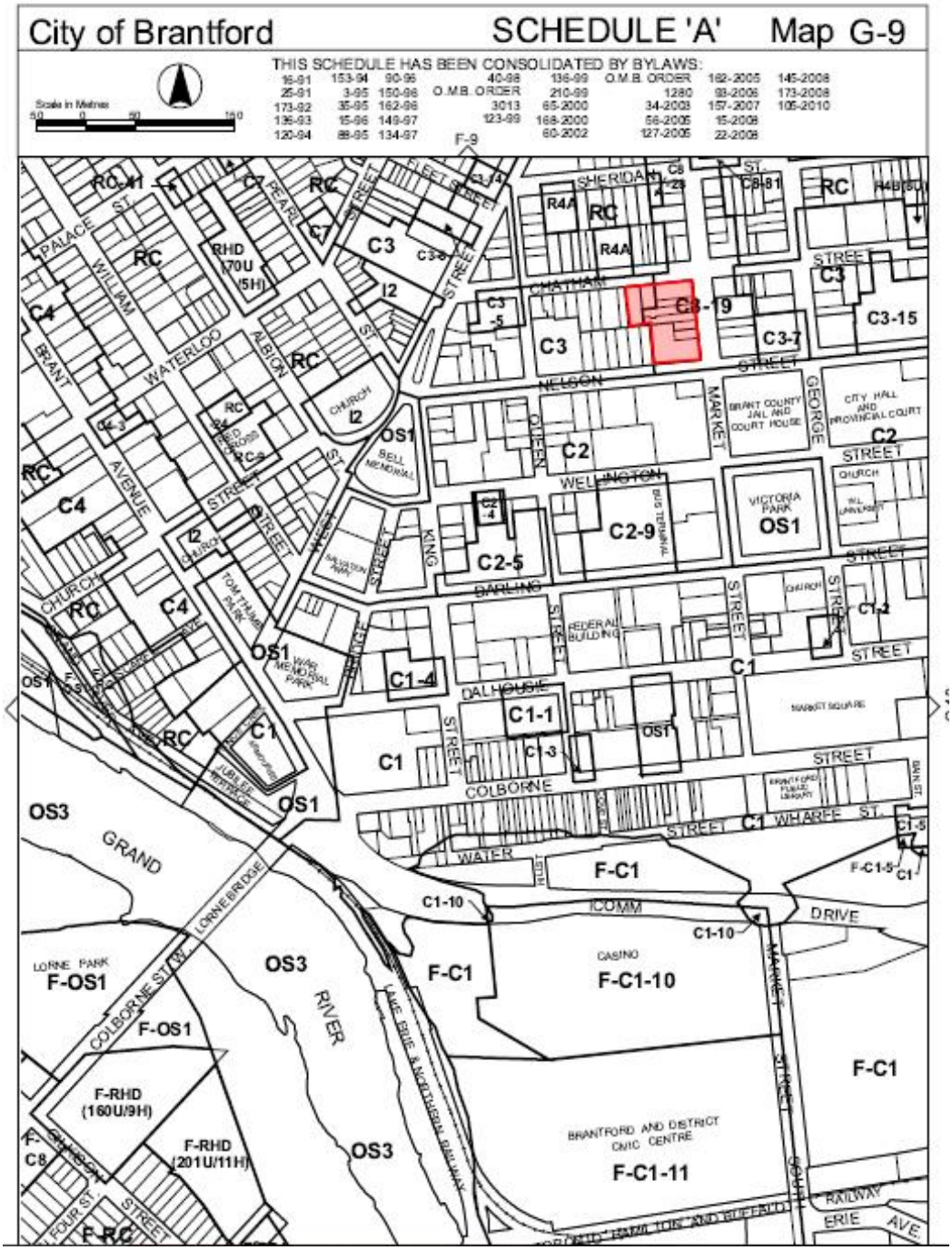
This By-law applies to a 0.47 hectare (1.16 acres) parcel of land located on the east side of Market Street (municipally known as ---)

The property is currently zoned both General Commercial – Exception 19 Zone (C8-19) and Mixed Commercial Residential (C3). ---

The purpose of this By-law is to amend Zoning By-law 160-90 by changing the zoning of the lands to C3-XX to permit the property to be developed as a nine storey mixed-use, apartment building.

The effect of the Bylaw is to permit the development of a 10 storey building that will contain market rate residential dwelling units and office/commercial uses at grade.

The special exceptions applying to the proposed apartment building is to permit minimum lot area of 4775 m^2,reduced the requirement for minimum lot coverage to 52%, permit a maximum building height of 33.055 meters, permit a minimum front yard of 0 meters, permit a minimum rear yard of 0.76 meters, reduce the landscaped area to 12.2 %, and permit 417 apartment dwellings be built on the site

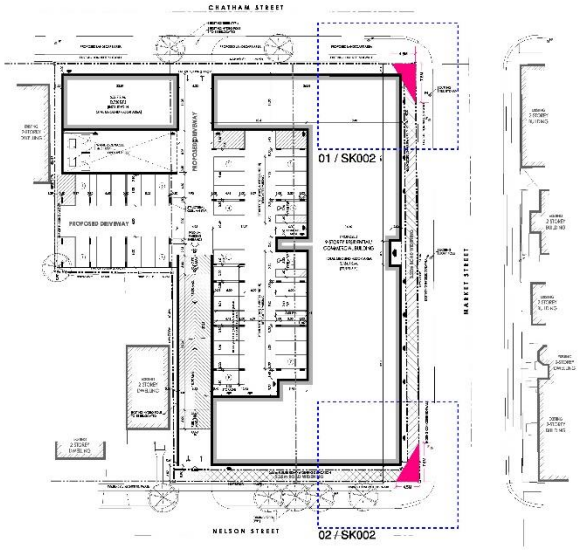


This is Schedule A attached to and forming part of By-law

C3-XX

Lands affected by the by-law

Appendix 2 - Drawings For Rationale for Reduced Daylight Triangle

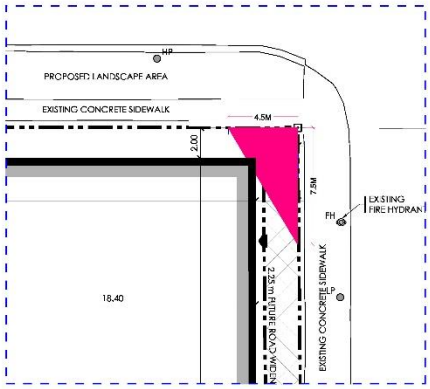


studio CANOO architecture

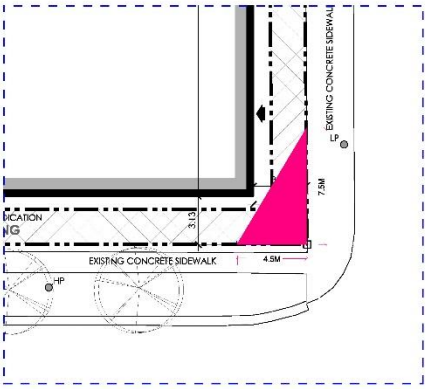
VIEW TRIANGLE SKETCH
CORNER DETAILS

18131 - MARKET STREET
MIXED USE DEVELOPMENT

SK
001



01 | VIEW TRIANGLE - NORTH EAST CORNER OF SITE



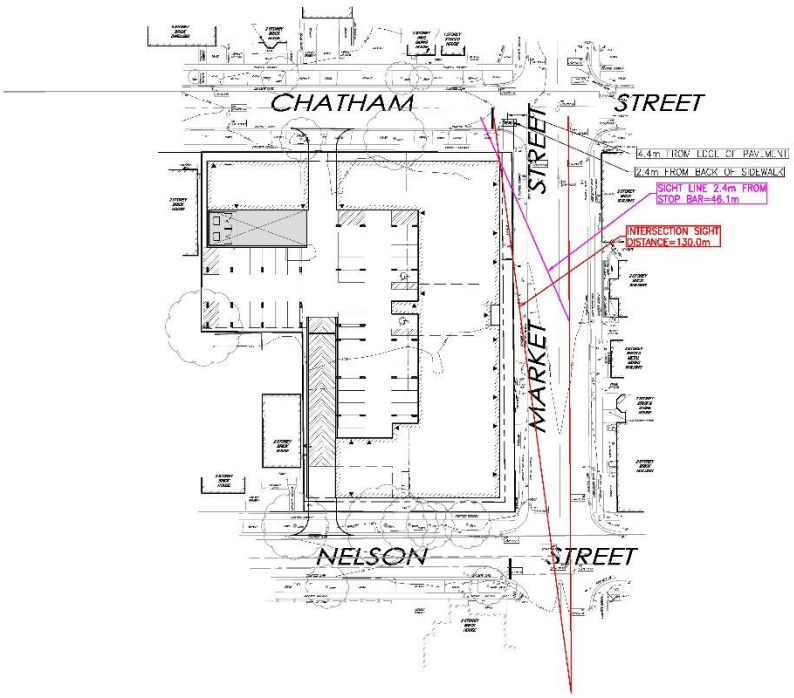
02 | VIEW TRIANGLE - SOUTH EAST CORNER OF SITE

studio CANOO architecture

VIEW TRIANGLE SKETCH
CORNER DETAILS

18131 - MARKET STREET
MIXED USE DEVELOPMENT

SK
002



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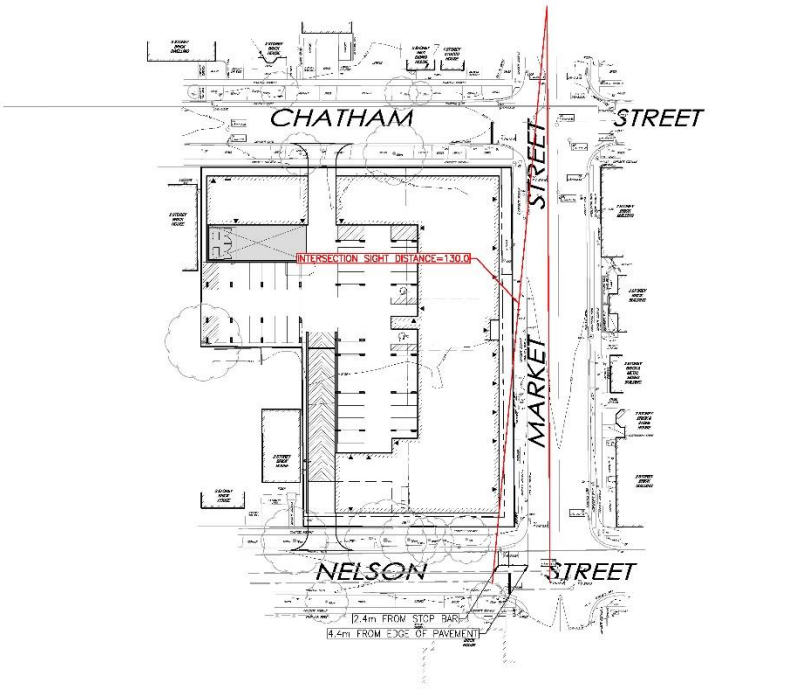
MARKET STREET MIXED-USE DEVELOPMENT

Project No.
161413845

Title
SIGHT LINE DISTANCE CHATAM STREET

Revision | Date

Reference Sheet | Figure No.



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Revision | Date

Reference Sheet | Figure No.