

Attachment 1

Table 1 below contains a summary of the correspondence received with respect to the Recommendation Report entitled “*Brampton’s Major Transit Station Areas Project Update – May 2024 Open Houses*” that was received at the July 8, 2024, Planning and Development Committee Meeting and the corresponding staff response.

Table 1 - MTSA Comment and Response

Commenter	MTSA	Comment Summary	Staff Response
<p>1.Ambrica (Church) Limited</p> <p>1, 1A, 3 Sophia Street and 120, 122, 126, 128 Church Street E.</p> <p>Dated: May 22, 2024</p>	Centre	<ul style="list-style-type: none"> The City is proposing modifications to the Brampton Plan MTSA to implement maximum building heights and densities and locations for unlimited height and density for MTSA. We would appreciate additional clarification if the proposed policy framework would allow for flexibility to permit privately initiated OPAs to amend MTSA policies and schedules 13a-13n. We ask the City to consider policy language in the MTSA Study that includes permitting Official Plan Amendments to amend Schedules 13a – 13n for the purposes of re-designating lands located in the MTSA's boundaries suitable for higher density development. We are requesting the City reconsider the Subject Land's designation from Mid-Rise Residential to High-rise Residential, similar to the designation of the adjacent lands to the east. 	<ul style="list-style-type: none"> Land use designations that apply to this site were adopted through <i>Brampton Plan</i>. Bill 185, which received royal assent on June 5, 2024, allows requests to amend MTSA policies pertaining to the authorized use of land. No changes to the Brampton Plan MTSA land use designations are contemplated as part of this phase of the Brampton MTSA project, however, the owner can file a private amendment application if they would like to seek a different land use designation from what was approved through <i>Brampton Plan</i>.
<p>2.Fifth Avenue Group</p> <p>83 Wilson Avenue and 14 & 16 Centre Street North</p> <p>Dated: July 8, 2024</p>	Centre	<ul style="list-style-type: none"> In 2021, Council provided zoning approval (R4A - Section 3551) to permit a 9-storey apartment building containing 82 units on this property. It is proposed to increase the height and density of the Fifth Avenue building, to 17 storeys with 150 dwelling units. Fifth Ave. Group is concerned with the inconsistencies between these plans and request that the Fifth Avenue lands be clearly identified in 	<ul style="list-style-type: none"> The site at Centre/Wilson Street has current zoning permissions for 9 storeys. Through the work that we have undertaken for the Centre St MTSA we have identified the Fifth Avenue site as having unlimited height and density (UHD), however, given the size of the parcel, the height distribution and demonstration plans shows a potential building in the range of 9-13 storeys.

		<p>the Draft Secondary Plan documents as being in the “no maximum height and no maximum density” policy areas.</p> <ul style="list-style-type: none"> • The Proposed Height Distribution, and Precinct A - Aerial View should not be included in the Secondary Plan policies. • The property owner wants to include these lands in the forthcoming MTSA pre-zoning process however, also maintain the provisions of the existing by-law that apply to the 9-storey building (<i>R4A - Section 3551</i>). 	<ul style="list-style-type: none"> • UHD permissions are not as of right and will be subject to meeting several other built form criteria that will be included in the future Zoning By-law Amendments. • The existing zoning standards for a mid-rise building would be different than the zoning standards for a 17-storey high-rise building, such as tower separation distance, minimum lot area and building setbacks. • If the property owner wishes to take advantage of UHD permissions, they will be subject to all the Mixed-Use high-rise zoning standards that are enacted for the high-rise mixed-use areas in MTSAs (in Phase 3 the pre-zoning exercise).
<p>3.Kaneff</p> <p>210 & 220 Steeles Avenue West and 1 Bartley Bull Parkway</p> <p>Dated: June 18, 2024</p>	Gateway Terminal	<ul style="list-style-type: none"> • In June 2024, the sites on Steeles were rezoned to facilitate the intensification of the site to permit 5 residential apartment buildings ranging in height from 6 storeys to 45 storeys. • The detailed land use schedules for the Gateway MTSA should be updated to accurately reflect the development proposal and recent approval for our property located at 210 & 220 Steeles Avenue West. • Re: 1 Bartley Bull Parkway, there appears to be a discrepancy between the “Proposed Density Distribution” schedule and the “Proposed Max Height” schedule. Height schedule proposes to restrict building height on the northerly half of our property to a maximum height of 35 storeys. This is not consistent with the Proposed Density Distribution schedule for the Gateway MTSA which allows unlimited density. 	<ul style="list-style-type: none"> • The zoning for 210 and 220 Steeles Avenue will not be changed as part of the MTSA pre-zoning phase. • For the property located at 1 Bartley Bull Parkway, the proposed density distribution schedule has been revised to remove the unlimited density provisions along the northern portion of the property. The proposed permissions for unlimited height and density in MTSAs are intended to be focused adjacent to the light rail transit station and are not intended to apply to all sites that have frontage along a higher-order transit corridor, regardless of the property being in a sole ownership.

		<ul style="list-style-type: none"> We respectfully request that the Proposed Height Distribution schedule be revised to apply the “No Max Height” and “Unlimited Density” permissions to the entire site at 1 Bartley Bull Parkway. 	
<p>4.Crestpoint Real Estate Investments Ltd.</p> <p>100 West Drive</p> <p>Dated: July 5, 2024</p>	Laurelcrest	<ul style="list-style-type: none"> The property owner wants to identify their site for High Rise Mixed Use rather than maintaining Prestige Employment/Industrial and some Mid-rise Mixed Use. The letter requests that the City reassess the prescribed heights and densities proposed on their Client’s lands, within the MTSA at this time The property owner is concerned with the “proposed park” shown on their clients’ lands on the latest iteration of the land use concept. The 3 acres of land for park being requested could be better suited to be broken up into two separate park blocks of a smaller size, with the second site being located elsewhere in the MTSA. Clarification on the City’s process to determine parkland size and location in this instance is necessary. The letter acknowledges that the City has located potential road networks. While it is recognized there is more work to be done with respect to determining the location and size of the future roads and rights-of-way (“ROW”), the applicant is of the opinion that consideration should be given to more urban ROW widths and characteristics. 	<ul style="list-style-type: none"> Land use designations that apply to this site were adopted through <i>Brampton Plan</i>. No changes to the land use designations are contemplated as part of this phase of the Brampton MTSA project. Although the owner can file a private amendment to seek a different land use, it is noted that an employment conversion may be required, as the lands are designated for employment uses in <i>Brampton Plan</i>. Proposed Parks and potential road connections are provided conceptually, to be confirmed through the development application review process. Size of parks will be calculated in accordance with the City’s Parkland Dedication By-law. Through the work undertaken by the City’s consultant, it has been determined that a ROW of 25.2m is appropriate in an urban setting to accommodate active transportation infrastructure, consistent with the MTSA objectives.
<p>5. Morguard Corporation - Bramalea City Centre (“BCC”)</p> <p>25 Peel Centre Drive</p>	Dixie	<ul style="list-style-type: none"> The proposed heights and densities are too low and do not optimize the potential of the site to accommodate transited-oriented intensification. The site is unique in being a 33-hectare, 	<ul style="list-style-type: none"> The height and density that is proposed for BCC aligns with the policy intent to concentrate the highest heights and intensity of development surrounding the BRT station and then

<p>Dated: July 3, 2024</p>		<p>contiguous land holding in the heart of City and along one of the most significant pieces of planned transit infrastructure.</p> <ul style="list-style-type: none"> • Attachment 1 to their letter outlines revised heights and densities that are more appropriate for the site and optimize its intensification potential. • Mapping clarifications requested • Size and location of park • The Precinct Plan Aerial View shows a label that states “25 Peel Centre Drive Application 33, 30, 26 and 12 Storeys Rezoning Approved”. <p>Additionally, staff reference rezoning in their response to our initial comment letter (Appendix D of the staff report) indicating that recent rezonings are not being considered for pre-zoning as part of Phase 3 of the MTSA project. We would like to clarify that this area of BCC has never been the subject of a site-specific rezoning. It carries the same zoning as the rest of the BCC shopping centre, though Morguard is currently in the process of finalizing a site plan application to facilitate residential intensification in that area. Furthermore, our initial letter provided comments on the entire BCC site and was not restricted to the area which is being reviewed through the site plan process.</p>	<p>transition in height as you move further away from the station.</p> <ul style="list-style-type: none"> • The height and density distribution shows potential ranges of height and density, consistent with the approved land use designations in <i>Brampton Plan</i>. • The height ranges proposed in Attachment 1 of Morguard’s letter are not consistent with the overall MTSA objectives and principles, however, considering that Dixie Road is a designated ‘Secondary Urban Boulevard’ in <i>Brampton Plan</i>, staff has slightly increased the range of heights and densities for the High-rise Mixed-Use blocks fronting along Dixie Road. • Mapping clarifications have been addressed in the Bramalea Precinct B document. • The locations of proposed parks are provided conceptually and will be confirmed through the development application review process. The sizes of public parks are outlined in <i>Brampton Plan</i>.
<p>6. Hampton Development Corporation</p> <p>241 Queen Street East</p> <p>Dated: July 5, 2024</p>	<p>Kennedy</p>	<ul style="list-style-type: none"> • This site recently received zoning approvals (By-law 54-2024) to permit building heights of 35-storeys (110 m) on the lands with a provision to increase the building height to 120m on the DC1(3781) portion of the site if certain provisions are achieved. • Many of the properties are “greyed out”, with no corresponding colour found in 	<ul style="list-style-type: none"> • “Greyed out” areas represent sites that have received recent zoning approvals, and sites that will not have any height or density restrictions (e.g. industrial, employment). A reference for “greyed out” areas is now included on the Schedules. The ‘draft for discussion purposes – proposed maximum heights’ schedule

		<p>the legend. We request clarification</p> <ul style="list-style-type: none"> Proposed Maximum Height (# of Storeys) – Kennedy MTSA” is not consistent with the above noted Schedules and does not implement By-law 54-2024, which permits a height of 35 storeys on the south half of the Hampton lands. On this Schedule, the south half of the Hampton lands would only be permitted a maximum height of 25 storeys, which is incorrect. 	<p>will be amended to remove any maximum height permissions for 241 Queen Street given the recent enactment of By-law 54-2024 (April 17, 2024) which permits a building height of 110 metres.</p>
<p>7. County Court Limited</p> <p>200 County Court</p> <p>Dated: July 3, 2024</p>	<p>Ray Lawson/ County Court</p>	<ul style="list-style-type: none"> We have concerns that the proposed height and density regulations do not reflect feedback received through the application process (OZS 2023-0028: heights of the proposed buildings between 34-39 storeys). Analysis has demonstrated that a building height up to 46-storeys safely fits within this plane. Accordingly, the 25-storey limit in the draft mapping is in our opinion arbitrary. the entirety of its area should be considered to be “at the corner” – where unlimited maximum heights and densities apply It's inappropriate to limit height to 4 storeys for adjacent townhouse development to the south. 	<ul style="list-style-type: none"> This application is in the review process and no decision has been made by Council. The existing townhouse development to the south is being shown with a maximum height of 4 storeys, because although within the MTSA boundary, it is in a condominium tenure, and the likelihood of redevelopment over the horizon of this plan is fairly low.
<p>8. Candeco Realty Limited</p> <p>75-77 Eastern Avenue</p> <p>Dated: July 12, 2024</p>	<p>Kennedy</p>	<ul style="list-style-type: none"> Candeco is in the process of preparing redevelop the subject site with 2 mixed use high rise residential towers. A Pre-consultation application was filed in April 2024. The site does not abut the transit corridor but, is adjacent to it. The MTSA demonstration plans propose residential development in close proximity to the surrounding employment lands. As the subject site is located near these employment lands that are 	<ul style="list-style-type: none"> No changes to the land use designations are contemplated as part of this phase of the Brampton MTSA project. The demonstration plan is provided as a potential development option to visualize the future build out of the area. Height schedules will not be brought forward as part of the Secondary Plan Amendments. Potential height distribution, consistent with the approved land uses in

		<p>proposed to transition to residential, this concept should be extended along the south side of Eastern Avenue to the subject site as well. This extension of the residential land use should also extend the proposed 12-storey height to apply to the subject lands.</p>	<p><i>Brampton Plan</i>, are provided within the draft OPA's attached to the Recommendation Report to illustrate possible future build out for this area.</p> <ul style="list-style-type: none"> Although the owner can file a private amendment to seek a different land use, it is noted that an employment conversion may be required, as the lands are designated for employment uses in <i>Brampton Plan</i>.
<p>9.Starbank Developments 285 Corp.</p> <p>285-295 Queen Street East</p> <p>Dated: July 8, 2024</p>	Rutherford	<ul style="list-style-type: none"> A pre-consultation was filed in February 2024 for multiple new high-rise residential buildings. The Proposed Density and Height Distribution and Demonstration Plan contradict the MTSA Land Use Schedule. Specifically, the subject lands are identified as Mixed Use High Density, along with a road network, including a proposed private or public road that extends from Clark Blvd. There is a U-shaped mid-block connection on the east side of the north-south road and a Neighbourhood Park. There are concerns with the identified park block in the Demonstration Plan. The City's height schedule should be amended to reflect the Master Plan that was submitted with the Pre-consult application. Specifically, the heights are lower than expected as per the pre-consultation application. 	<ul style="list-style-type: none"> No changes to the land use designations are contemplated as part of this phase of the Brampton MTSA project. The demonstration plan is provided as a potential development option to visualize the future build out of the area. Height schedules will not be brought forward as part of the Secondary Plan Amendments. Potential height distribution, consistent with the approved land uses in <i>Brampton Plan</i>, are provided within the draft OPAs attached to the Recommendation Report to illustrate possible future build out for this area.
<p>10.Ev-Mar Properties Limited</p> <p>245 Queen Street East, 255 Queen Street East 275 Queen Street East and,</p>		<ul style="list-style-type: none"> Concerns about mid block connections <p>1.The potential mid block connections cuts 245 Queen Street E in half and goes through the existing apartment development at 243 Queen Street E to Hansen Road. As 243 Queen Street E already exists, it is odd that they even show any potential reference. Should the connection road be moved to the rear of the property?</p>	<ul style="list-style-type: none"> The mid-block and potential road connections are shown conceptually and will be determined at the time of development.

<p>279 Queen St East</p> <p>Dated: July 8, 2024</p>		<p>2. The proposed street network cuts off the south east corner of 255 Queen Street E. This has been brought up as an issue before that this section of the property becomes a dead space to development.</p> <p>3. The potential mid block connections cuts between 275 Queen Street E and 279 Queen Street E killing any potential to develop these as one building. This had been raised previously and I thought they looked to move it west of 275 Queen Street E.</p> <ul style="list-style-type: none"> Discrepancies in the height and density maps <p>1. 245 Queen Street E looks to have an allowance of 31-40 storeys on Queen Street, but the south of the property is 9-13 storeys on pg 4 but 25 storeys as shown on pg 8? The rear section of the property is inconsistent with the already rezoned property at 241 Queen Street E where four towers of 35 storeys have been approved of which only two front on to Queen Street. And the south portion of 245 Queen Street E looks like it is lumped in with properties on Hansen which are different owners.</p> <p>2. 255 Queen Street E has a proposed height of 21-30 storeys. However on pg 9, the property is broken into three sections showing 40 storeys, 25 storeys and 12 storeys (that SE corner that is cut off). This map on pg 9 is contradictory to 253 Queen Street E which has already been approved for three towers of 30+ storeys each. The Queen Rutherford plaza is showing 31+ and 50+ potentials.</p> <p>3. 279 Queen Street E looks to be capped at 9-13 storeys, while right next door at the Burger King, 285 Queen Street E, they are showing 50+ storeys. And pg 9 is listed as No Max Height. That does not align.</p>	<ul style="list-style-type: none"> The intent is to provide a connected road and pedestrian network throughout the precinct. Every property may not necessarily develop independently from adjacent sites. Lot consolidation may be required. Height ranges, as shown on the appendices, are not tied to ownership and do not necessarily match with approved applications. Heights will not be brought forward as part of the Secondary Plan Amendments. Potential height distribution, consistent with the approved land uses in Brampton Plan, are provided within the Appendix to illustrate possible future build out for this area. The potential height distribution figure does not assign any height range for 253 Queen Street East. Notwithstanding the intent to locate unlimited height adjacent to MTSA stops and the 410 intersection, in this specific instance, height is proposed to be lower to provide an appropriate transition to the adjacent community hub. 279 Queen Street East will be revised to reflect a height
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		<p>4. 275 Queen Street E looks like the city is proposing taking it over for a park. This is new information and hampers any larger development of the two properties. As I own both properties, they may be looked at as one parcel for future development. And pg 9 is listed as No Max Height.</p>	<p>range between 13-20 storeys, to be consistent with a high density designation.</p> <ul style="list-style-type: none">• Due to the anticipated population growth in this MTSA, the need for a new community hub and park has been identified in the vicinity. However, this is shown conceptually, the actual size and location will be determined through future studies.
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May 22, 2024

City of Brampton
Planning, Building and Growth Management
2 Wellington Street West
Brampton, Ontario L6Y 4R2

via email: mtsa@brampton.ca

Attention: Michelle Gervais, MCIP, RPP
Policy Planner, Integrated City Planning

**RE: Ambria (Church) Limited
1, 1A, 3 Sophia Street and 120, 122, 126, 128 Church Street E., City of
Brampton
MTSA Study Phase 2b Official Plan Amendments**

Ambria (Church) Limited ("Ambria") is the registered owner of 120, 122, 126, 128 Church Street East and future owners of 1, 1A, 3 Sophia Street (collectively known as the "Subject Lands"), located on the northeast corner of Church Street East and Sophia Street, generally north of Queen Street East and west of Kennedy Road in the City of Brampton. The Subject Lands are located within the Centre Street Major Transit Station Area ("MTSA").

We appreciate the City's continued efforts with the MTSA Study review as well as ongoing public and stakeholder engagement. We also appreciate the opportunity to provide comments on the City's recent release of the proposed modifications to the Brampton Plan Major Transit Station Area policies (MTSA Study Phase 2b). Further to our recent conversations with development services, we offer the following comments and suggestions regarding the proposed modifications summarized below.

Flexible Policy Framework

The City is proposing modifications to the Brampton Plan MTSA to implement building height and density policies in accordance with the provincial mandated Bill 150. The proposed modifications will allow staff to propose maximum building heights and densities and locations for unlimited height and density for MTSA's where city council deems appropriate. We appreciate staff's consideration to deliver on Brampton's MTSA policy objectives in accordance with Bill 150 however we would appreciate additional clarification if the proposed policy framework would allow for flexibility to permit privately initiated OPAs to amend MTSA policies and schedules 13a-13n.

The Brampton Plan MTSA does not provide clear policy language that states where appropriate, amendments to the land schedules would be permitted or not permitted in the Official Plan. In accordance with Bill 23, through the future implementing Zoning By-law MTSA's are protected within the first year of being approved which may be an issue for lands that are suitable for higher density uses. We ask the City to consider policy language in the MTSA Study that includes permitting Official Plan Amendments to amend Schedules 13a – 13n for the purposes of re-designating lands located in the MTSA's boundaries suitable for higher density development.

Centre Street MTSA – Schedule 13d Centre Street Land Use Plan

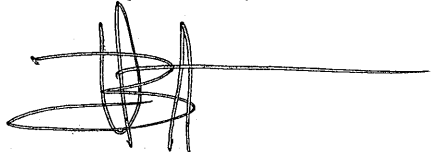
The City's recently adopted OP designates the Subject Lands as "Neighbourhood (Mid-Rise Residential)" per Schedule 13d – Centre Street Land Use Plan. The Mid-Rise Residential designation permits residential dwelling units contained within a mid-rise building ranging between 5 to 12 storeys. Currently, land uses in the MTSA do not have a maximum density restriction rather have a minimum density requirement to which the Mid-Rise Residential designation permits a minimum density of 0.50 Floor Space Index ("FSI"). The OP also designates the northern portion of the Subject Lands (abutting the designated Low-Rise Residential parcels) as a "Height Transition Area" which requires consideration for appropriate transition between higher density uses to low density uses.

Discussions between Ambria and Development Services are currently ongoing regarding precinct planning exercises for the area which includes discussions on a joint-venture development plan between Ambria and the owners to the east (55, 59, 61 Beech Street and 132, 136, 140, 142 Church Street East). Collectively, the Subject Lands along with lands to the east presents a development opportunity for a cohesive plan which will incorporate a mix of unit types.

In order to maximize the development potential with respect to the Subject Lands, we are requesting the City reconsider the Subject Land's designation from Mid-Rise Residential to High-rise Residential, similar to the designation of the adjacent lands to the east. The redesignation of the Subject Lands to High-Rise will allow for a coordinated development plan with our joint venture partners to the east to permit higher density residential uses along Church Street while providing for appropriate transitioning to the low-density residential uses to the north. Although the Subject Lands will be designated for High-Rise density, the rear portion will be limited to Mid-Rise uses (6-8 storeys) due to the provision of the Height Transition Area designation in the OP. Therefore, the opportunity for providing a mix of unit types is available for the Subject Lands.

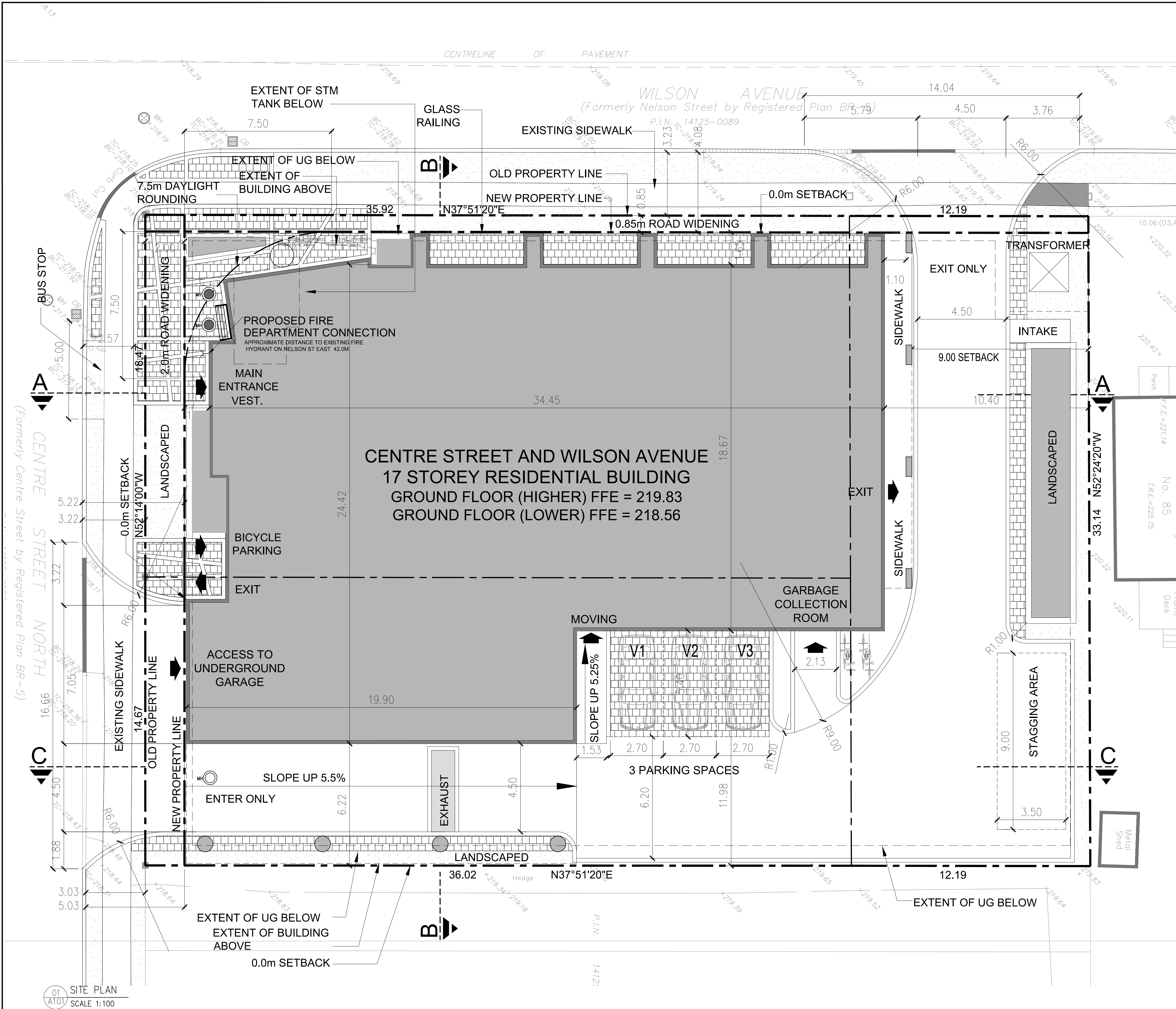
We appreciate your consideration of the matters outlined above and look forward to working with Town staff to address our concerns. Should you have any questions or require additional information, please contact the undersigned or Marcus Martins at mmartins@ambria.ca or 416-682-5209.

Yours truly,
Ambria (Church) Limited

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Vincent Baffa, MCIP, RPP, PLE
Vice President, Development

cc. Mayor Patrick Brown, City of Brampton
Henrik Zbogor, Director – Integrated City Planning, City of Brampton
Claudia LaRota, Principal Planner – Integrated City Planning, City of Brampton
Steve Ganesh, Commissioner – Development Services, City of Brampton
Angelo Ambrico, Manager – Development Services, City of Brampton



SURVEYOR'S REAL PROPERTY REPORT
PART 1 PLAN OF
PART OF LOTS 44 AND 45
IN WELLINGTON BLOCK
REGISTERED PLAN BR-5
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
AVANTI SURVEYING INC.
NOVEMBER 27, 2017

LEGEND

▲	BUILDING ACCESS/EGRESS POINTS
—	CONCRETE CURBS
- - -	DROPPED CURBS
X.00	EXISTING GRADE
X.00	PROPOSED GRADE
⊠	TRANSFORMER
⊙	PROPOSED MANHOLE
—	PROPOSED FIRE DEPARTMENT CONNECTION
⊞	EXIST. CATCH BASIN

Legal Address 83 Wilson Avenue and 14 and 16 Centre Street North

Land Areas

Gross Site Area	1,596.80 m2
Easement and Road Widening	105.60 m2
Net Site Area	1,491.20 m2

Proposed:

	m2	%
Building Footprint	760.5	51%
Transformer & Pad / Intake	8.0	0.5%
Driving Surface	438.5	29.4%

	m2	%
Soft Landscape	103.5	6.9%
Hard Landscape	180.7	12.1%
Total Landscaped Area	284.2	19%

* Percentages above based on Net Site Area

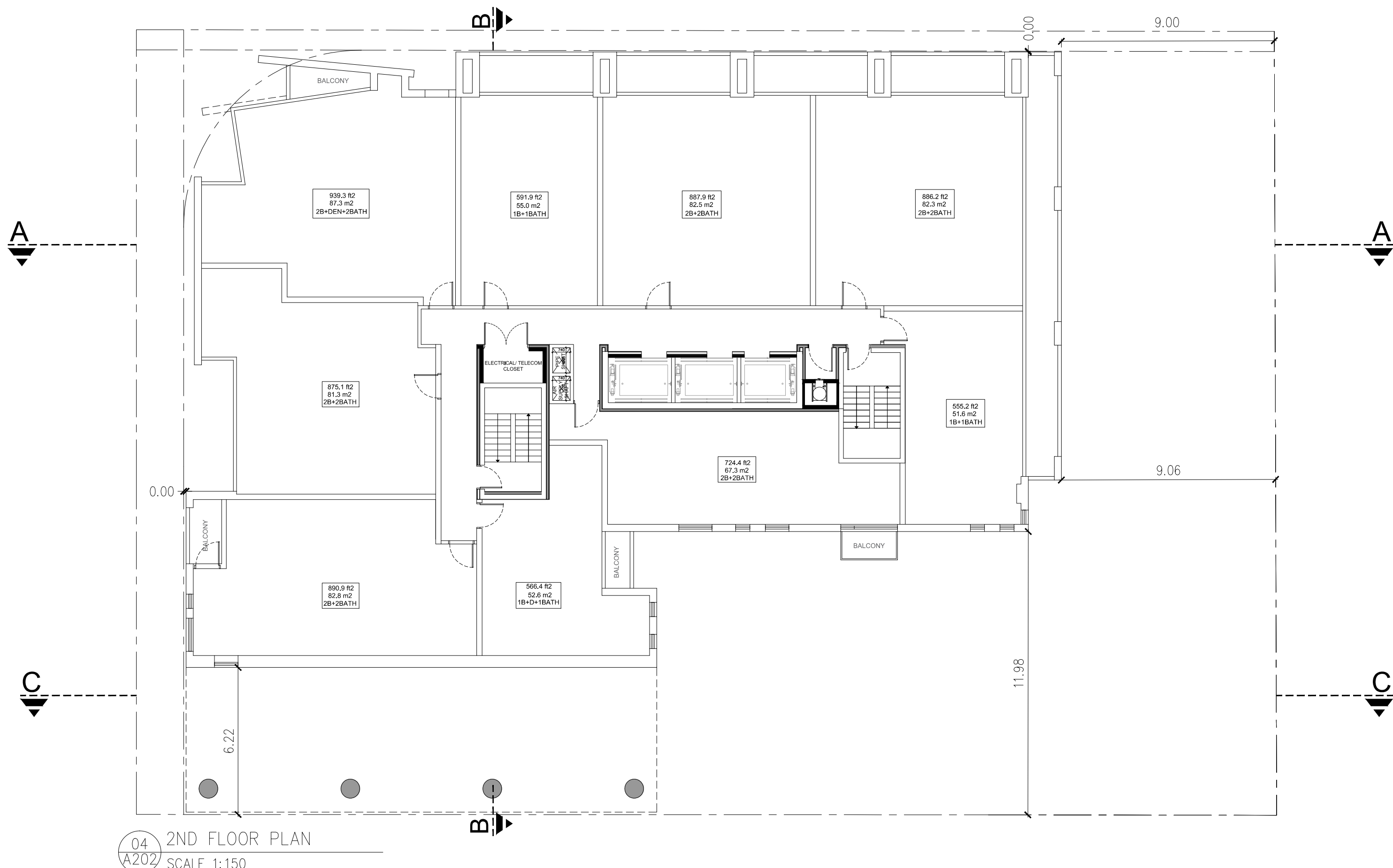
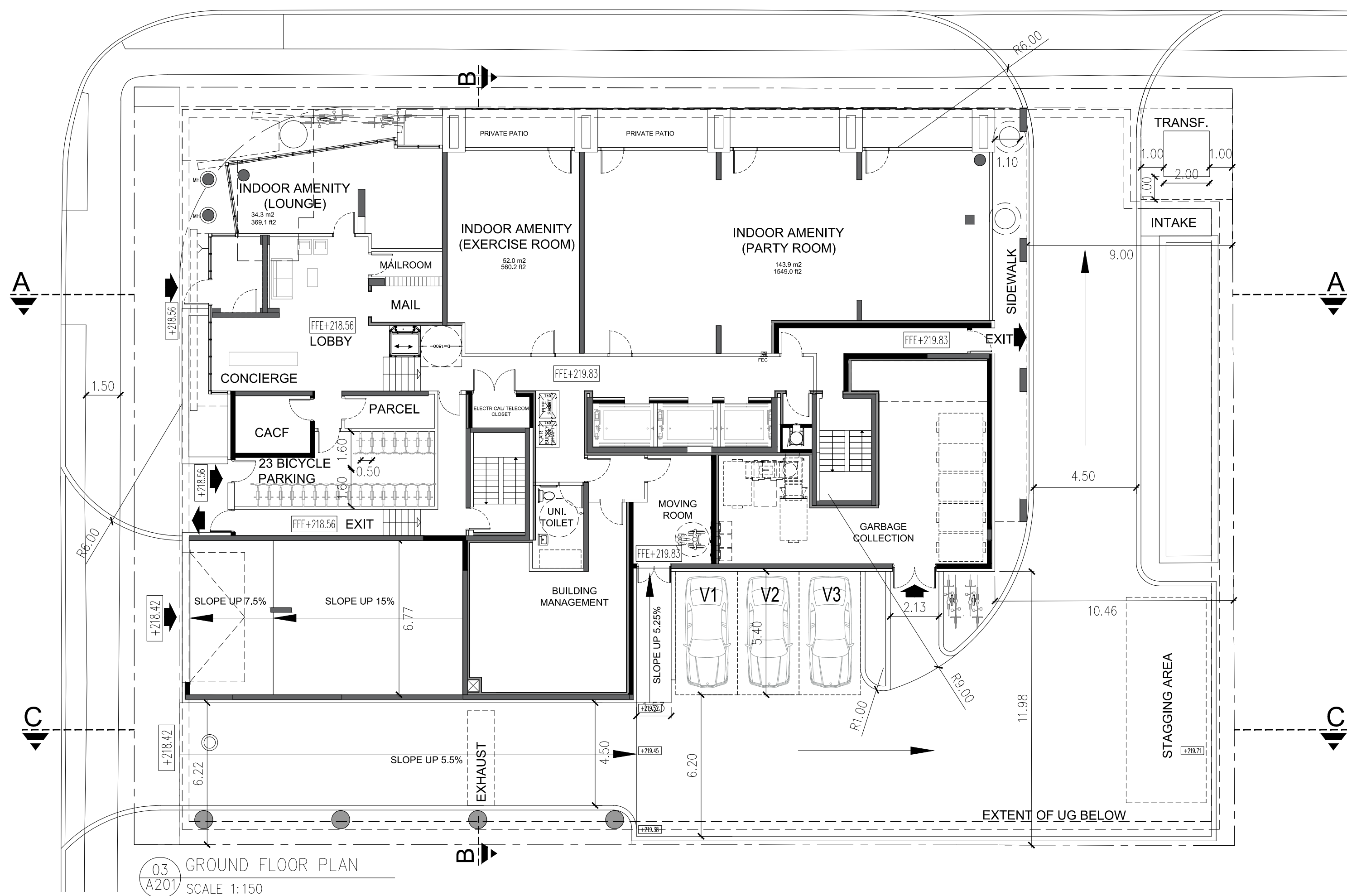
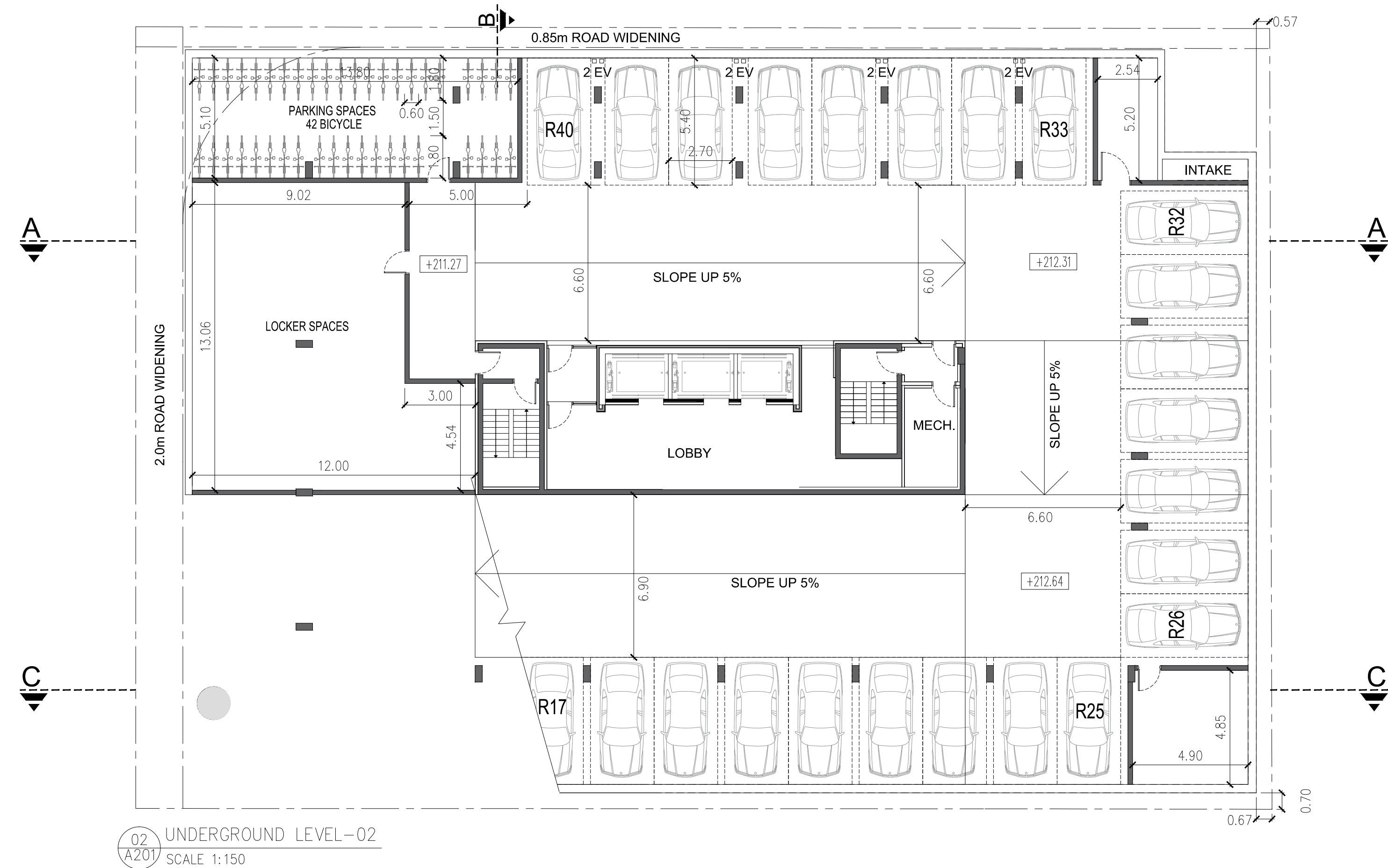
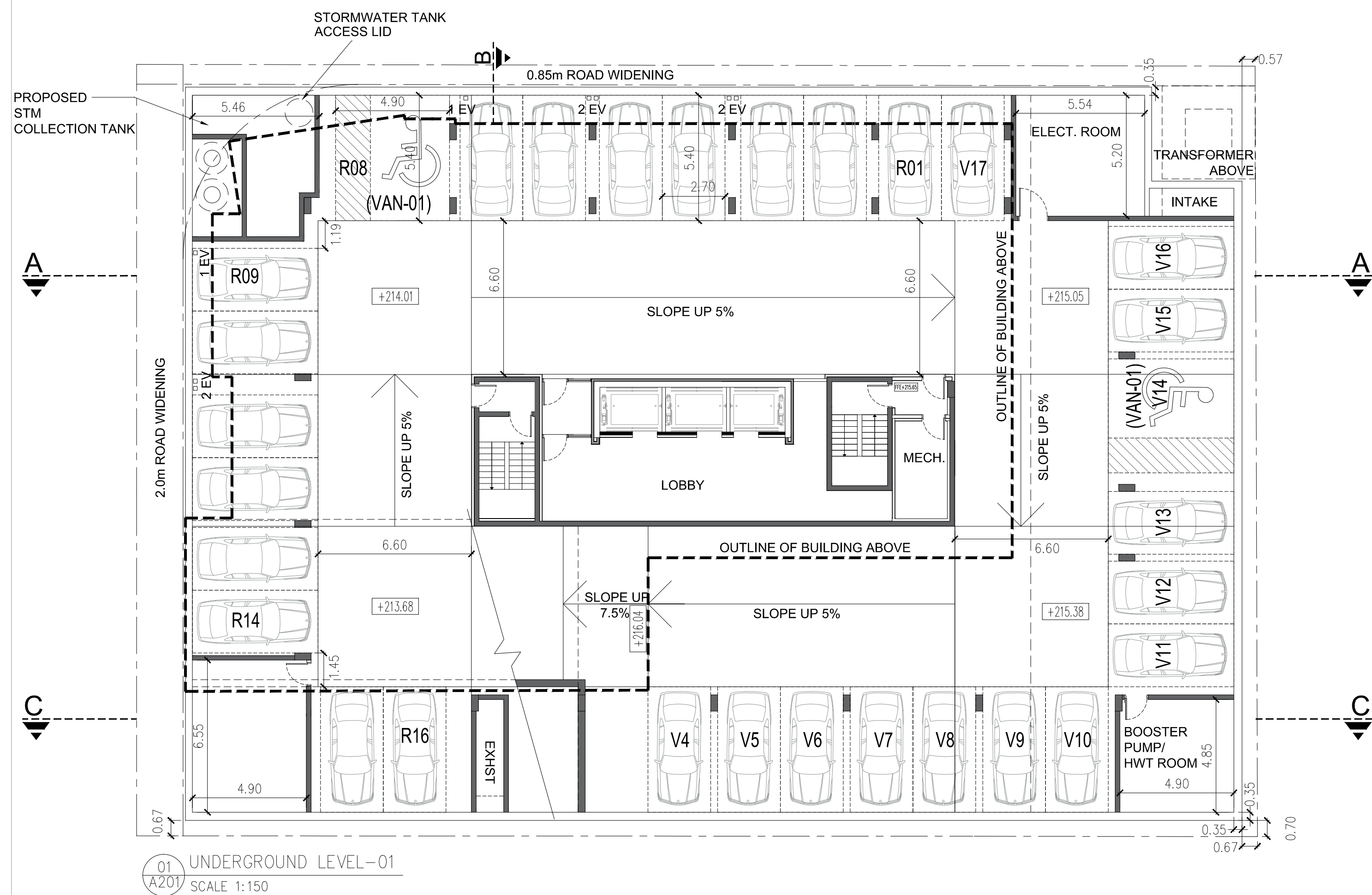
Centre Street and Wilson Avenue , Brampton, ON
17 Storey Residential Building

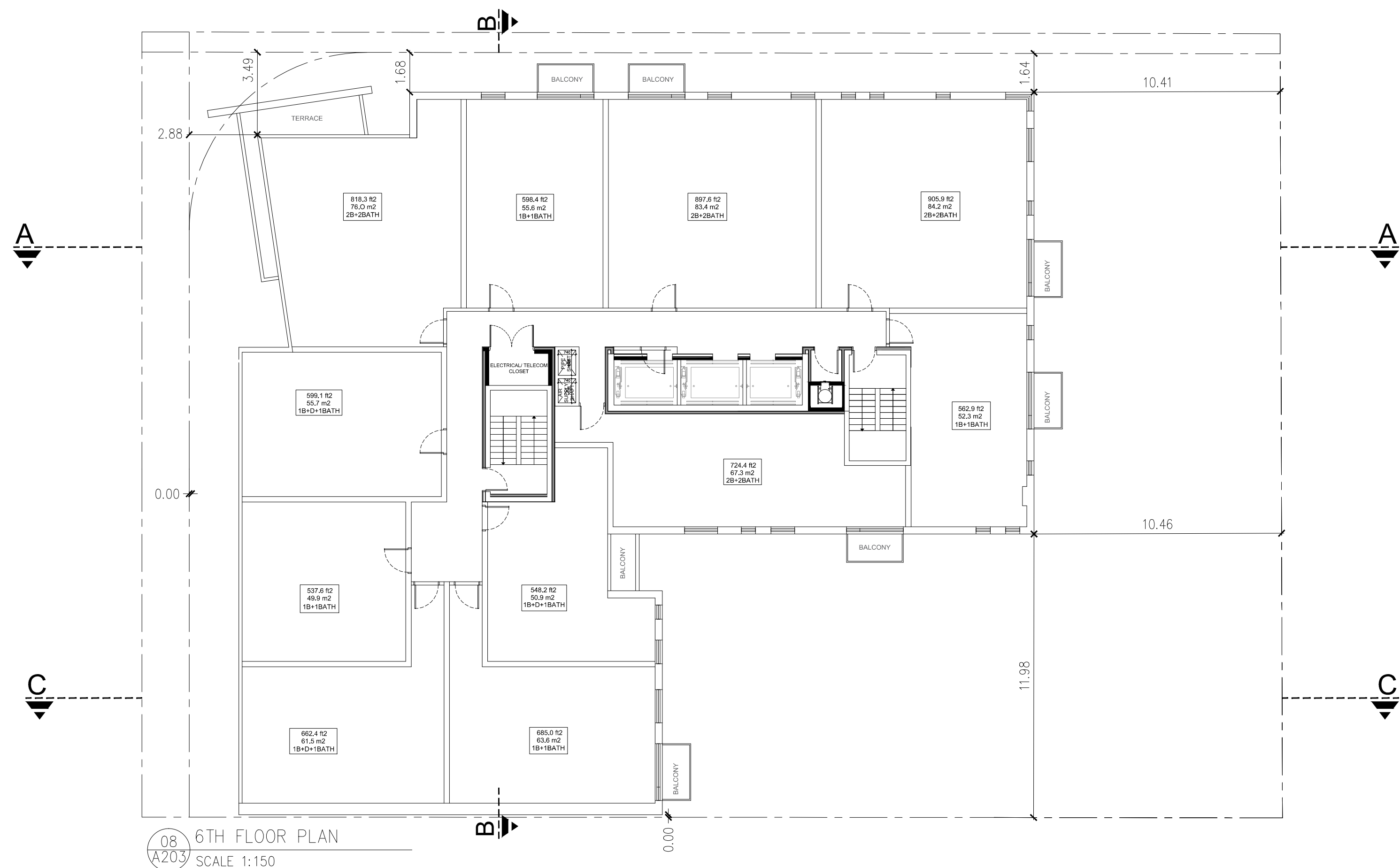
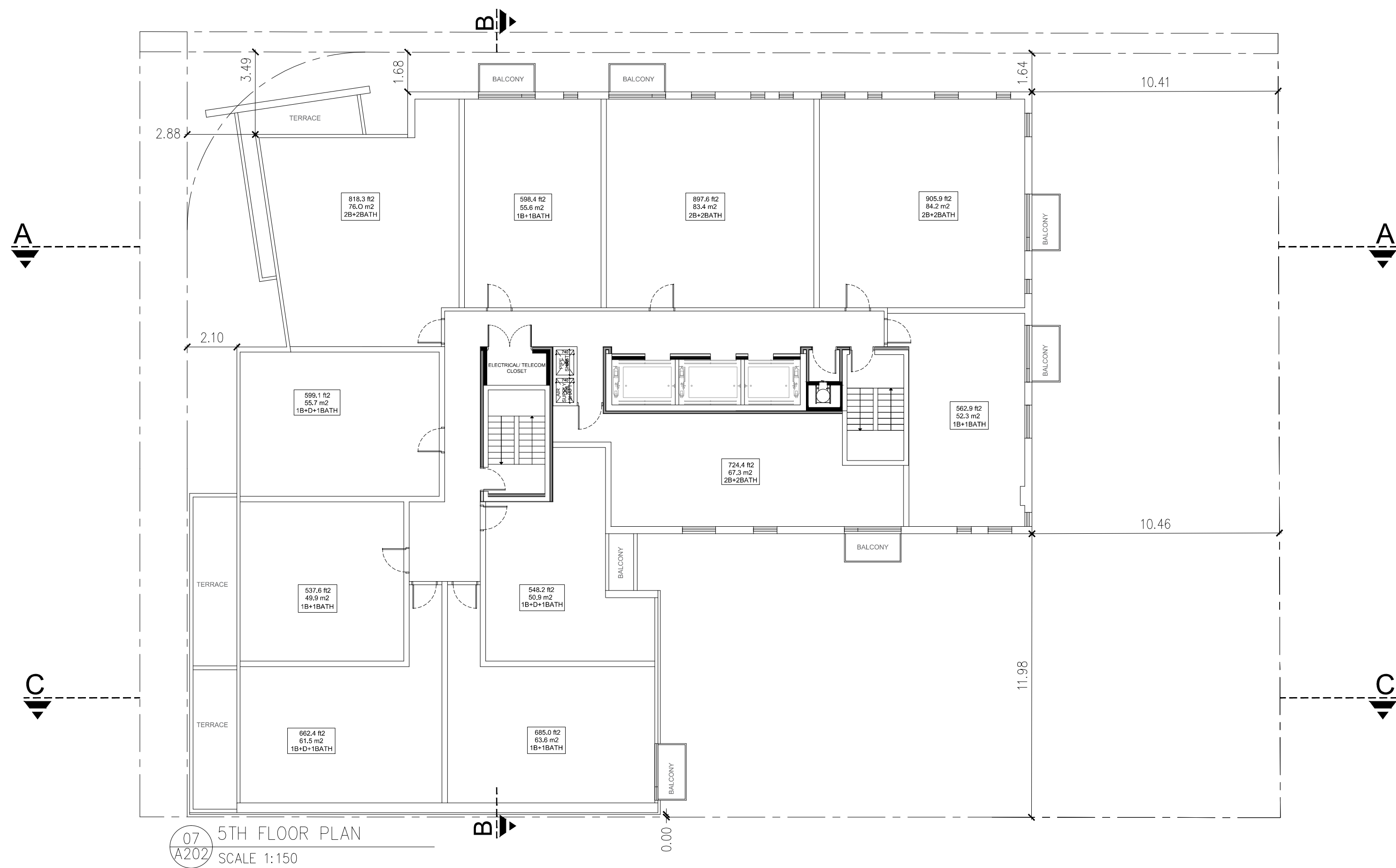
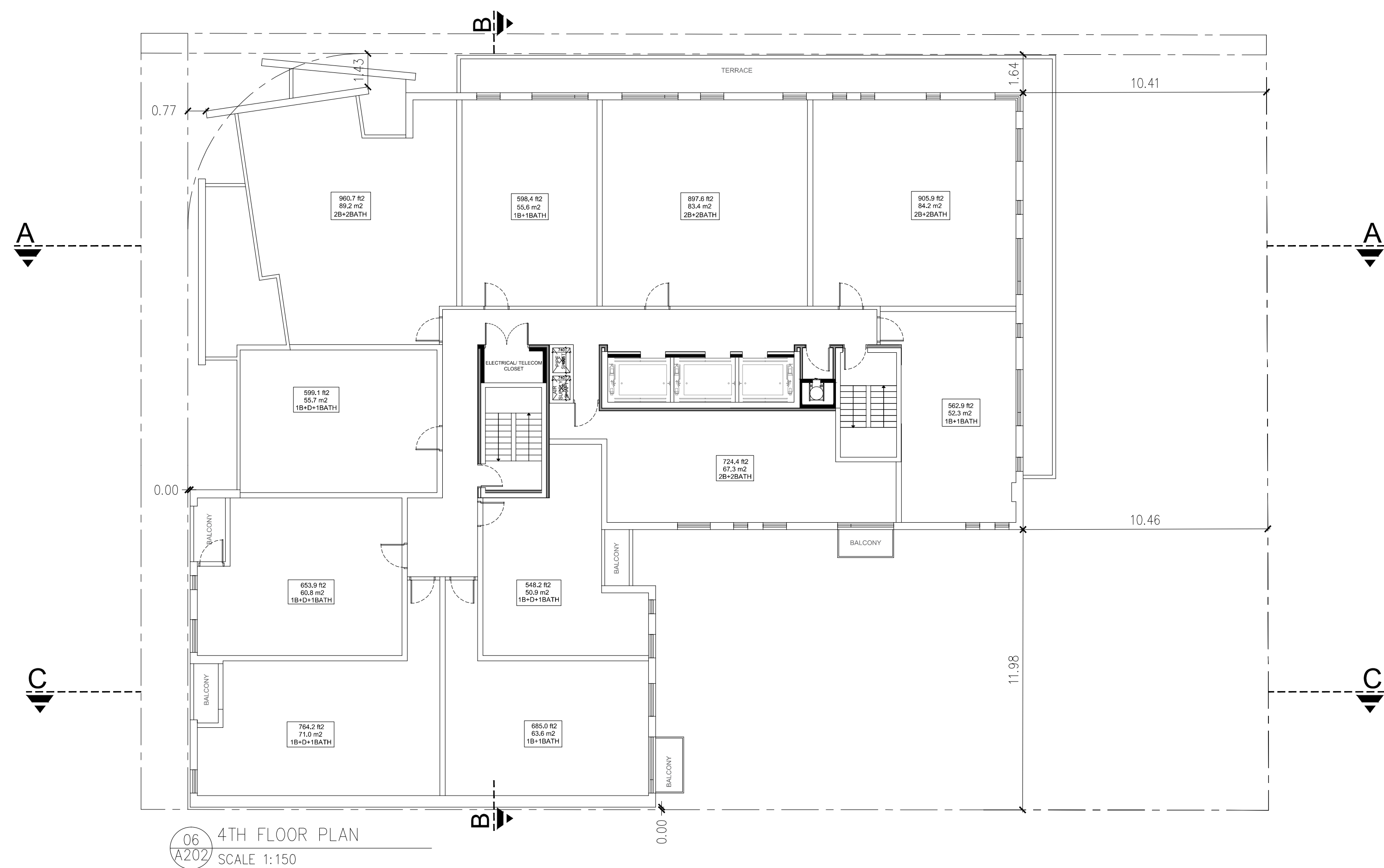
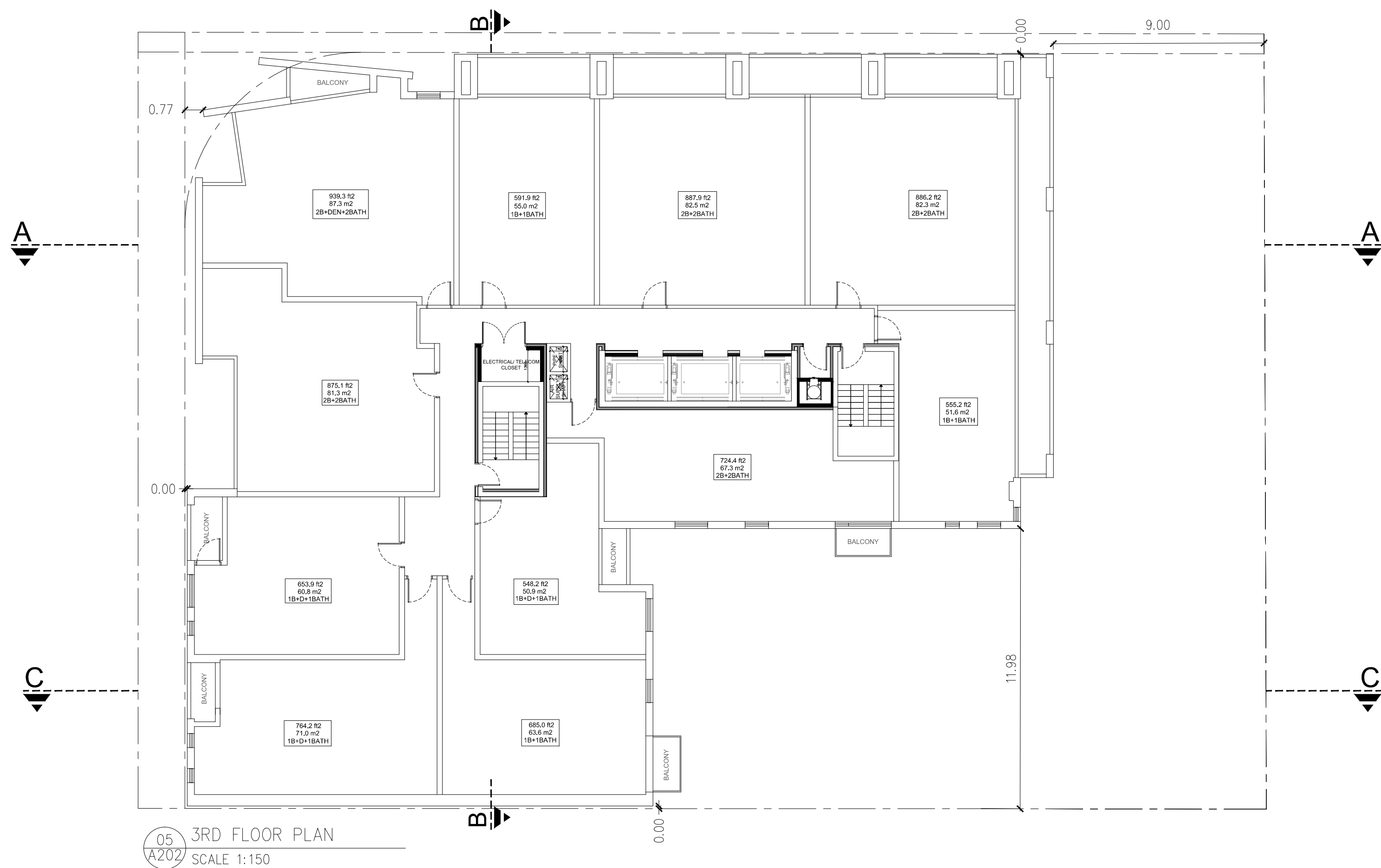
Summary

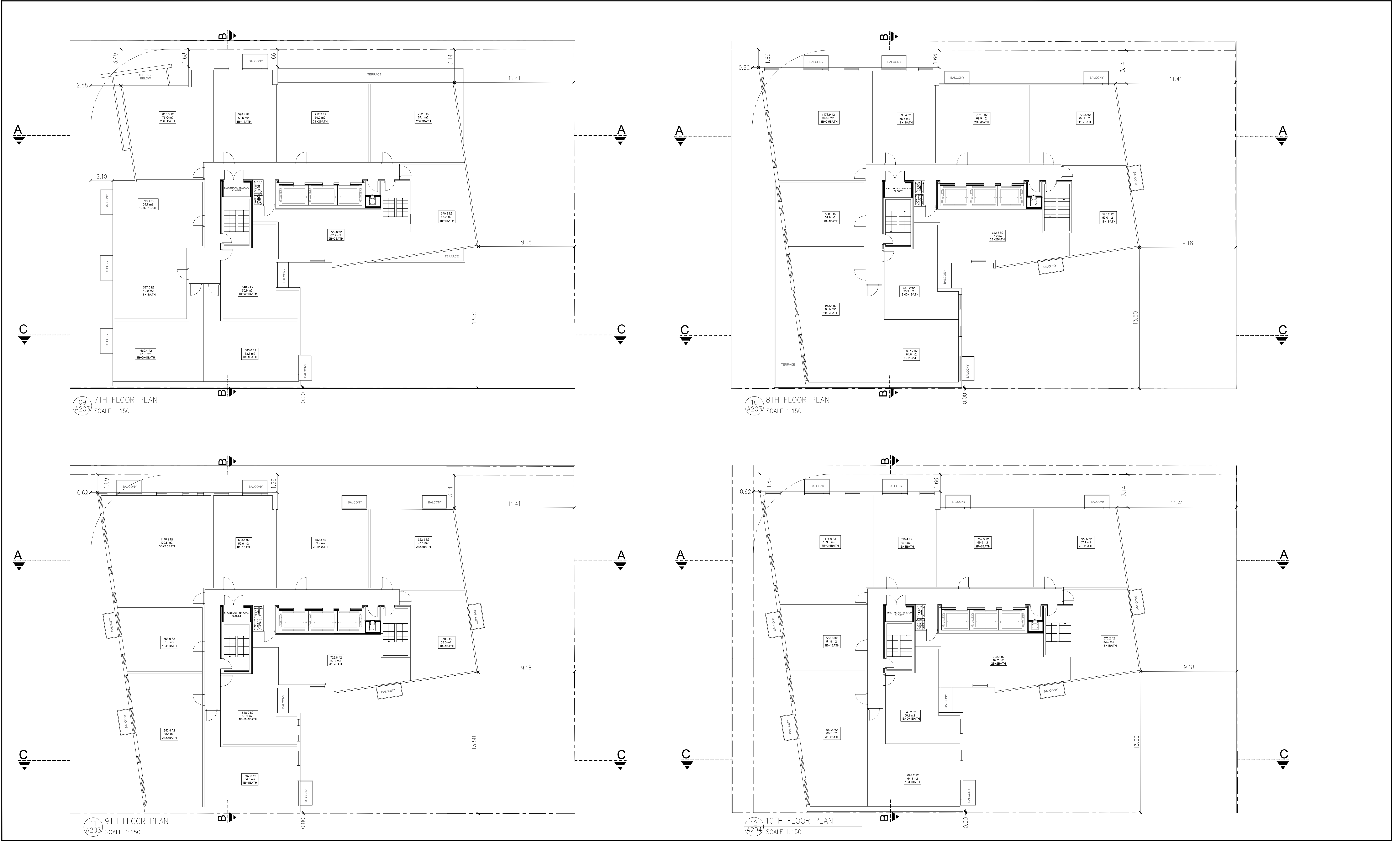
	m2	ft2	Ha
Gross Site Area	1,596.80	17,188	0.160
Easement and Road Widening	105.60	1,137	
Net Site Area	1,491.20	16,051	0.149
Total GFA	11,732.40	126,288	
Total FSI (Total Site Area)	7.35		
Total FSI (Net Site Area)	7.87		
Total Units	150		
Total Height	52.65 m		
Total coverage	896.20		
Gross coverage	56%		
Net coverage	60%		

Building- condo

Floors	GFA		Units					Total
	m2	ft2	1B	1B+D	2B-2BATH	2B+D-2BATH	3B+2.5BATH	
GF	670.20	7214.0						0
2	757.20	8150.5	2	1	5	1		9
3	877.00	9440.0	3	3	4	1		11
4	842.60	9069.7	3	4	4			11
5	806.40	8680.1	4	3	4			11
6	806.40	8680.1	3	4	4			11
7	776.60	8359.3	4	3	4			11
8	781.10	8407.8	4	1	4		1	10
9	781.10	8407.8	4	1	4		1	10
10	781.10	8407.8	4	1	4		1	10
11	574.80	6187.1	5	0	2		1	8
12	574.80	6187.1	6	1	2			9
13	574.80	6187.1	6	1	2			9
14	574.80	6187.1	6	1	2			9
15	574.80	6187.1	6	1	2			9
16	574.80	6187.1	6	1	2			9
17	403.90	4347.6	0	0	0		3	3
Total	11,732.40	126287.0	66	26	49	2	7	150

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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
			2.	RE-ISSUED FOR REZONING	FEB.26/21
			1.	ISSUED FOR REZONING	AUG.18/20

CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO ARCHITECT BEFORE PROCEEDING WITH WORK. ALL PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. DRAWINGS SHOULD NOT BE SCALED.

NORTH

CONSTRUCTION TRUE

PROJECT TITLE

**Centre Street And
Wilson Avenue**

BRAMPTON, ONTARIO

FIFTH AVENUE

DEVELOPMENT GROUP

DRAWING TITLE

7TH - 10TH FLOOR PLANS

Scale:
1:150

Date:
AUG. 04, 2022

Project No.
18103

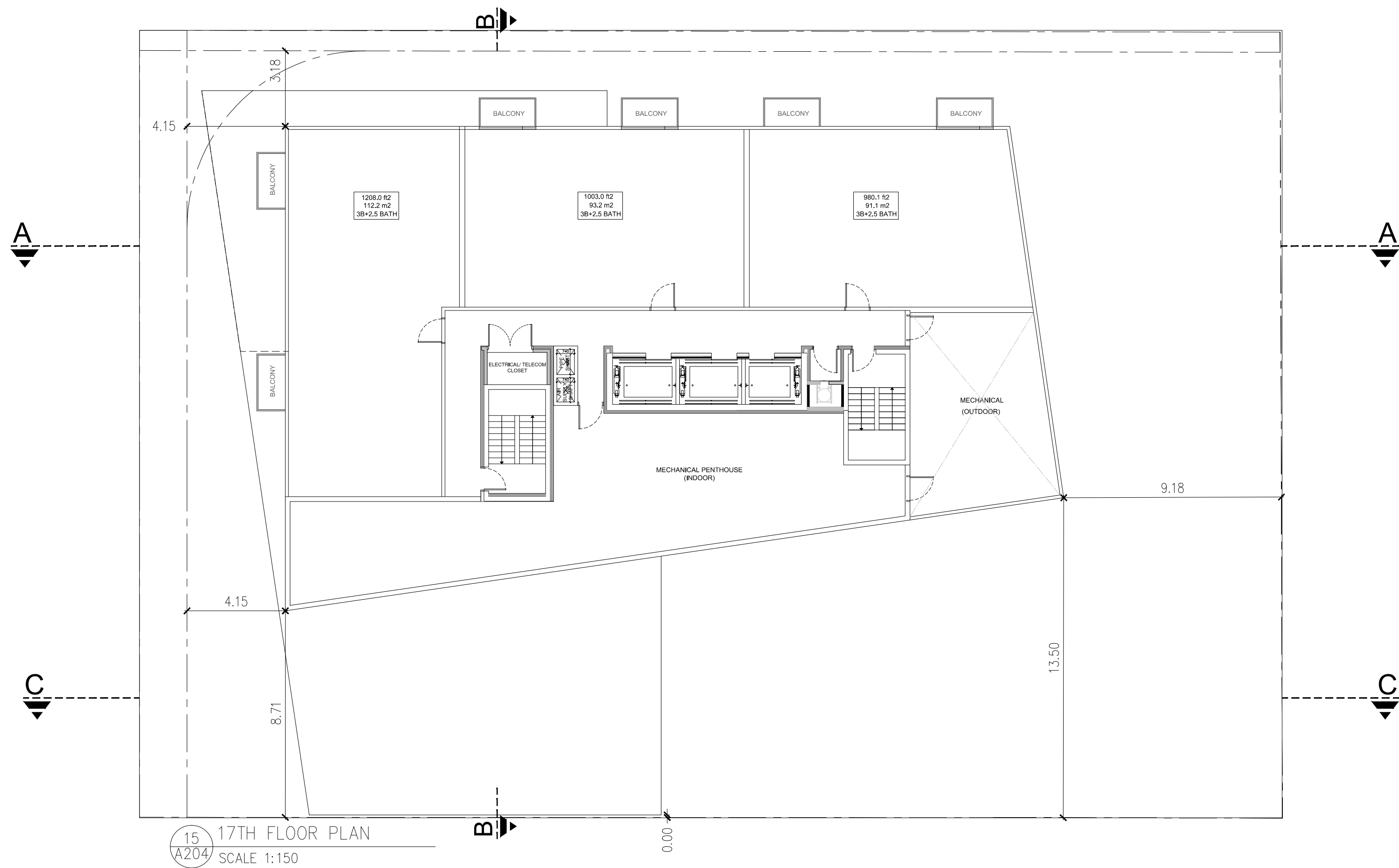
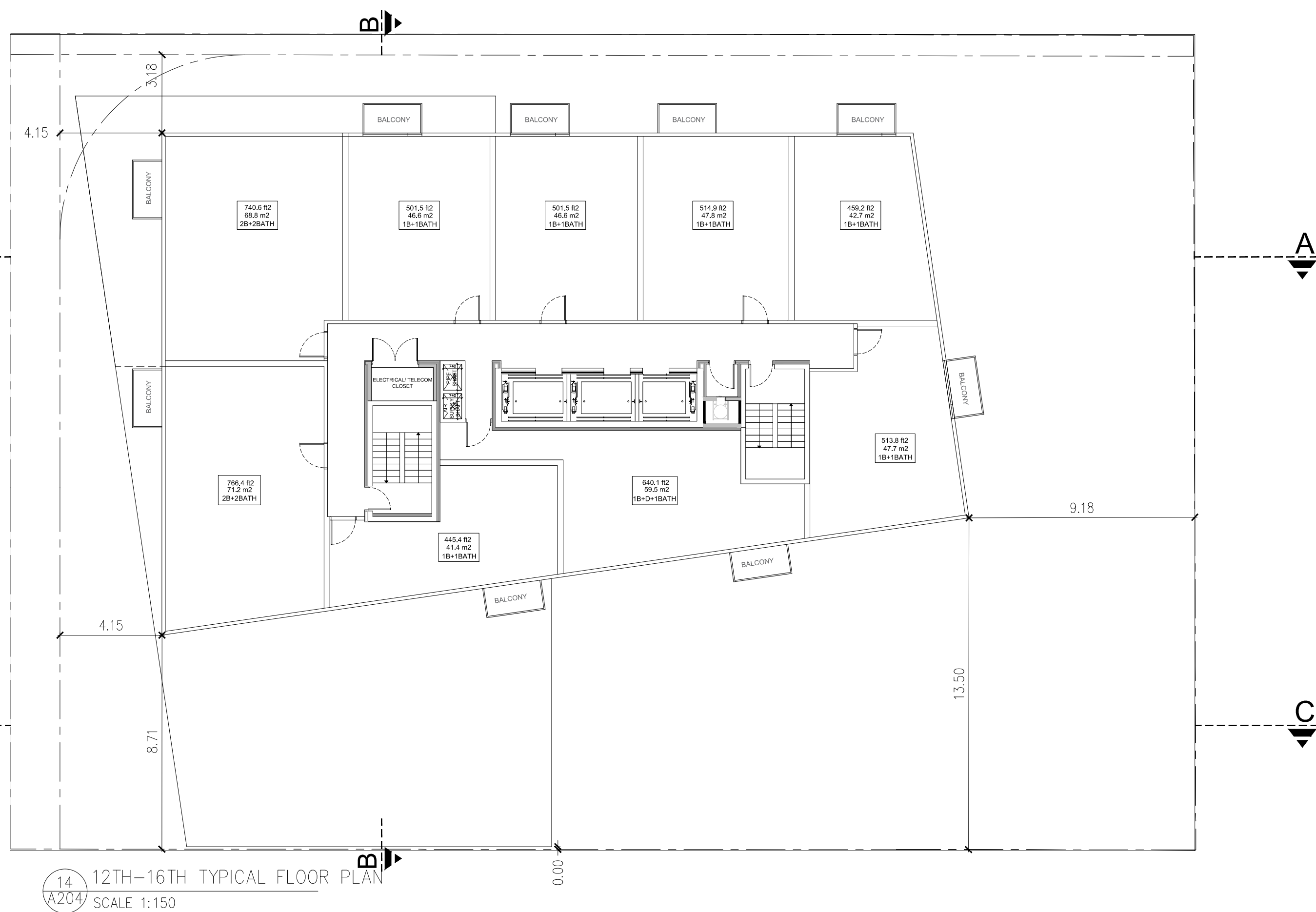
Drawn by:
RK

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RE

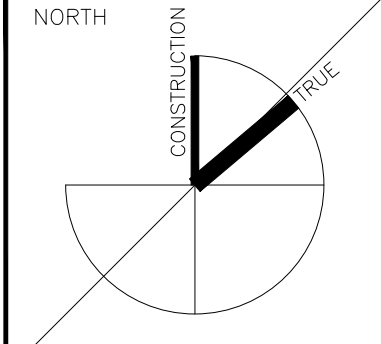
Drawing No.
A203

813 - 47789 YONGE ST. TORONTO
M2N 0G3 ICONARCHITECTS.CA
T:416-224-0565 F:416-224-0564

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<p>CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO ARCHITECT BEFORE PROCEEDING WITH WORK. ALL PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE</p>					
NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
			2.	RE-ISSUED FOR REZONING	FEB.26/21
			1.	ISSUED FOR REZONING	AUG.18/20



FIFTH AVENUE
DEVELOPMENT GROUP

A204

3 - 4789 YONGE ST. TORONTO
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D. J. K. Land Use Planning

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Planning, Building and Growth Management Department
City of Brampton
2 Wellington Street West,
Brampton, Ontario
L6Y 4R2

July 4, 2024

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: City of Brampton Planning and Development Committee July 8, 2024

**Recommendation Report: Brampton's Major Transit Station Areas
Project update – May 2024 Open Houses and Next Steps**

Report Number: Planning, Bld & Growth Mgt-2024-541

I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 43, 44 & 45, Wellington Block, Registered Plan BR-5, City File: OZS-2020-0025. In 2021, Council provided zoning approval (*R4A - Section 3551*) to permit a 9-storey apartment building containing 82 units on this property.

This letter is provided in response to the Recommendation Report by Natasha D'Souza and Claudia LaRota, item 7.1, titled **Recommendation Report: Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps**.

I would like to congratulate Council and staff for the commitment and hard work getting to this point. This initiative is critical to the success of a strong Central Area and will be beneficial to all landowners who can take advantage of the City's planning policies and implementation tools to bring people and jobs to this area.

We have been following and participating in the MTSA discussions and we fully support the initiative to review and update the Secondary Plan and Precinct Plan policies leading ultimately to MTSA zoning By-laws to be completed by Q1 2025 as part of the City of Brampton's Comprehensive Zoning By-law review.

We have had several discussions with staff regarding our proposal to increase the height and density of the Fifth Avenue building. We have also provided staff with plans to increase the building to 17 storeys with 150 dwelling units. Attached for your reference are the site plan drawings for the 17-storey building Fifth Avenue is pursuing.

With regarding the **Recommendation Report** we have some concerns as they relate to the Fifth Avenue property and would like to point out some inconsistencies between the various plans included in the ***Attachment A_ Queen East Precinct.pdf***. A summary of our comments on these Attachment plans are as follows:

MTSA LAND USE PLAN

- This plan **correctly** shows the Fifth Avenue lands as Mixed-Use (High-Rise Residential)

PROPOSED DENSITY DISTRIBUTION

- This plan **correctly** shows the Fifth Avenue lands as having an 8+ FSI “unlimited density”

PROPOSED HEIGHT DISTRIBUTION

- This plan **incorrectly** shows the Fifth Avenue lands as having a 9 – 13 storey building.

CHARACTER AREAS

- This plan **correctly** shows the Fifth Avenue lands as being in the Queen Transit Corridor.

PRECINCT PLAN A AERIAL VIEW

- This plan **incorrectly** shows the Fifth Avenue lands as having lower building than required.

CENTRE MTSA Proposed Maximum Height (# of Storeys)

- This plan **correctly** shows the Fifth Avenue lands as having “No Max Height”.

We are concerned with the inconsistencies between these plans and request that the Fifth Avenue lands be clearly identified in the Draft Secondary Plan documents as being in the “no maximum height and no maximum density” policy areas when they are presented at the statutory public meeting on September 9, 2024. Further, the PROPOSED HEIGHT DISTRIBUTION and the PRECINCT PLAN A AERIAL VIEW should not be included in the Secondary Plan policies.

D. J. K. Land Use Planning

1 Boreham Circle
Brampton, Ontario
L6Z 1T2
647 882-2149
djklplanning@gmail.com

The **Recommendation Report** includes next steps beyond the Secondary Plan Public Meetings and approval, to include discussion on the implementation of zoning provisions to conform the Secondary Plan. This is helpful information for landowners, and we would like to comment on the zoning process as it relates to the Fifth Avenue property.

Zoning is discussed on page 4 of the Report, as it states:

“Properties that have been recently rezoned (within the past 5 years) are not currently being considered as part of the pre-zoning process in Phase 3. Landowners have the option to submit a specific written request to the MTSA team, if they wish to have the zoning standards that apply to their parcel(s) amended through Phase 3 of the MTSA study.”

Given we were rezoned within the past 5 years, we are interested in taking advantage of this opportunity to including these lands in the rezoning process **only** to the extent of amending the following provisions of our existing by-law (*R4A - Section 3551*) including:

- Maximum number of units
- Building Height
- Maximum Floor Space Index

Our preference is to maintain all the other by-law provisions of *R4A - Section 3551* to maintain the building design as proposed and as attached to this letter. We understand you are early in the process and detailed zoning implementation will follow however, we felt it would be helpful to begin exploring our zoning request now, so it could be incorporated into your future policy and zoning exercises.

We would be happy to discuss this matter further, please notify us of any further meetings with respect to this matter, as well as notice of the adoption of the Official Plan Amendment.

Respectfully submitted,

Dan Kraszewski

Dan Kraszewski, R.P.P. M.C.I.P., OALA
D.J.K. Land Use Planning
djklplanning@gmail.com

D. J. K. Land Use Planning

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Attachment: **Site Plan: Fifth Ave. Dev. – Centre Street & Wilson Avenue –
Brampton (150 units)**

cc. Fifth Avenue Dev.
Henrik Zbogor, Director, Integrated City Planning
Claudia LaRota, Principal Planner/Supervisor, Integrated City Planning
Natasha D'Souza, Policy Planner, Integrated City Planning
M. Gervais, Policy Planner, Integrated City Planning
Genevieve Scharback, City Clerk



June 18, 2024

City of Brampton
Planning, Building & Economic Development Department
2 Wellington Street West
Brampton, ON, L6Y 4R2

Attn: Michelle Gervais, Policy Planner, Integrated City Planning

Re: MTSA Study Phase 2b - Gateway Terminal MTSA - May 2024

Dear Ms. Gervais,

We have had an opportunity to review the May 23, 2024, Open House presentation materials and MTSA Study Phase 2b update, which includes detailed land use schedules including a density distribution plan, height distribution plan, demonstration plan, and maximum height schedule for the Gateway MTSA. In response to the MTSA Phase 2b study update, we offer the following comments:

210 & 220 Steeles Avenue West

Kaneff Properties Limited is the registered owner of the lands municipally known as 210 & 220 Steeles Avenue West which are located within the Gateway MTSA. A Zoning By-law Amendment application for the property was submitted to the City of Brampton under City File: OZS-2022-0023 in April 2022 and was recently approved at the June 17th, 2024, Planning and Development Committee Meeting. The application rezoned the lands to facilitate the intensification of the site to permit 5 residential apartment buildings ranging in height from 6 storeys to 45 storeys.

We respectfully request that the detailed land use schedules for the Gateway MTSA be updated to accurately reflect our development proposal and recent approval for our property located at 210 & 220 Steeles Avenue West.

1 Bartley Bull Parkway

Kaneff Properties Limited is the registered owner of the property municipally known as 1 Bartley Bull Parkway which is located within the Gateway MTSA. According to the "Proposed Density Distribution" schedule, these lands have been assigned "unlimited density" permissions considering the prominent and strategic location of the site at the intersection of Steeles Avenue and Main Street South, and its proximity to the Gateway Transit Terminal and future LRT station.

While we commend the City on its decision to assign "unlimited density" permissions to our property at 1 Bartley Bull Parkway, there appears to be a discrepancy between the "Proposed Density Distribution" schedule and the "Proposed Max Height" schedule. The Proposed Max





Height schedule proposes to restrict building height on the northerly half of our property to a maximum height of 35 storeys. This is not consistent with the Proposed Density Distribution schedule for the Gateway MTSA which allows unlimited density.

We respectfully request that the Proposed Height Distribution schedule be revised to apply the "No Max Height" and "Unlimited Density" permissions to the entire site at 1 Bartley Bull Parkway. The maximum building height at the south-west corner of the site will ultimately determine how building height should gradually transition to the other areas of the site. Since the entire site is under Kaneff ownership, the "No Max Height" permissions should be extended to the entire site for design flexibility purposes and to ensure that a consistent height transition can be implemented.

We appreciate the opportunity to provide our comments on the latest phase of the MTSA study and detailed land use plans for the Gateway MTSA. We look forward to our continued participation and collaboration throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Freeman'.

Kevin Freeman, MCIP, RPP

Director of Planning & Development

Kaneff Group

kfreeman@kaneff.com

(416) 578-2328



July 5, 2024

GSAI File: 446-006

To: City Clerk's Office, Legislative Services Department
The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**Re: Community Open House – Primary Major Transit Station Areas
Bram South Precinct – Laurelcrest PMTSA
CPVC 100 WEST NOMINEE INC. (Crestpoint Real Estate Investments Ltd.)
100 West Drive (Laurelcrest MTSA), City of Brampton**

Glen Schnarr & Associates Inc. ("GSAI") are the planning consultants to Crestpoint Real Estate Investments Ltd., owners of 100 West Drive (herein referred to as the "Subject Property"). The Subject Property is located on the west side of West Drive, north of Clark Boulevard and is currently being used for industrial purposes. The Subject Property is within the Laurelcrest Major Transit Station Areas ("MTSA"), a "Primary" MTSA, which was delineated by the Region of Peel in their updated Official Plan (approved with modifications on November 4, 2022).

GSAI has been following the MTSA review and has been engaged in many discussions with City staff on the matter. GSAI made a submission in July of 2023 on the MTSA land use plans put forward at the July 31, 2023, Planning and Development Committee (Planning, Bldg & Growth Mgt-2023-315). Most recently, GSAI attended the Community Open House on May 14, 2024, which presented preliminary land use concepts, heights and densities as well as park and road network connections, amongst other details.

GSAI is pleased to see the City's efforts to advance MTSA's. This is a positive step forward in strategic planning for the evolving City of Brampton. We recognize that at this time, the information provided at the Open House is in a preliminary stage and subject to change. We thank staff for the opportunity to provide comment on the MTSA work. We have provided our comments on the current MTSA work and with respect to Land Uses, Building Heights and Density, Park Blocks and Road Network, as described below.

Land Uses (Proposed)

As an interim policy solution, while the existing industrial uses continue to exist and operate, we recommend including policies in the draft MTSA policy framework to explicitly permit continued/expanded industrial uses on the entirety of the Subject Property, while still protecting for future mixed use/residential redevelopment in the future.

As presented on the materials at the Community Open House on May 14, 2024, the City has identified the Subject Property as either High Rise Mixed Use, Mid Rise Mixed Use or Prestige Employment/Industrial.

For the future land use scenario, we recommend to staff that our Client's lands be considered in their entirety for High Rise Mixed Use. This presents a logical land use pattern by concentrating greater densities and heights in the westerly portion of the MTSA where there is interface with uses that would not be negatively affected by greater heights/densities (such as Highway 410 and existing Industrial uses). The Clark Avenue right-of-way is a distinct and logical boundary dividing industrial/employment uses on the south side of Clark Avenue and future residential uses on the north side of Clark Avenue. This effectively puts to better use what could be considered otherwise underutilized lands within the MTSA under the City's current vision for the lands. We remind staff that mixed use development offers jobs and employment opportunities (such as, but not limited to, retail, commercial and office elements, typically located in podium elements).

The area/lands bound by Queen Street to the north, West Drive to the east, Clark Avenue to the south and Highway 410 to the west (which include our Client's lands) have the opportunity to develop into an urbanized area without limitation of established neighbourhoods or environmental/natural feature constraints. We see these existing limitations in other areas within this MTSA. These existing conditions directly impact the opportunity to have higher density mixed uses located within the limits of the MTSA. We encourage staff to more carefully consider the opportunity that this specific area of the Laurelcresc MTSA presents when evaluated against the vision and planned intent at the Provincial, Regional and local level for MTSA's, and given the Subject Property's proximity to the future Queen Street BRT.

In conclusion, it seems contrary to policy directives to limit development potential for high-density mixed-use sites where it can be supported. It is our opinion that there is a missed opportunity by maintaining our Client's lands as either Prestige Employment/Industrial and Mid-rise Mixed Use. By pursuing a high density mixed use designations on our clients lands, the vision for PMTSA's as areas where compact, mixed-use, transit-supportive development is to be directed is most effectively realized. To limit the development potential on these lands would have significant implications on the achievement of a number of Provincial objectives such as directing growth to certain areas and the provision of housing in those areas.

Building Heights and Density (Proposed)

While we acknowledge that the City has the authority to implement height and density caps in MTSA's, it is our opinion that these caps will not optimize intensification opportunities and accommodate for specific, higher density and compact built forms within areas targeted for growth. The implementation of maximum heights in MTSA's typically do not reflect what can be achieved in these areas where compact, mixed-use, transit-supportive development is to be directed.

We note for staff, Policy 5.4.18.6 of the Region's Official Plan which provides that the Region's objective is:

"[t]o optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas."

Maximum heights often will become a barrier to accommodating development in appropriate locations, such as those in close proximity to higher order transit where higher density, transit-supportive development ought to be, and will be a barrier to supporting greater housing choice and the delivery of new housing units, challenging the implementation of Provincial policy objectives.

That said, we acknowledge the City's strategy of focusing height along Queen Street and prescribing unlimited heights on certain sites with frontage along Queen Street. Nonetheless, height and density caps

throughout the balance of the MTSA will inherently limit the redevelopment potential of lands where transit-oriented, higher density, mixed-use development ought to occur.

In this respect, we are requesting that our Client's lands, in their entirety, be afforded greater as-of-right heights and densities (in addition to the amended High Density Mixed Use land use designation discussed above). We believe that there is logic in permitting for heights beyond 40 storeys and extending those height permissions south along the Highway 410, all the way to the northerly limit of Clark Boulevard. This would include revised permission for heights on sites located along West Drive, as well. We anticipate that there will be urban design policies related to the provisions of podiums, step backs, etc., to help guide the appropriate massing and scale of development within the MTSA. We feel it is contrary to the planned function of MTSA's to limit heights and densities as they are currently contemplated.

Notwithstanding the above, we do anticipate seeing new policies to address the rights of landowners and/or applicants to apply for exceedances of the prescribed height and densities within MTSA's through privately initiated Official Plan amendments. We remind staff that through the Planning process, reviewers are afforded the opportunity to assess the appropriateness of heights (and by extension, density) on a case-by-case, site specific basis through the review of technical reports and plans such as sun/shadow studies and angular plane analysis' when development concept plans are prepared.

We are of the opinion that the area/lands bound by Queen Street to the north, West Drive to the east, Clark Avenue to the south and Highway 410 are unique as they have the opportunity to provide for a transit-supportive development in an urban setting as there are no environmental or natural area constraints, nor are there existing, established neighbourhoods, such as those found on the north side of Queen Street. These existing conditions directly impact the performance and planned function of the MTSA. These lands could compensate for the lost density on the north of Queen Street which are not planned for redevelopment nor significantly contribute to the function of a MTSA.

In this respect, we would request that the City reassess the prescribed heights and densities proposed on our Client's lands, within the MTSA at this time. The City should also consider including a policy that enables a proponent to provide rationale/justification for greater heights and densities, to the satisfaction of staff, on a site-by-site basis through the Planning application process, without triggering the need for a site specific Official Plan Amendment.

Park Blocks (Proposed)

We note the "proposed park" shown on our clients' lands on the latest iteration of the land use concept. We are looking for confirmation that at this time, the park location and size are largely conceptual and that the final location and size will be confirmed through future development application(s).

We note for staff that with this area evolving into a more urban area, while we recognize the benefit and need for parkland, the ~3 acres being requested could be better suited to be broken up into two separate park blocks of a smaller size, with the second site being located elsewhere in the MTSA.

We also are requesting clarification on the City's process to determine parkland size and location in this instance.

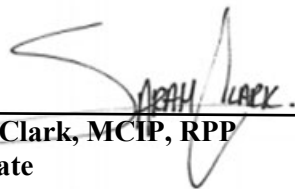
Road Network (Proposed)

We acknowledge that the City has located potential road networks. While we recognize there is more work to be done with respect to determining the location and size of the future roads and rights-of-way (“ROW”), we are of the opinion that consideration should be given to more urban ROW widths and characteristics. This would include less focus on accommodating private automobile travel and effectively narrowing ROW widths to take a ‘pedestrian first’ approach to spatial planning. Prioritizing urban elements such as reduced ROW’s and smaller setbacks to the streets, will create a richer and more desirable public realm at the human scale.

We commend staff for their work on the MTSA process and as always, appreciate the opportunity to provide comments. At the convenience of staff, we would be happy to meet to discuss our requests and comments provided herein.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



Sarah Clark, MCIP, RPP
Associate

cc. **Michelle Gervais, MCIP, RPP, Policy Planner, City Planning & Design**
Claudia LaRota, MCIP, RPP, Principal Planner/Supervisor, Policy

July 3, 2024

Chair and Members of Planning Committee
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Via email: cityclerksoffice@brampton.ca

Dear Chair and Members of Planning Committee;

**RE: Major Transit Station Area Plans for Dixie and Central Park
OUR FILE 9519Y-1**

MacNaughton Hermesen Britton Clarkson Planning Limited ("**MHBC**") is retained by Morguard Corporation ("**Morguard**") with respect to the Bramalea City Centre ("**BCC**") located at 25 Peel Centre Drive (outlined on the location map below). BCC is a successful regional shopping centre containing approximately 1.5M square feet of retail and office space on 33 hectares of land. It is a major activity centre, drawing people from around the city and region to shop, work and play. Over the years, the ownership has made substantial investments into the property to maintain the regionally significant class A shopping centre status that it enjoys today.



Bramalea City Centre

Further to our correspondence dated June 10, 2024, we would like to thank staff and Council for the opportunity to review the preliminary MTSA plans and provide feedback on the May open houses. Over the past several years, the City has made consistent and commendable progress on implementing its vision for intensification and MTSA's.

As the MTSA project approaches the more detailed stage of plan-making and policy development, we are providing the following detailed comments on the plans released by the City to date. The potential of BCC to accommodate a significant amount of transit-oriented, mixed-use intensification over the long term cannot be overstated given its 33 hectare size and its location abutting two future BRT stops and the existing Bramalea Transit Terminal. The BCC site is a significant asset to the City's goal of accommodating growth through intensification and reducing reliance on greenfield development. Therefore, the need to get this stage of the MTSA project done right is of utmost importance to ensure that the long-term redevelopment and intensification of this site is not compromised. We would like to work with staff to ensure that appropriate policies and regulations are applied to the site and offer the following comments based on what has been released to date:

1. **Maximum Building Heights and Densities** – We understand that the City is cautiously approaching the implementation of heights and densities within MTSA's. However, given the potential redevelopment opportunity at BCC, we feel that the proposed heights and densities are too low and do not optimize the potential of the site to accommodate transit-oriented intensification. The site is unique in being a 33-hectare, contiguous land holding in the heart of City and along one of the most significant pieces of planned transit infrastructure. In addition, the location has many existing development inducing benefits including one of the City's largest existing transit terminals, an abundance of parks and schools in the immediate vicinity, and other major community infrastructure like the Bramalea Civic Centre and Chinguacousy Park.

Attachment 1 to this letter outlines revised heights and densities that are more appropriate for the site and optimize its intensification potential. These revised heights and densities take into account the Queen Street corridor with its planned BRT stations at Dixie Road and Central Park Drive as the focal point of intensification with intensity decreasing southward towards existing lower density areas. It also considers the fact that BCC can become a true Urban Centre as identified in the new Brampton Official Plan with its proposed new road networks and park space. This is in contrast to other areas of the MTSA. For example, the area on the west side of Dixie Road, along Lisa Street, is predominantly built out, does not contain any mixed uses and is served by a single road yet the current City drafts show this area as having taller height permissions than most of the BCC site. Furthermore, other areas of the plan (the corner of Queen Street and Central Park Drive) are identified as "No Maximum Height" yet are almost fully built out and across the street from detached homes.

We also note that the portion of the Dixie Tributary running through the western portion of BCC has not been reflected on the plans. This is a piece of existing (and soon to be upgraded) stormwater infrastructure that renders some of the land as non-developable and therefore cannot be considered as part of the total intensification potential of the site.

2. Mapping Clarifications

- a. There is a portion of land identified as “Prestige Employment”, immediately west of the Bramalea Transit Terminal, where Morguard currently operates a small parkette. We understand that this may be a typo but are seeking clarification as to the nature of this redesignation and note that employment uses may introduce land use conflicts for future residential intensification.
- b. The height and density mapping does not identify the proposed permissions for lands on the north-east corner of the Queen Street East and Dixie Road intersection. What is intended for this corner?
- c. The MTSA Land Use Plan shows a dotted line extending from the Queen Street East and Dixie Road intersection into the BCC site. This arrow is not defined in the legend.
- d. The Dixie Tributary is not reflected on the mapping and should be identified to ensure it is not counted as developable area.

3. Size and Location of Park – In the response to our comment letter found in Appendix D of the staff report, staff note that the size and location of the Proposed Park is not fixed and will be determined through future development applications. This is a prudent approach but requires the current location of the Proposed Park be assigned height and density permissions should the Proposed Park be located elsewhere. We have provided proposed heights and densities for that location in Attachment 1 to this letter. As per our original comment letter, locating the park further south would allow greater density to be concentrated closer to transit infrastructure where parks and open space could be provided in a more urban format through methods like privately owned publicly accessible spaces (“POPS”) as opposed to a suburban-style park.

4. Existing Development Application - The Precinct Plan Aerial View shows a label that states “25 Peel Centre Drive Application 33, 30, 26 and 12 Storeys Rezoning Approved”. Additionally, staff reference rezoning in their response to our initial comment letter (Appendix D of the staff report) indicating that recent rezonings are not being considered for pre-zoning as part of Phase 3 of the MTSA project. We would like to clarify that this area of BCC has never been the subject of a site-specific rezoning. It carries the same zoning as the rest of the BCC shopping centre, though Morguard is currently in the process of finalizing a site plan application to facilitate residential intensification in that area. Furthermore, our initial letter provided comments on the entire BCC site and was not restricted to the area which is being reviewed through the site plan process.

5. Density Transfer Policy – In preparing text policies for the upcoming Secondary Plan amendments, we recommend that staff consider including policies that allow transfers of height and density permissions on contiguous sites which would allow such sites to address context specific issues without compromising the overall intensification potential of the MTSA.

6. Transition Policies – Over the course of the MTSA project and the preparation of the City’s new official plan, MHBC has submitted numerous comment letters stressing the importance of having appropriate transition policies for BCC. The site has tremendous intensification and redevelopment potential which will be realized thoughtfully and gradually, over the long term. However, during this time, the existing commercial function of the shopping centre needs to

be recognized and protected. BCC has served and continues to serve an important commercial, employment and recreation function for the broader Brampton area and therefore must have flexible policies to ensure that the mall can continue to evolve over time and respond to changes in the local market; this includes things such as, but not limited to, being able to operate and modify the surface parking lots, construct new commercial buildings and make various other modifications to the site. The existing transition policy in the Queen Street Corridor Secondary Plan should therefore be preserved and enhanced where necessary to ensure that the shopping centre can continue to operate and evolve.

7. **Mixed Uses** – We concur with the language used in the character area descriptions which “encourages” a mix of uses and commercial uses at grade as opposed to requires them. This is an important acknowledgement of the significant existing supply of commercial uses in the area which is the context within which most of this area will develop.

We appreciate the opportunity to provide comments on the City’s MTSA plans and would be pleased to work with staff on a context-appropriate policy and zoning framework for the BCC lands.

Yours truly,

MHBC



Gerry Tchisler, M.Pl., MCIP, RPP
Partner

cc: MTSA Project Team mtsa@brampton.ca

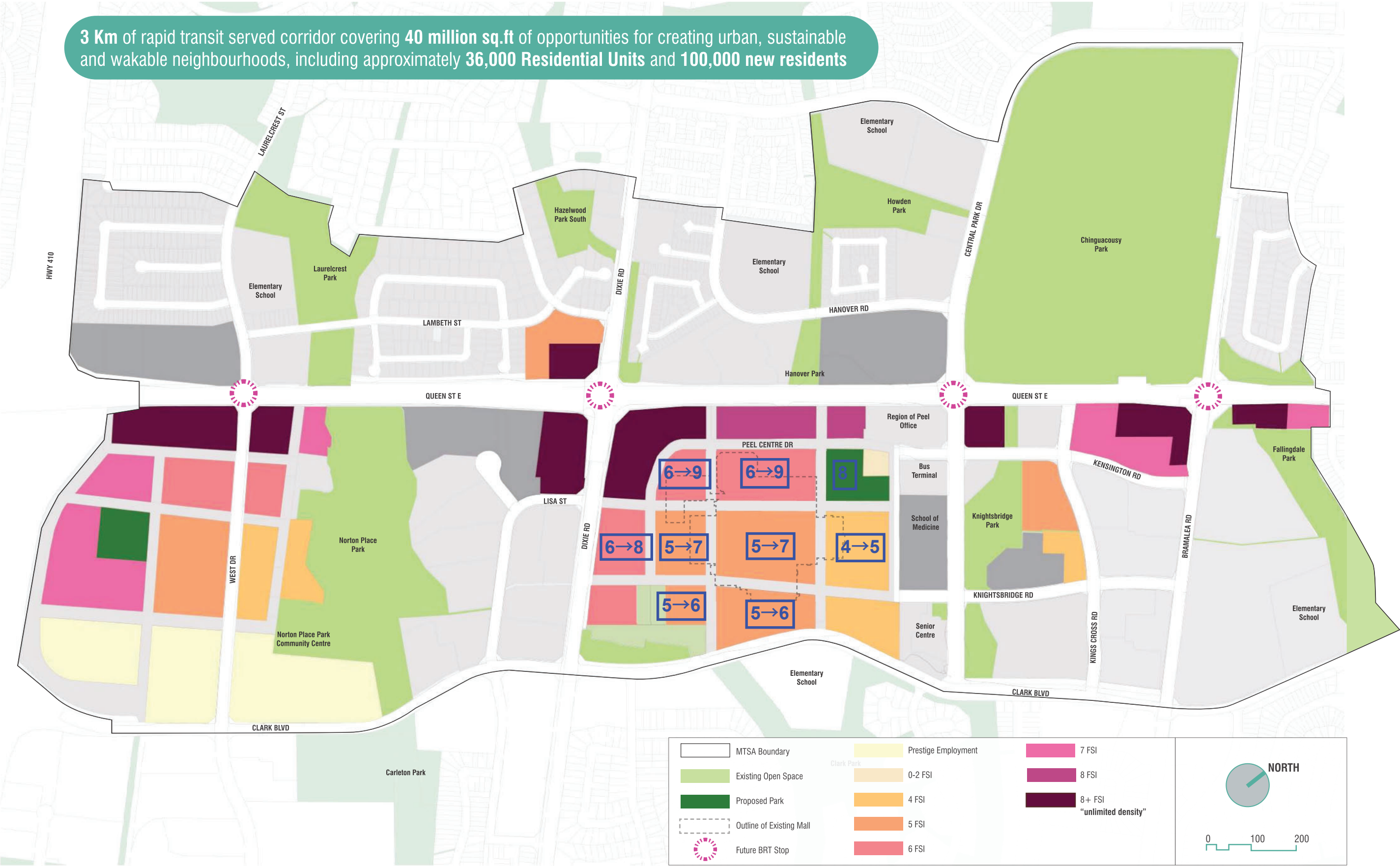


Proposed Max. Heights (Dixie & Central Park MTSA)

PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

3 Km of rapid transit served corridor covering 40 million sq.ft of opportunities for creating urban, sustainable and wakable neighbourhoods, including approximately 36,000 Residential Units and 100,000 new residents



July 5, 2024

Project: HM.BR

VIA EMAIL

Natasha D'Souza
Policy Planner, Integrated City Planning
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**Re: Brampton's Major Transit Station Areas Project update –
May 2024 Open Houses and Next Steps
(Report # Planning, Bld & Growth Mgt-2024-541)**

Hampton Development Corp. (Hampton) recently proceeded through a Zoning By-law Amendment application (File OZS-2023-0021) for 241 Queen Street East which resulted in Council's approval of By-law 54-2024. This property is located within the Queen Street East – Precinct A (Kennedy MTSA).

For reference, By-law 54-2024 divides the zoning on the site into three exceptions DC1(H)-3780, DC1(H)-3781 and DC1(H)-3782 as shown on Schedule A of By-law 54-2024. Exceptions 3780 & 3781 permit building heights of 35-storeys (110 m) on the lands with a provision to increase the building height to 120m on the DC1(3781) portion of the site if certain provisions are achieved.

We have reviewed the "Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps" Staff Report as it relates to Hampton's lands and have the following comments related to Attachment A of the report. Attachment A contains a number of schedules pertaining to Queen Street East – Precinct A, which is where Hampton's lands are located:

- The "Proposed Density Distribution" Schedule shows FSI ranges for the majority of the properties within Precinct A. Many of the properties are "greyed out", with no corresponding colour found in the legend. We request clarification from the City that this means there is no maximum FSI for the Hampton lands (which would be consistent with the approved zoning for the lands);
- The "Proposed Height Distribution" Schedule correctly depicts the approved development concept for the Hampton lands, with a corresponding height range of 31-40 storeys. The "Precinct Plan A Aerial View" Schedule also correctly

depicts the approved development concept for the Hampton lands. We agree with both of these Schedules.

- However, the Schedule titled “Draft for Discussion Purposes – Proposed Maximum Height (# of Storeys) – Kennedy MTSA” is not consistent with the above noted Schedules and does not implement By-law 54-2024, which permits a height of 35 storeys on the south half of the Hampton lands. On this Schedule, the south half of the Hampton lands would only be permitted a maximum height of 25 storeys, which is incorrect. This Schedule must be amended to reflect the height permissions granted by By-law 54-2024, and more broadly amended where required to match the “Proposed Height Distribution” Schedule where other inconsistencies may exist.

We look forward to a response to these comments, and further updates on the Major Transit Station Areas Project.

Yours very truly,

SGL PLANNING & DESIGN INC.



David Riley, MCIP, RPP

c.c. Mauro Peverini, Hampton Development Corp.
City of Brampton Clerks Office (cityclerksoffice@brampton.ca)



PLANNING AND URBAN DESIGN

3 July 2024

Planning and Development Committee
City of Brampton
City Hall, 3rd Floor 2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Committee Members,

**RE: 8 July 2024 Planning and Development Committee Meeting –
Item 7.1 – Staff Report re: Brampton’s Major Transit Station
Areas Project Update – May 2024 Open Houses and Next Steps
200 County Court Boulevard, Brampton, ON**
WND File: 22.532

WND Associates has been retained by County Court Centre Ltd. as its planning consultant with respect to the submission of concurrent Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications for the lands municipally known as 200 County Court Boulevard (“Subject Site”). The Subject Site is a generally rectangular-shaped lot with approximately 95 metres of frontage on Hurontario Street, 105 metres on Havelock Drive, 194 metres on County Court Boulevard, and a total area of 2.149 hectares. The Subject Site is currently designated *Mixed-Use Two* within the Hurontario-Main Corridor Secondary Plan (“HMCSP”) and is zoned Service Commercial (SC) Special Section – 2651 under the City of Brampton Zoning By-law 270-2004.

After two very productive Pre-Consultation meetings with City Staff on 13 January 2023 and 8 March 2023, concurrent Zoning By-law Amendment and Plan of Subdivision applications were submitted on 16 August 2023 to facilitate the construction of five residential towers ranging in height from 22 to 44 storeys, atop podium elements which include retail and service-commercial uses at-grade (the “Proposed Development”). Formal application comments were received by City staff in January 2024, and the applicant team is currently working to address key issues and formulate a resubmission within the near future.

In addition, we have reviewed the materials related to Item 7.1, specifically Attachment C and the Proposed Density Distribution, Proposed Height Distribution, and Demonstration Plan documents related to the Ray Lawson MTSA (pages 17-21 of Attachment C). We have concerns that the proposed height and density regulations do not reflect feedback received through the application process (City File No: OZS-

2023-0028) thus far, while they inappropriately limit opportunities for transit-oriented growth. More specifically our concerns relate to the following:

1. Formal application comments received from Development Services & Design and Urban Design divisions request that a 45-degree angular plane analysis be provided as part of the review process. Accordingly, that analysis demonstrated that a building height up to 46-storeys safely fits within this plane. Accordingly, the 25-storey limit in the draft mapping is in our opinion arbitrary, and should be revised to facilitate up to at least 46-storeys.
2. The proposed height and density regulations are too modest and do not align with Provincial policies, particularly for strategic growth areas [MTSAs], that; direct municipalities to maximize the number of potential transit users that are within walking distance of the station [Policy 2.2.4.2 – A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)]; and promote the efficient use of existing and planned infrastructure (Policy 1.6.7.2 – Provincial Policy Statement, 2020); direct municipalities to promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit (Policy 1.6.74 – Provincial Policy Statement, 2020), among others.
3. Formal application comments received to date, including those from the Integrated City Planning (MTSA Policy), Development Services & Design, and Urban Design divisions do not object to the proposed heights of Buildings A and E of the Proposed Development that propose heights of 34- and 39-storeys, respectively, and therefore exceed the proposed maximum height of 25-storeys for these same areas of the Subject Site.
4. Although the property to the south is currently occupied by 3.5-storey condominium townhouses, we strongly believe it inappropriate to limit lands within a strategic growth area (MTSA) to a maximum height of 0-4-storeys and a maximum density of 0.2 FSI. This property is approximately 120 metres from the future location of the Ray Lawson LRT stop.

Conclusion

The Subject Site is a large, underutilized property, providing a great opportunity to accommodate future transit-oriented growth. As the Subject Site is one parcel, the entirety of its area should be considered to be “at the corner” – where unlimited maximum heights and densities apply, while we hope for the City staff to honour the positive discussions made throughout the application process at the Subject Site.

We trust that you will consider our requests during the detailed policy writing and plan development stage that will comprise the future City-initiated amendments to the Secondary Plans for September 2024. Should you have any questions, please do not hesitate to contact the undersigned or Erik Retz of our office.

Yours very truly,

WND associates

planning + urban design

A handwritten signature in black ink, appearing to read 'A Ferancik', written in a cursive style.

Andrew Ferancik, MCIP, RPP
Principal



May 22, 2024

City of Brampton
Planning, Building and Growth Management
2 Wellington Street West
Brampton, Ontario L6Y 4R2

via email: mtsa@brampton.ca

Attention: Michelle Gervais, MCIP, RPP
Policy Planner, Integrated City Planning

**RE: Ambria (Church) Limited
1, 1A, 3 Sophia Street and 120, 122, 126, 128 Church Street E., City of
Brampton
MTSA Study Phase 2b Official Plan Amendments**

Ambria (Church) Limited ("Ambria") is the registered owner of 120, 122, 126, 128 Church Street East and future owners of 1, 1A, 3 Sophia Street (collectively known as the "Subject Lands"), located on the northeast corner of Church Street East and Sophia Street, generally north of Queen Street East and west of Kennedy Road in the City of Brampton. The Subject Lands are located within the Centre Street Major Transit Station Area ("MTSA").

We appreciate the City's continued efforts with the MTSA Study review as well as ongoing public and stakeholder engagement. We also appreciate the opportunity to provide comments on the City's recent release of the proposed modifications to the Brampton Plan Major Transit Station Area policies (MTSA Study Phase 2b). Further to our recent conversations with development services, we offer the following comments and suggestions regarding the proposed modifications summarized below.

Flexible Policy Framework

The City is proposing modifications to the Brampton Plan MTSA to implement building height and density policies in accordance with the provincial mandated Bill 150. The proposed modifications will allow staff to propose maximum building heights and densities and locations for unlimited height and density for MTSA's where city council deems appropriate. We appreciate staff's consideration to deliver on Brampton's MTSA policy objectives in accordance with Bill 150 however we would appreciate additional clarification if the proposed policy framework would allow for flexibility to permit privately initiated OPAs to amend MTSA policies and schedules 13a-13n.

The Brampton Plan MTSA does not provide clear policy language that states where appropriate, amendments to the land schedules would be permitted or not permitted in the Official Plan. In accordance with Bill 23, through the future implementing Zoning By-law MTSA's are protected within the first year of being approved which may be an issue for lands that are suitable for higher density uses. We ask the City to consider policy language in the MTSA Study that includes permitting Official Plan Amendments to amend Schedules 13a – 13n for the purposes of re-designating lands located in the MTSA's boundaries suitable for higher density development.

Centre Street MTSA – Schedule 13d Centre Street Land Use Plan

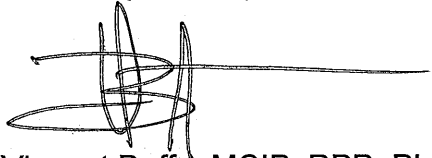
The City's recently adopted OP designates the Subject Lands as "Neighbourhood (Mid-Rise Residential)" per Schedule 13d – Centre Street Land Use Plan. The Mid-Rise Residential designation permits residential dwelling units contained within a mid-rise building ranging between 5 to 12 storeys. Currently, land uses in the MTSA do not have a maximum density restriction rather have a minimum density requirement to which the Mid-Rise Residential designation permits a minimum density of 0.50 Floor Space Index ("FSI"). The OP also designates the northern portion of the Subject Lands (abutting the designated Low-Rise Residential parcels) as a "Height Transition Area" which requires consideration for appropriate transition between higher density uses to low density uses.

Discussions between Ambria and Development Services are currently ongoing regarding precinct planning exercises for the area which includes discussions on a joint-venture development plan between Ambria and the owners to the east (55, 59, 61 Beech Street and 132, 136, 140, 142 Church Street East). Collectively, the Subject Lands along with lands to the east presents a development opportunity for a cohesive plan which will incorporate a mix of unit types.

In order to maximize the development potential with respect to the Subject Lands, we are requesting the City reconsider the Subject Land's designation from Mid-Rise Residential to High-rise Residential, similar to the designation of the adjacent lands to the east. The redesignation of the Subject Lands to High-Rise will allow for a coordinated development plan with our joint venture partners to the east to permit higher density residential uses along Church Street while providing for appropriate transitioning to the low-density residential uses to the north. Although the Subject Lands will be designated for High-Rise density, the rear portion will be limited to Mid-Rise uses (6-8 storeys) due to the provision of the Height Transition Area designation in the OP. Therefore, the opportunity for providing a mix of unit types is available for the Subject Lands.

We appreciate your consideration of the matters outlined above and look forward to working with Town staff to address our concerns. Should you have any questions or require additional information, please contact the undersigned or Marcus Martins at mmartins@ambria.ca or 416-682-5209.

Yours truly,
Ambria (Church) Limited

A handwritten signature in black ink, appearing to be 'V. Baffa', with a long horizontal line extending to the right.

Vincent Baffa, MCIP, RPP, PLE
Vice President, Development

cc. Mayor Patrick Brown, City of Brampton
Henrik Zbogor, Director – Integrated City Planning, City of Brampton
Claudia LaRota, Principal Planner – Integrated City Planning, City of Brampton
Steve Ganesh, Commissioner – Development Services, City of Brampton
Angelo Ambrico, Manager – Development Services, City of Brampton

D. J. K. Land Use Planning

1 Boreham Circle
Brampton, Ontario
L6Z 1T2
647 882-2149
djkplanning@gmail.com

Planning, Building and Growth Management Department
City of Brampton
2 Wellington Street West,
Brampton, Ontario
L6Y 4R2

July 4, 2024

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: City of Brampton Planning and Development Committee July 8, 2024

**Recommendation Report: Brampton's Major Transit Station Areas
Project update – May 2024 Open Houses and Next Steps**

Report Number: Planning, Bld & Growth Mgt-2024-541

I represent the Fifth Avenue Group, the owner of 83 Wilson Avenue, and 14 & 16 Centre Street North, Part of Lots 43, 44 & 45, Wellington Block, Registered Plan BR-5, City File: OZS-2020-0025. In 2021, Council provided zoning approval (*R4A - Section 3551*) to permit a 9-storey apartment building containing 82 units on this property.

This letter is provided in response to the Recommendation Report by Natasha D'Souza and Claudia LaRota, item 7.1, titled **Recommendation Report: Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps**.

I would like to congratulate Council and staff for the commitment and hard work getting to this point. This initiative is critical to the success of a strong Central Area and will be beneficial to all landowners who can take advantage of the City's planning policies and implementation tools to bring people and jobs to this area.

We have been following and participating in the MTSA discussions and we fully support the initiative to review and update the Secondary Plan and Precinct Plan policies leading ultimately to MTSA zoning By-laws to be completed by Q1 2025 as part of the City of Brampton's Comprehensive Zoning By-law review.

We have had several discussions with staff regarding our proposal to increase the height and density of the Fifth Avenue building. We have also provided staff with plans to increase the building to 17 storeys with 150 dwelling units. Attached for your reference are the site plan drawings for the 17-storey building Fifth Avenue is pursuing.

With regarding the **Recommendation Report** we have some concerns as they relate to the Fifth Avenue property and would like to point out some inconsistencies between the various plans included in the ***Attachment A_ Queen East Precinct.pdf***. A summary of our comments on these Attachment plans are as follows:

MTSA LAND USE PLAN

- This plan **correctly** shows the Fifth Avenue lands as Mixed-Use (High-Rise Residential)

PROPOSED DENSITY DISTRIBUTION

- This plan **correctly** shows the Fifth Avenue lands as having an 8+ FSI “unlimited density”

PROPOSED HEIGHT DISTRIBUTION

- This plan **incorrectly** shows the Fifth Avenue lands as having a 9 – 13 storey building.

CHARACTER AREAS

- This plan **correctly** shows the Fifth Avenue lands as being in the Queen Transit Corridor.

PRECINCT PLAN A AERIAL VIEW

- This plan **incorrectly** shows the Fifth Avenue lands as having lower building than required.

CENTRE MTSA Proposed Maximum Height (# of Storeys)

- This plan **correctly** shows the Fifth Avenue lands as having “No Max Height”.

We are concerned with the inconsistencies between these plans and request that the Fifth Avenue lands be clearly identified in the Draft Secondary Plan documents as being in the “no maximum height and no maximum density” policy areas when they are presented at the statutory public meeting on September 9, 2024. Further, the PROPOSED HEIGHT DISTRIBUTION and the PRECINCT PLAN A AERIAL VIEW should not be included in the Secondary Plan policies.

D. J. K. Land Use Planning

1 Boreham Circle
Brampton, Ontario
L6Z 1T2
647 882-2149
djklplanning@gmail.com

The **Recommendation Report** includes next steps beyond the Secondary Plan Public Meetings and approval, to include discussion on the implementation of zoning provisions to conform the Secondary Plan. This is helpful information for landowners, and we would like to comment on the zoning process as it relates to the Fifth Avenue property.

Zoning is discussed on page 4 of the Report, as it states:

“Properties that have been recently rezoned (within the past 5 years) are not currently being considered as part of the pre-zoning process in Phase 3. Landowners have the option to submit a specific written request to the MTSA team, if they wish to have the zoning standards that apply to their parcel(s) amended through Phase 3 of the MTSA study.”

Given we were rezoned within the past 5 years, we are interested in taking advantage of this opportunity to including these lands in the rezoning process **only** to the extent of amending the following provisions of our existing by-law (*R4A - Section 3551*) including:

- Maximum number of units
- Building Height
- Maximum Floor Space Index

Our preference is to maintain all the other by-law provisions of *R4A - Section 3551* to maintain the building design as proposed and as attached to this letter. We understand you are early in the process and detailed zoning implementation will follow however, we felt it would be helpful to begin exploring our zoning request now, so it could be incorporated into your future policy and zoning exercises.

We would be happy to discuss this matter further, please notify us of any further meetings with respect to this matter, as well as notice of the adoption of the Official Plan Amendment.

Respectfully submitted,

Dan Kraszewski

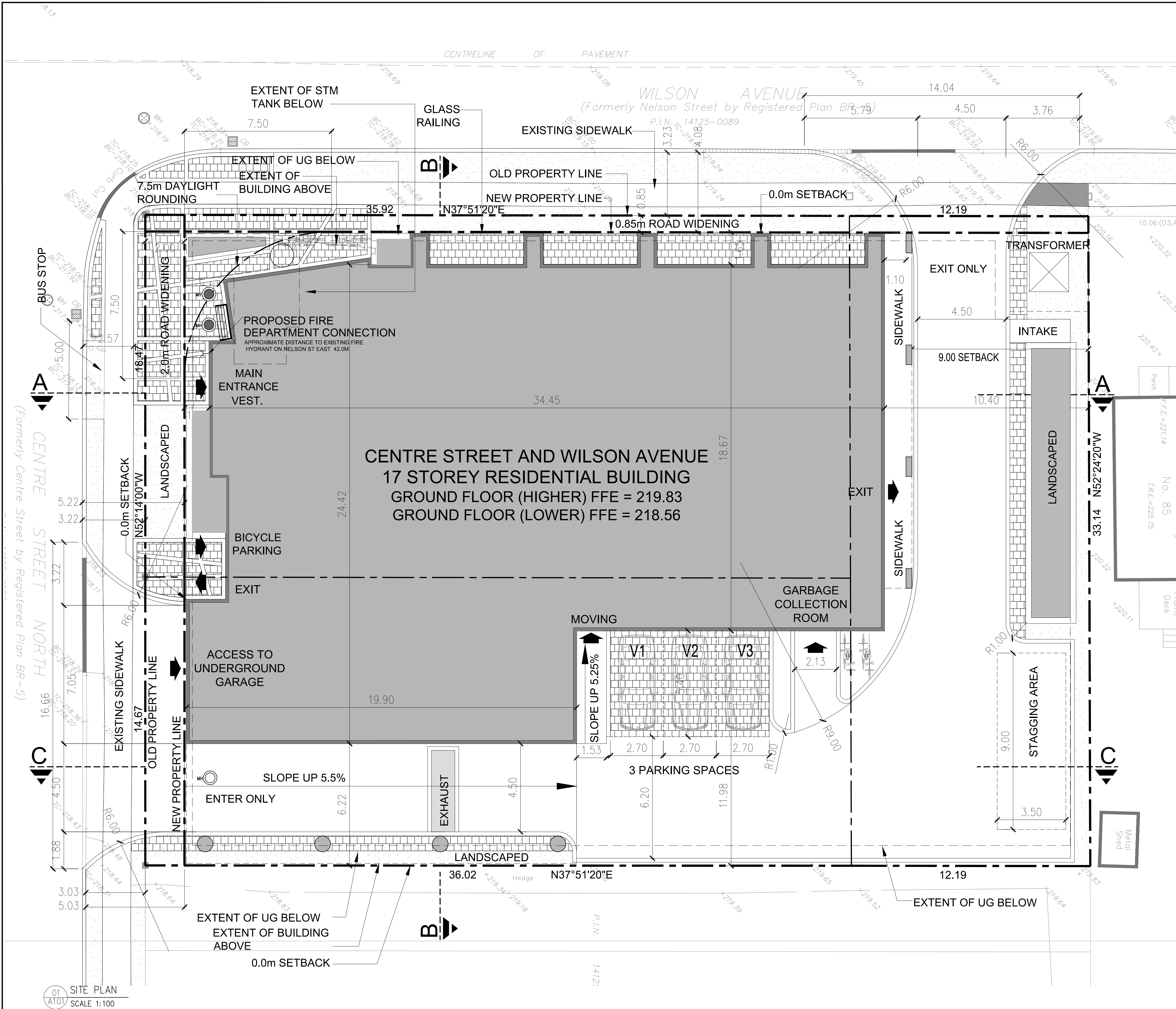
Dan Kraszewski, R.P.P. M.C.I.P., OALA
D.J.K. Land Use Planning
djklplanning@gmail.com

D. J. K. Land Use Planning

1 Boreham Circle
Brampton, Ontario
L6Z 1T2
647 882-2149
djkplanning@gmail.com

Attachment: **Site Plan: Fifth Ave. Dev. – Centre Street & Wilson Avenue –
Brampton (150 units)**

cc. Fifth Avenue Dev.
Henrik Zbogar, Director, Integrated City Planning
Claudia LaRota, Principal Planner/Supervisor, Integrated City Planning
Natasha D'Souza, Policy Planner, Integrated City Planning
M. Gervais, Policy Planner, Integrated City Planning
Genevieve Scharback, City Clerk



SURVEYOR'S REAL PROPERTY REPORT
PART 1 PLAN OF
PART OF LOTS 44 AND 45
IN WELLINGTON BLOCK
REGISTERED PLAN BR-5
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL
AVANTI SURVEYING INC.
NOVEMBER 27, 2017

LEGEND

▲	BUILDING ACCESS/EGRESS POINTS
—	CONCRETE CURBS
- - -	DROPPED CURBS
X.00	EXISTING GRADE
X.00	PROPOSED GRADE
⊠	TRANSFORMER
⊙	PROPOSED MANHOLE
—	PROPOSED FIRE DEPARTMENT CONNECTION
⊞	EXIST. CATCH BASIN

Legal Address 83 Wilson Avenue and 14 and 16 Centre Street North

Land Areas
Gross Site Area 1,596.80 m2
Easement and Road Widening 105.60 m2
Net Site Area 1,491.20 m2

Proposed:

	m2	%
Building Footprint	780.5	51%
Transformer & Pad / Intake	8.0	0.5%
Driving Surface	438.5	29.4%
Soft Landscape	103.5	6.9%
Hard Landscape	180.7	12.1%
Total Landscaped Area	284.2	19%

* Percentages above based on Net Site Area

Centre Street and Wilson Avenue , Brampton, ON
17 Storey Residential Building

Summary

	m2	ft2	Ha
Gross Site Area	1,596.80	17,188	0.160
Easement and Road Widening	105.60	1,137	
Net Site Area	1,491.20	16,051	0.149
Total GFA	11,732.40	126,288	
Total FSI (Total Site Area)	7.35		
Total FSI (Net Site Area)	7.87		
Total Units	150		
Total Height	52.65 m		
Total coverage	896.20		
Gross coverage	56%		
Net coverage	60%		

Building- condo

Floors	m2	ft2	1B	1B+D	2B-2BATH	2B+D-2BATH	3B+2.5BATH	Total
GF	670.20	7214.0						0
2	757.20	8150.5	2	1	5	1		9
3	877.00	9440.0	3	3	4	1		11
4	842.60	9069.7	3	4	4			11
5	806.40	8680.1	4	3	4			11
6	806.40	8680.1	3	4	4			11
7	776.60	8359.3	4	3	4			11
8	781.10	8407.8	4	1	4		1	10
9	781.10	8407.8	4	1	4		1	10
10	781.10	8407.8	4	1	4		1	10
11	574.80	6187.1	5	0	2		1	8
12	574.80	6187.1	6	1	2			9
13	574.80	6187.1	6	1	2			9
14	574.80	6187.1	6	1	2			9
15	574.80	6187.1	6	1	2			9
16	574.80	6187.1	6	1	2			9
17	403.90	4347.6	0	0	0		3	3
Total	11,732.40	126287.6	66	26	49	2	7	150

Parking Required

Units	Number of units	Ratio	Parking spaces
1BR	92	0.5	46
2BR	51	0.5	25.5
3BR	7	0.5	3.5
Visitors	150	0.2	30
Total Required			105

Parking Provided

Level	Residents	Visitors	Total
Grade		3	3
UG-1	16	14	30
UG-2	24		24
Total Provided	40	17	57

Total of 17 parking spots with EV charger has been provided.

Amenity Provided

Type	m2	ft2
Indoor Amenity	230.20	2,478
Outdoor Amenity	120.60	1,298
Total	350.80	3,776

Bicycle Parking Provided

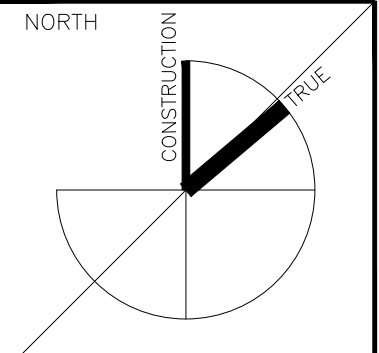
Location	Indoor	Outdoor	Total
Grade	23	8	31
UG-2	42		42
Total Provided	65	8	73

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			2.	RE-ISSUED FOR REZONING	FEB.26/21
			1.	ISSUED FOR REZONING	AUG.18/20

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Centre Street And
Wilson Avenue
BRAMPTON, ONTARIO

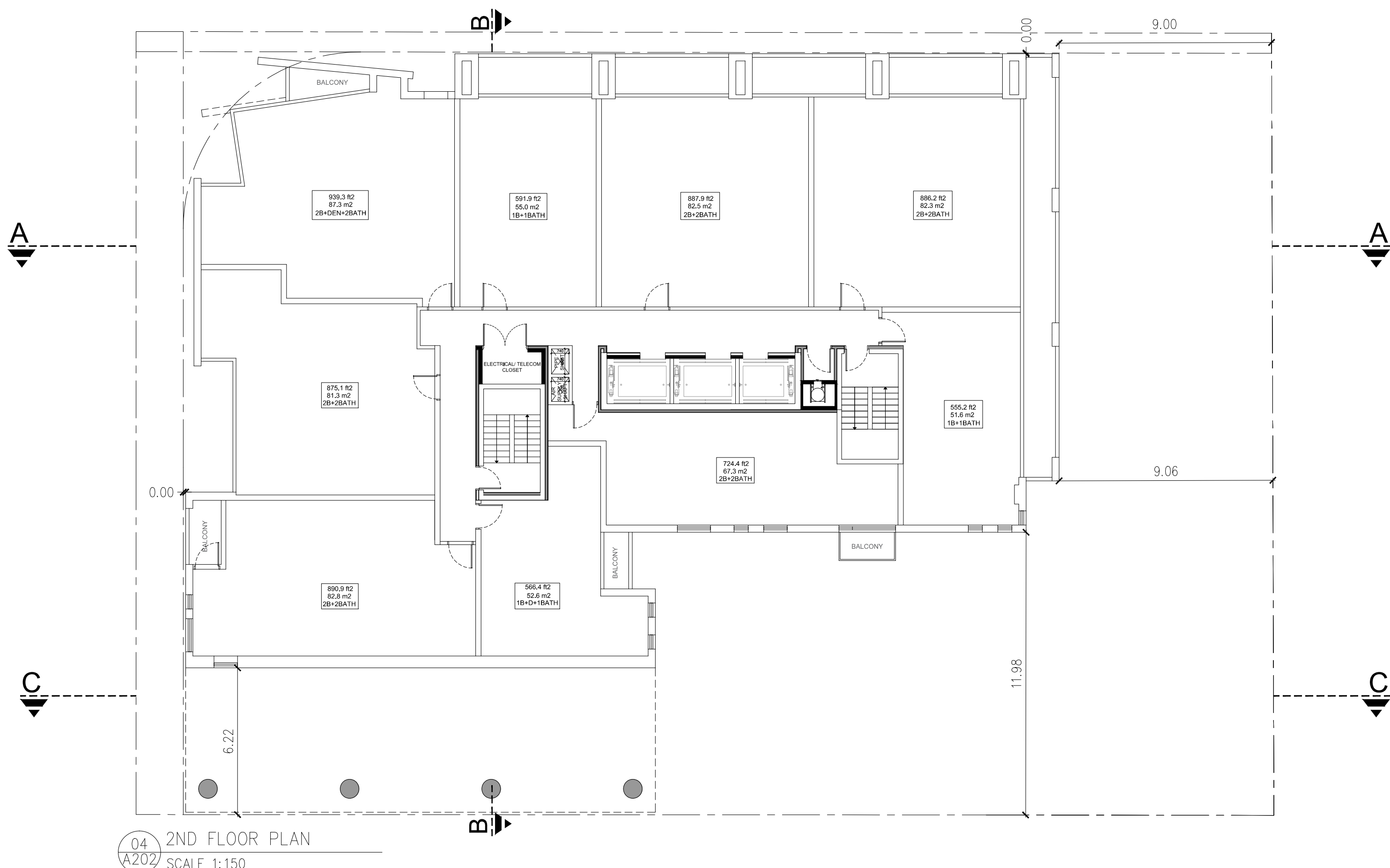
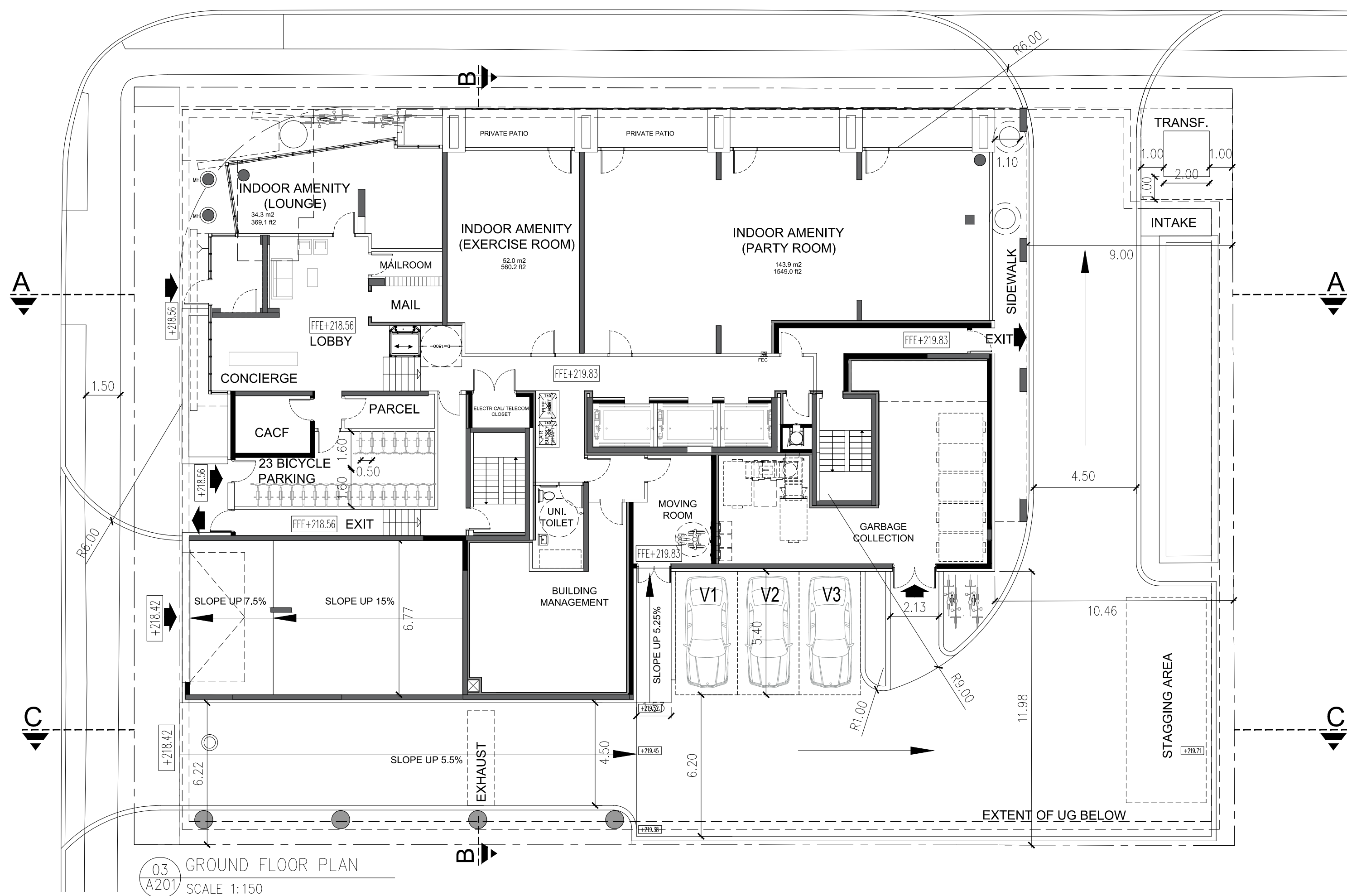
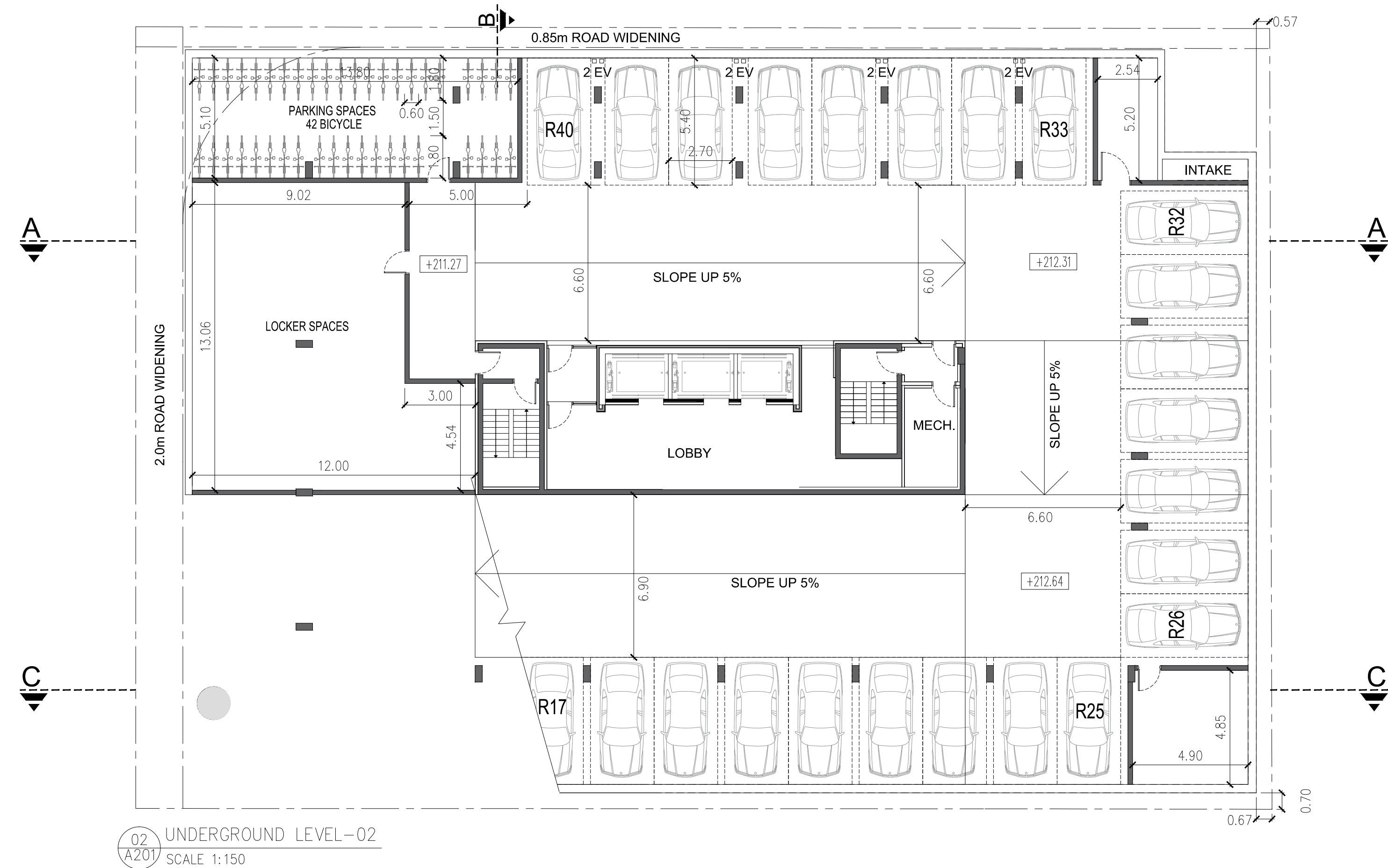
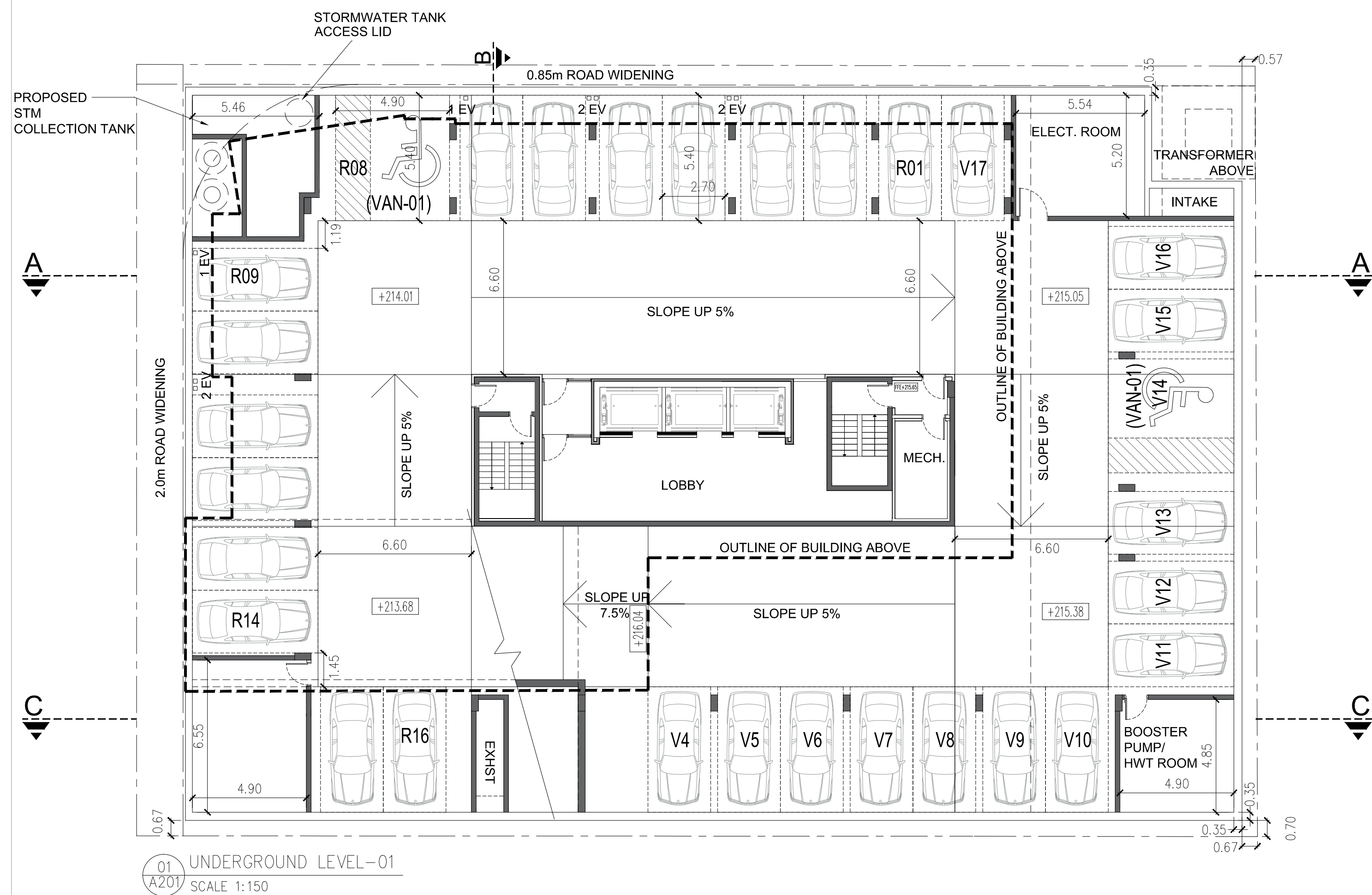


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18103

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813 - 4789 YONGE ST. TORONTO
M2N 0G3
T: 416-224-0665
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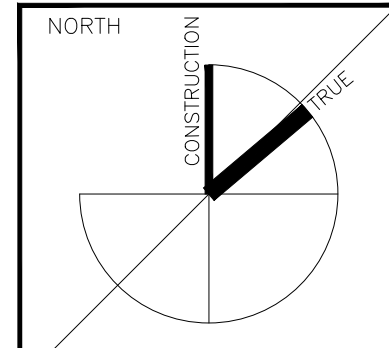


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UG LEVELS, GF & 2ND FLOOR PLANS

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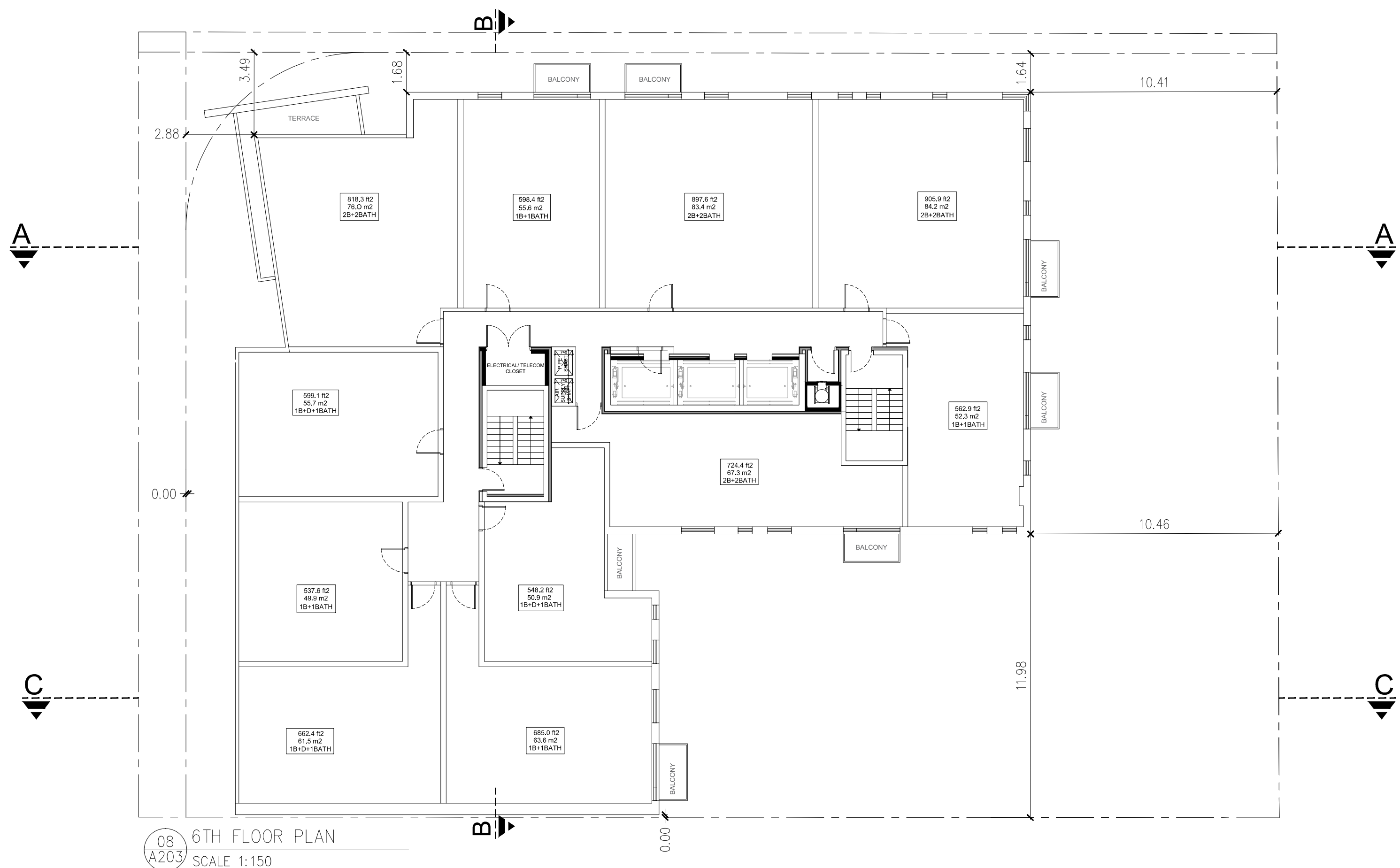
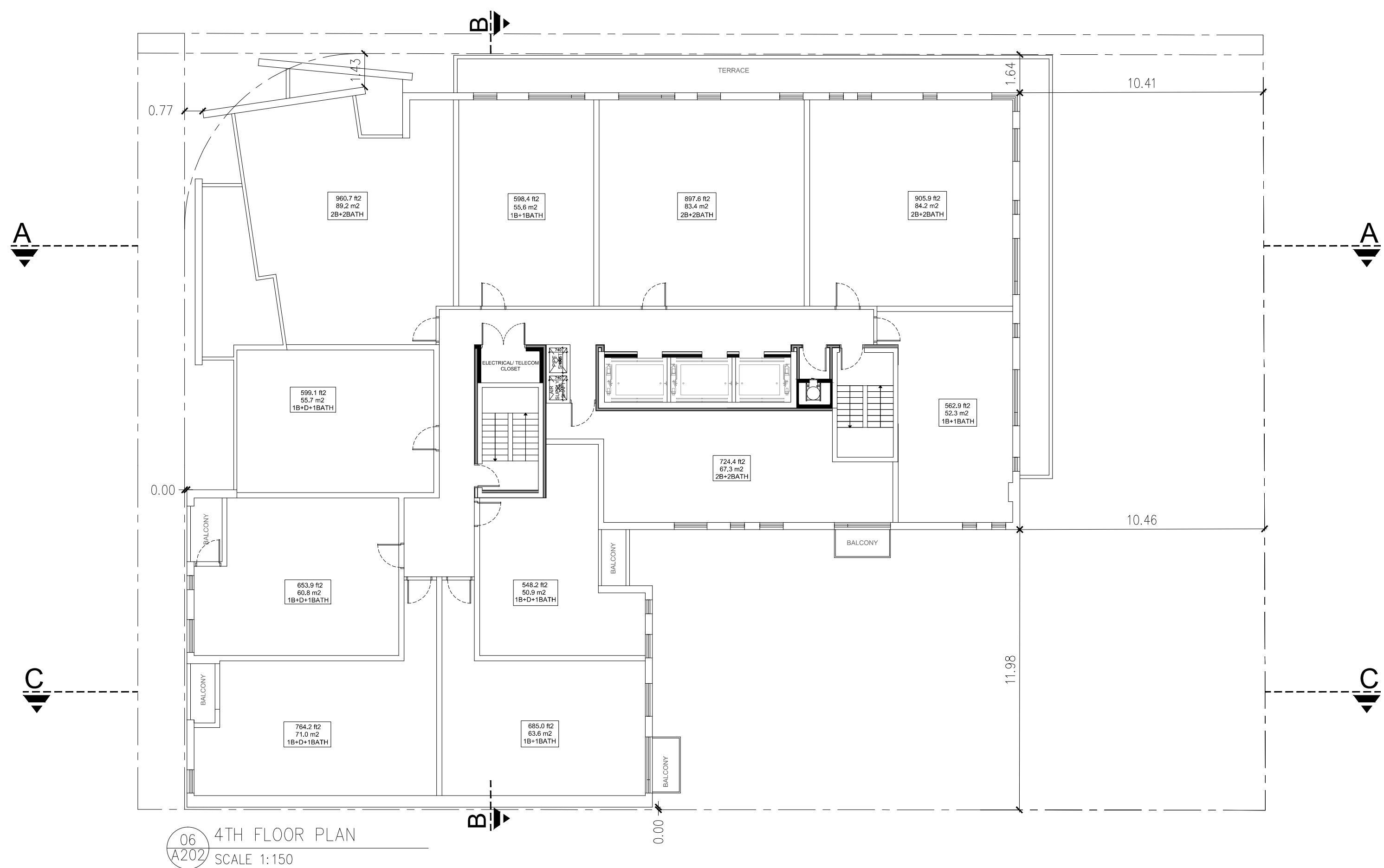
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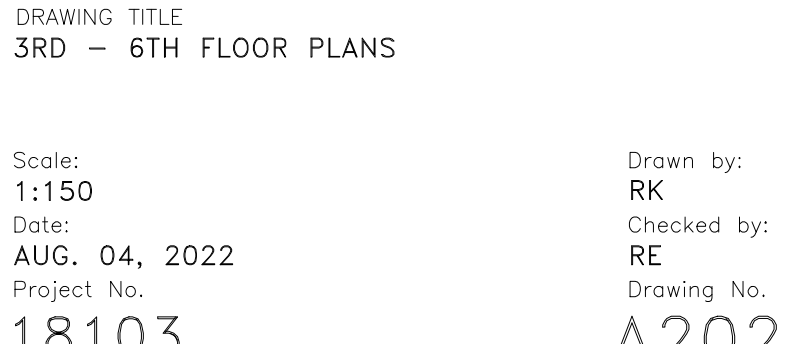
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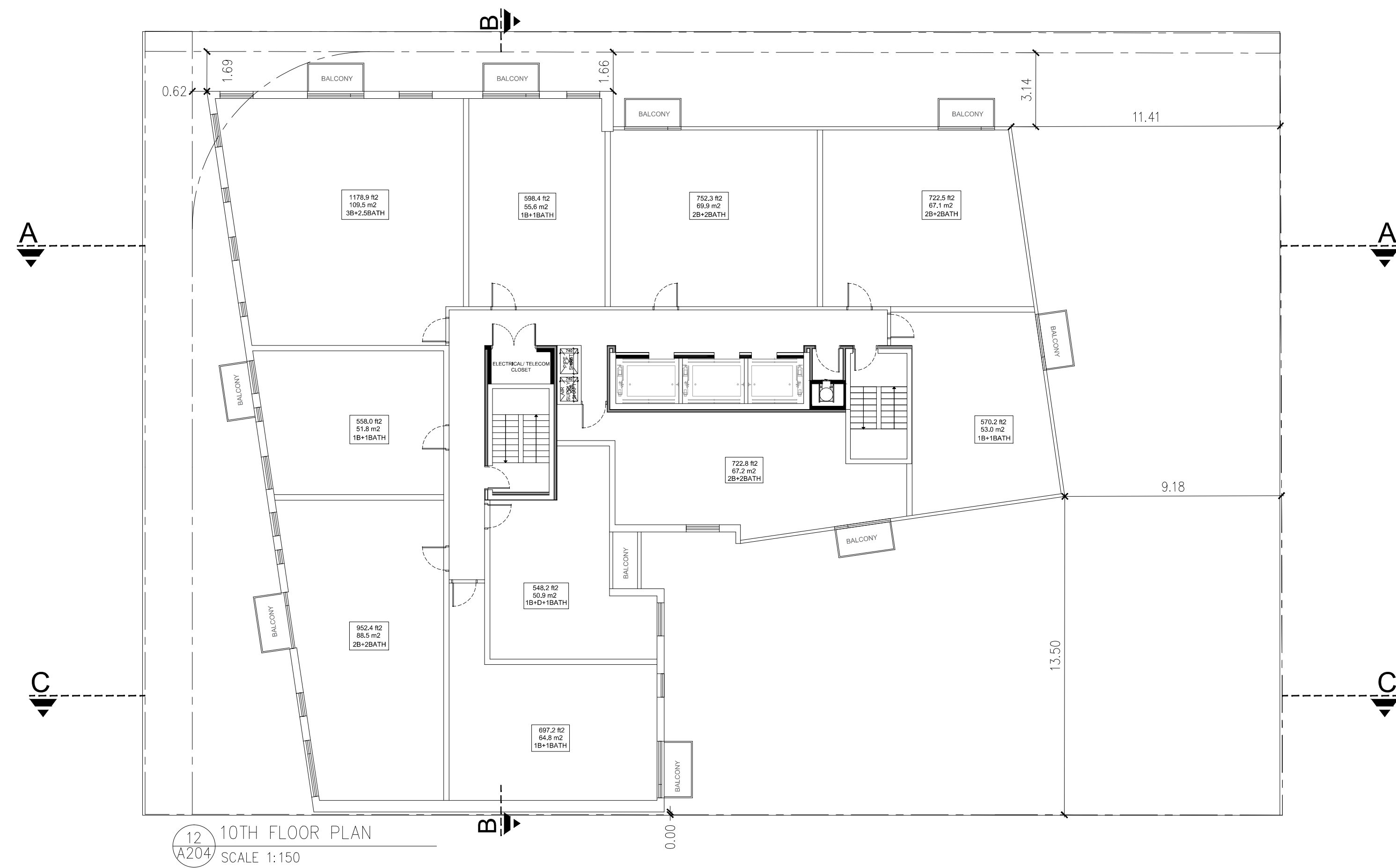
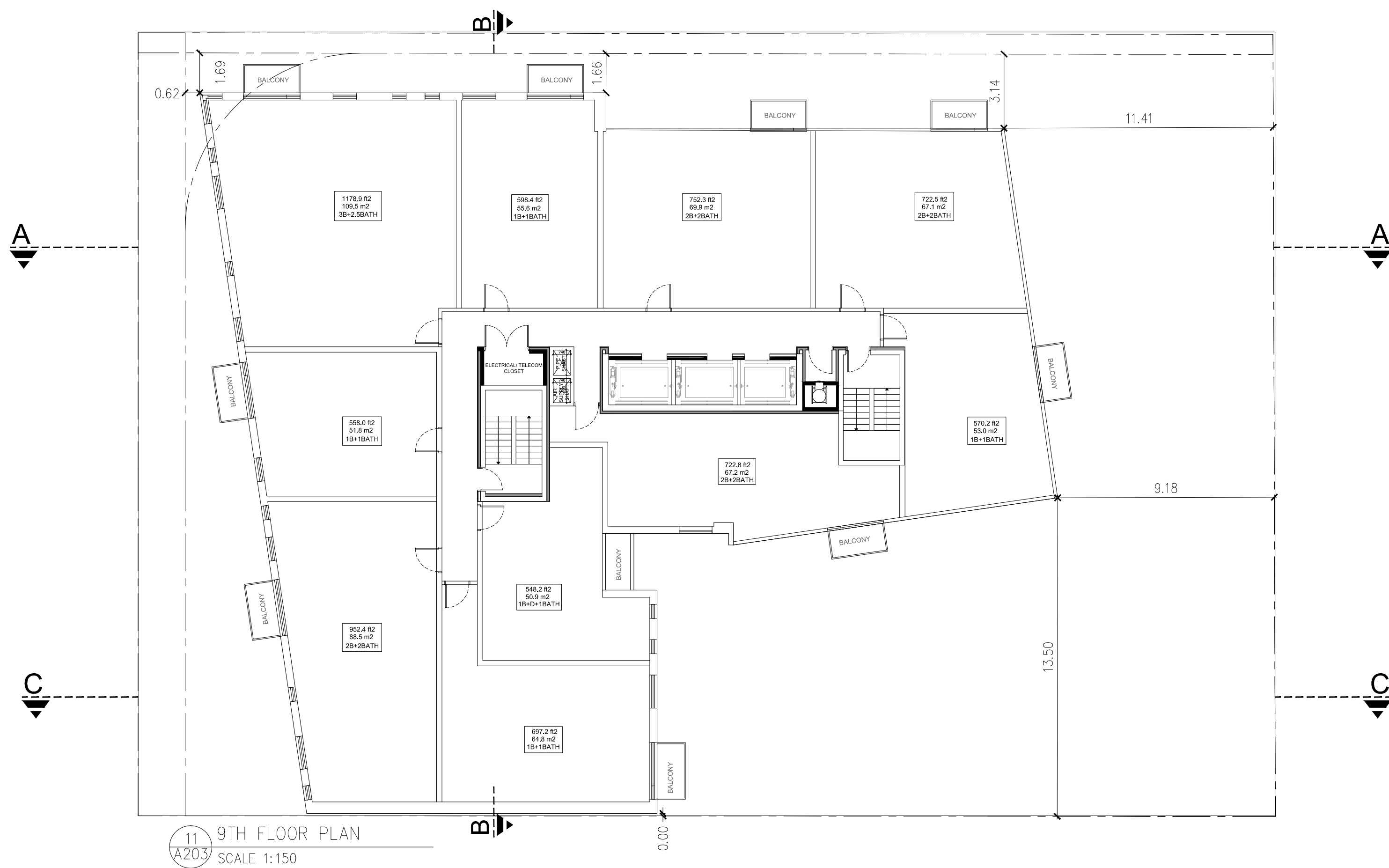
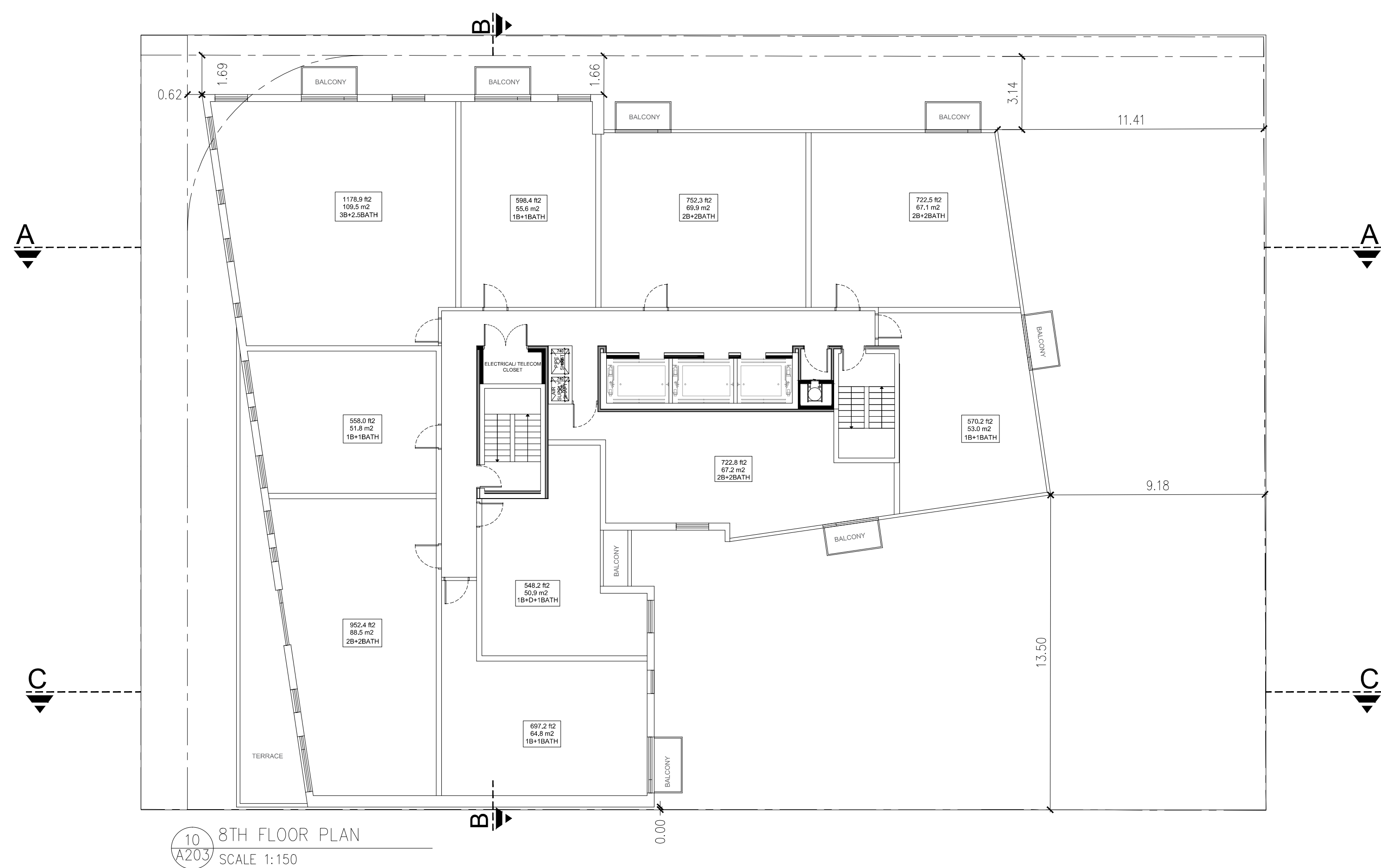
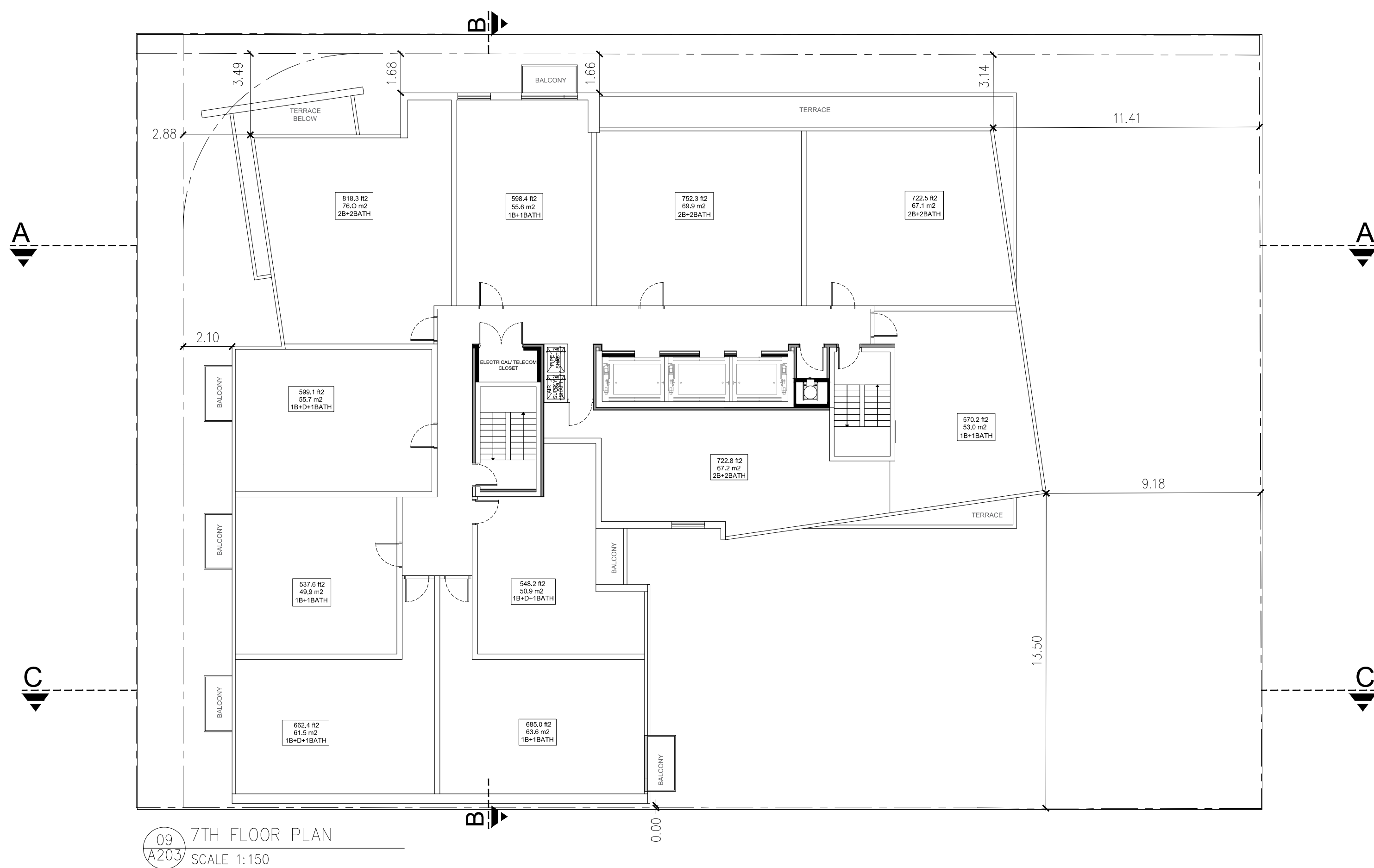
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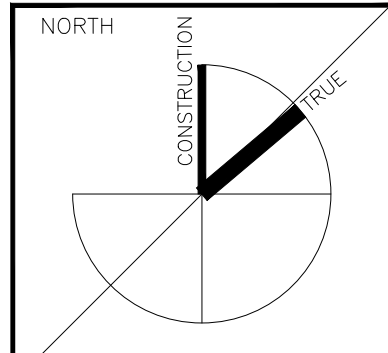
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ISSUED FOR REZONING AUG.18/20

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Wilson Avenue**

BRAMPTON, ONTARIO



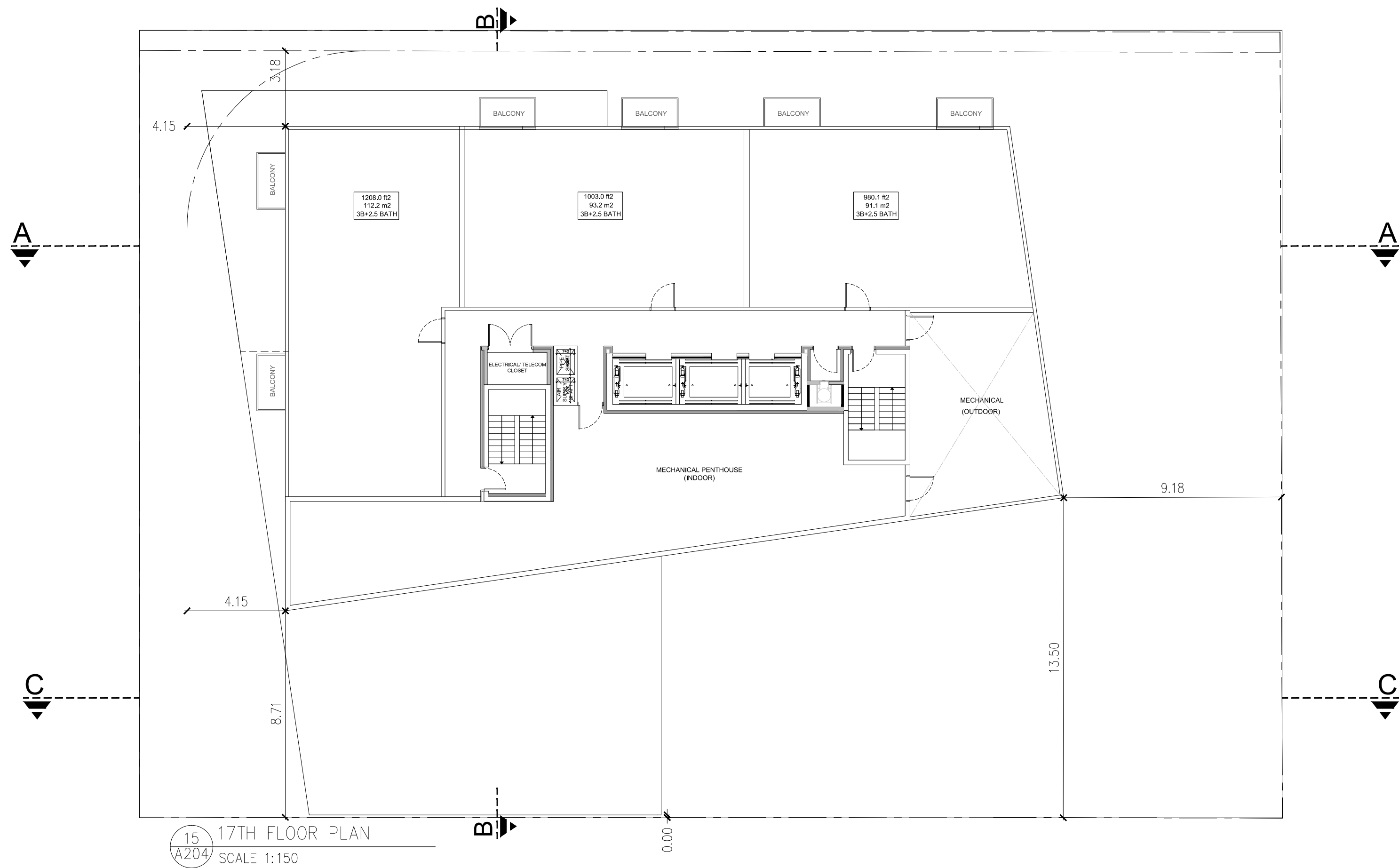
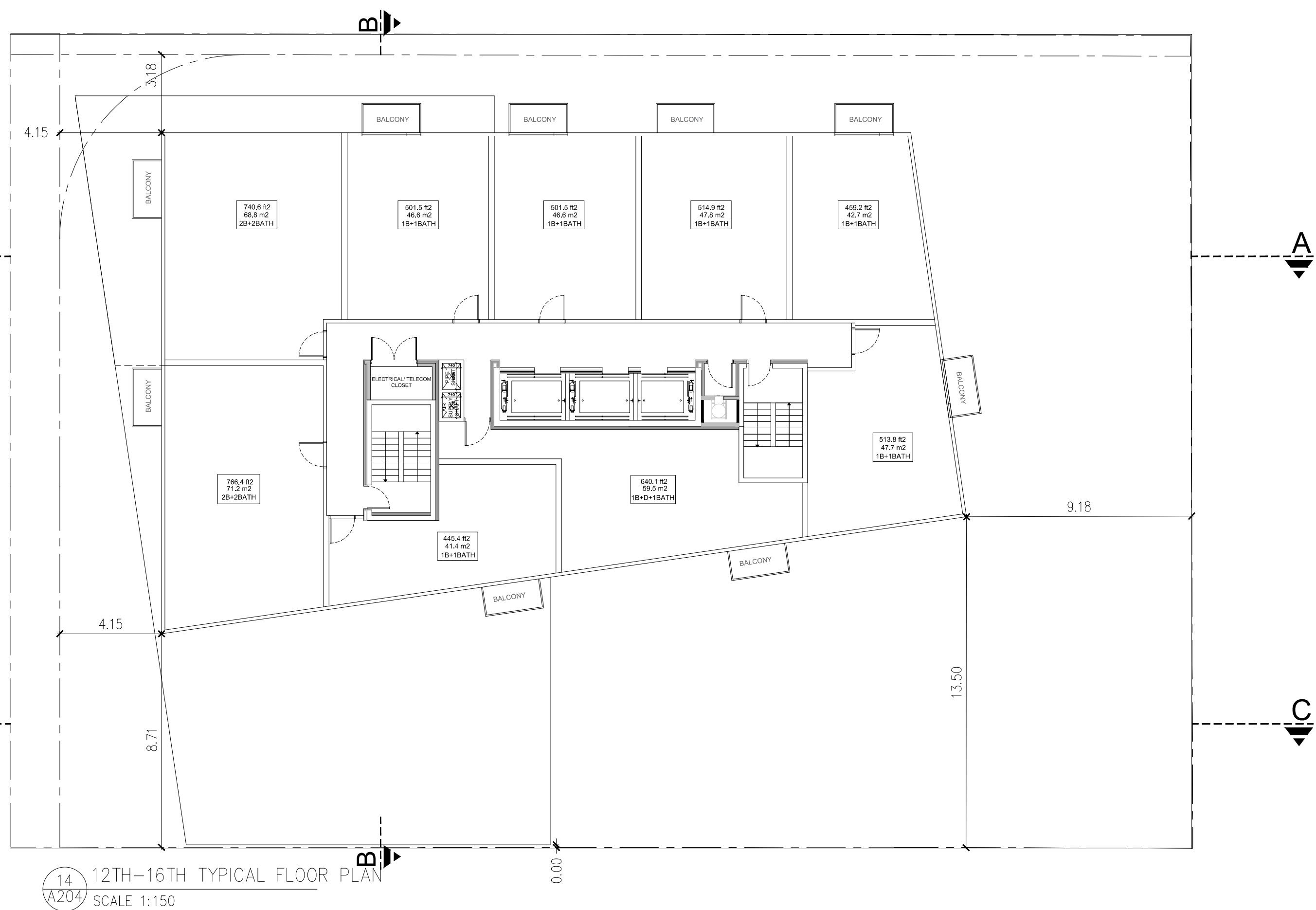
DRAWING TITLE
7TH - 10TH FLOOR PLANS

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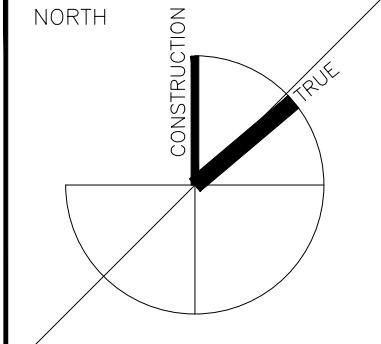
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3 - 4789 YONGE ST. TORONTO
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<p>CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO ARCHITECT BEFORE PROCEEDING WITH WORK. ALL PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE</p>					
NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
			2.	RE- ISSUED FOR REZONING	FEB.26/21
			1.	ISSUED FOR REZONING	AUG.18/20



FIFTH AVENUE
DEVELOPMENT GROUP

A204

3 - 4789 YONGE ST. TORONTO
N 0G3 ICONARCHITECTS.CA
16-224-0505 F:416-224-0504

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July 5, 2024

GSAI File: 446-006

To: City Clerk's Office, Legislative Services Department
The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**Re: Community Open House – Primary Major Transit Station Areas
Bram South Precinct – Laurelcrest PMTSA
CPVC 100 WEST NOMINEE INC. (Crestpoint Real Estate Investments Ltd.)
100 West Drive (Laurelcrest MTSA), City of Brampton**

Glen Schnarr & Associates Inc. ("GSAI") are the planning consultants to Crestpoint Real Estate Investments Ltd., owners of 100 West Drive (herein referred to as the "Subject Property"). The Subject Property is located on the west side of West Drive, north of Clark Boulevard and is currently being used for industrial purposes. The Subject Property is within the Laurelcrest Major Transit Station Areas ("MTSA"), a "Primary" MTSA, which was delineated by the Region of Peel in their updated Official Plan (approved with modifications on November 4, 2022).

GSAI has been following the MTSA review and has been engaged in many discussions with City staff on the matter. GSAI made a submission in July of 2023 on the MTSA land use plans put forward at the July 31, 2023, Planning and Development Committee (Planning, Bldg & Growth Mgt-2023-315). Most recently, GSAI attended the Community Open House on May 14, 2024, which presented preliminary land use concepts, heights and densities as well as park and road network connections, amongst other details.

GSAI is pleased to see the City's efforts to advance MTSA's. This is a positive step forward in strategic planning for the evolving City of Brampton. We recognize that at this time, the information provided at the Open House is in a preliminary stage and subject to change. We thank staff for the opportunity to provide comment on the MTSA work. We have provided our comments on the current MTSA work and with respect to Land Uses, Building Heights and Density, Park Blocks and Road Network, as described below.

Land Uses (Proposed)

As an interim policy solution, while the existing industrial uses continue to exist and operate, we recommend including policies in the draft MTSA policy framework to explicitly permit continued/expanded industrial uses on the entirety of the Subject Property, while still protecting for future mixed use/residential redevelopment in the future.

As presented on the materials at the Community Open House on May 14, 2024, the City has identified the Subject Property as either High Rise Mixed Use, Mid Rise Mixed Use or Prestige Employment/Industrial.

For the future land use scenario, we recommend to staff that our Client's lands be considered in their entirety for High Rise Mixed Use. This presents a logical land use pattern by concentrating greater densities and heights in the westerly portion of the MTSA where there is interface with uses that would not be negatively affected by greater heights/densities (such as Highway 410 and existing Industrial uses). The Clark Avenue right-of-way is a distinct and logical boundary dividing industrial/employment uses on the south side of Clark Avenue and future residential uses on the north side of Clark Avenue. This effectively puts to better use what could be considered otherwise underutilized lands within the MTSA under the City's current vision for the lands. We remind staff that mixed use development offers jobs and employment opportunities (such as, but not limited to, retail, commercial and office elements, typically located in podium elements).

The area/lands bound by Queen Street to the north, West Drive to the east, Clark Avenue to the south and Highway 410 to the west (which include our Client's lands) have the opportunity to develop into an urbanized area without limitation of established neighbourhoods or environmental/natural feature constraints. We see these existing limitations in other areas within this MTSA. These existing conditions directly impact the opportunity to have higher density mixed uses located within the limits of the MTSA. We encourage staff to more carefully consider the opportunity that this specific area of the Laurelcresc MTSA presents when evaluated against the vision and planned intent at the Provincial, Regional and local level for MTSA's, and given the Subject Property's proximity to the future Queen Street BRT.

In conclusion, it seems contrary to policy directives to limit development potential for high-density mixed-use sites where it can be supported. It is our opinion that there is a missed opportunity by maintaining our Client's lands as either Prestige Employment/Industrial and Mid-rise Mixed Use. By pursuing a high density mixed use designations on our clients lands, the vision for PMTSA's as areas where compact, mixed-use, transit-supportive development is to be directed is most effectively realized. To limit the development potential on these lands would have significant implications on the achievement of a number of Provincial objectives such as directing growth to certain areas and the provision of housing in those areas.

Building Heights and Density (Proposed)

While we acknowledge that the City has the authority to implement height and density caps in MTSA's, it is our opinion that these caps will not optimize intensification opportunities and accommodate for specific, higher density and compact built forms within areas targeted for growth. The implementation of maximum heights in MTSA's typically do not reflect what can be achieved in these areas where compact, mixed-use, transit-supportive development is to be directed.

We note for staff, Policy 5.4.18.6 of the Region's Official Plan which provides that the Region's objective is:

"[t]o optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas."

Maximum heights often will become a barrier to accommodating development in appropriate locations, such as those in close proximity to higher order transit where higher density, transit-supportive development ought to be, and will be a barrier to supporting greater housing choice and the delivery of new housing units, challenging the implementation of Provincial policy objectives.

That said, we acknowledge the City's strategy of focusing height along Queen Street and prescribing unlimited heights on certain sites with frontage along Queen Street. Nonetheless, height and density caps

throughout the balance of the MTSA will inherently limit the redevelopment potential of lands where transit-oriented, higher density, mixed-use development ought to occur.

In this respect, we are requesting that our Client's lands, in their entirety, be afforded greater as-of-right heights and densities (in addition to the amended High Density Mixed Use land use designation discussed above). We believe that there is logic in permitting for heights beyond 40 storeys and extending those height permissions south along the Highway 410, all the way to the northerly limit of Clark Boulevard. This would include revised permission for heights on sites located along West Drive, as well. We anticipate that there will be urban design policies related to the provisions of podiums, step backs, etc., to help guide the appropriate massing and scale of development within the MTSA. We feel it is contrary to the planned function of MTSA's to limit heights and densities as they are currently contemplated.

Notwithstanding the above, we do anticipate seeing new policies to address the rights of landowners and/or applicants to apply for exceedances of the prescribed height and densities within MTSA's through privately initiated Official Plan amendments. We remind staff that through the Planning process, reviewers are afforded the opportunity to assess the appropriateness of heights (and by extension, density) on a case-by-case, site specific basis through the review of technical reports and plans such as sun/shadow studies and angular plane analysis' when development concept plans are prepared.

We are of the opinion that the area/lands bound by Queen Street to the north, West Drive to the east, Clark Avenue to the south and Highway 410 are unique as they have the opportunity to provide for a transit-supportive development in an urban setting as there are no environmental or natural area constraints, nor are there existing, established neighbourhoods, such as those found on the north side of Queen Street. These existing conditions directly impact the performance and planned function of the MTSA. These lands could compensate for the lost density on the north of Queen Street which are not planned for redevelopment nor significantly contribute to the function of a MTSA.

In this respect, we would request that the City reassess the prescribed heights and densities proposed on our Client's lands, within the MTSA at this time. The City should also consider including a policy that enables a proponent to provide rationale/justification for greater heights and densities, to the satisfaction of staff, on a site-by-site basis through the Planning application process, without triggering the need for a site specific Official Plan Amendment.

Park Blocks (Proposed)

We note the "proposed park" shown on our clients' lands on the latest iteration of the land use concept. We are looking for confirmation that at this time, the park location and size are largely conceptual and that the final location and size will be confirmed through future development application(s).

We note for staff that with this area evolving into a more urban area, while we recognize the benefit and need for parkland, the ~3 acres being requested could be better suited to be broken up into two separate park blocks of a smaller size, with the second site being located elsewhere in the MTSA.

We also are requesting clarification on the City's process to determine parkland size and location in this instance.

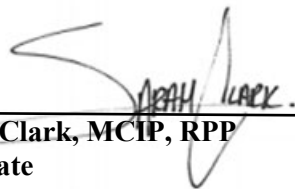
Road Network (Proposed)

We acknowledge that the City has located potential road networks. While we recognize there is more work to be done with respect to determining the location and size of the future roads and rights-of-way (“ROW”), we are of the opinion that consideration should be given to more urban ROW widths and characteristics. This would include less focus on accommodating private automobile travel and effectively narrowing ROW widths to take a ‘pedestrian first’ approach to spatial planning. Prioritizing urban elements such as reduced ROW’s and smaller setbacks to the streets, will create a richer and more desirable public realm at the human scale.

We commend staff for their work on the MTSA process and as always, appreciate the opportunity to provide comments. At the convenience of staff, we would be happy to meet to discuss our requests and comments provided herein.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



Sarah Clark, MCIP, RPP
Associate

cc. **Michelle Gervais, MCIP, RPP, Policy Planner, City Planning & Design**
Claudia LaRota, MCIP, RPP, Principal Planner/Supervisor, Policy



June 18, 2024

City of Brampton
Planning, Building & Economic Development Department
2 Wellington Street West
Brampton, ON, L6Y 4R2

Attn: Michelle Gervais, Policy Planner, Integrated City Planning

Re: MTSA Study Phase 2b - Gateway Terminal MTSA - May 2024

Dear Ms. Gervais,

We have had an opportunity to review the May 23, 2024, Open House presentation materials and MTSA Study Phase 2b update, which includes detailed land use schedules including a density distribution plan, height distribution plan, demonstration plan, and maximum height schedule for the Gateway MTSA. In response to the MTSA Phase 2b study update, we offer the following comments:

210 & 220 Steeles Avenue West

Kaneff Properties Limited is the registered owner of the lands municipally known as 210 & 220 Steeles Avenue West which are located within the Gateway MTSA. A Zoning By-law Amendment application for the property was submitted to the City of Brampton under City File: OZS-2022-0023 in April 2022 and was recently approved at the June 17th, 2024, Planning and Development Committee Meeting. The application rezoned the lands to facilitate the intensification of the site to permit 5 residential apartment buildings ranging in height from 6 storeys to 45 storeys.

We respectfully request that the detailed land use schedules for the Gateway MTSA be updated to accurately reflect our development proposal and recent approval for our property located at 210 & 220 Steeles Avenue West.

1 Bartley Bull Parkway

Kaneff Properties Limited is the registered owner of the property municipally known as 1 Bartley Bull Parkway which is located within the Gateway MTSA. According to the "Proposed Density Distribution" schedule, these lands have been assigned "unlimited density" permissions considering the prominent and strategic location of the site at the intersection of Steeles Avenue and Main Street South, and its proximity to the Gateway Transit Terminal and future LRT station.

While we commend the City on its decision to assign "unlimited density" permissions to our property at 1 Bartley Bull Parkway, there appears to be a discrepancy between the "Proposed Density Distribution" schedule and the "Proposed Max Height" schedule. The Proposed Max





Height schedule proposes to restrict building height on the northerly half of our property to a maximum height of 35 storeys. This is not consistent with the Proposed Density Distribution schedule for the Gateway MTSA which allows unlimited density.

We respectfully request that the Proposed Height Distribution schedule be revised to apply the "No Max Height" and "Unlimited Density" permissions to the entire site at 1 Bartley Bull Parkway. The maximum building height at the south-west corner of the site will ultimately determine how building height should gradually transition to the other areas of the site. Since the entire site is under Kaneff ownership, the "No Max Height" permissions should be extended to the entire site for design flexibility purposes and to ensure that a consistent height transition can be implemented.

We appreciate the opportunity to provide our comments on the latest phase of the MTSA study and detailed land use plans for the Gateway MTSA. We look forward to our continued participation and collaboration throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Freeman'.

Kevin Freeman, MCIP, RPP

Director of Planning & Development

Kaneff Group

kfreeman@kaneff.com

(416) 578-2328



July 3, 2024

Chair and Members of Planning Committee
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Via email: cityclerksoffice@brampton.ca

Dear Chair and Members of Planning Committee;

**RE: Major Transit Station Area Plans for Dixie and Central Park
OUR FILE 9519Y-1**

MacNaughton Hermesen Britton Clarkson Planning Limited ("**MHBC**") is retained by Morguard Corporation ("**Morguard**") with respect to the Bramalea City Centre ("**BCC**") located at 25 Peel Centre Drive (outlined on the location map below). BCC is a successful regional shopping centre containing approximately 1.5M square feet of retail and office space on 33 hectares of land. It is a major activity centre, drawing people from around the city and region to shop, work and play. Over the years, the ownership has made substantial investments into the property to maintain the regionally significant class A shopping centre status that it enjoys today.



Bramalea City Centre

Further to our correspondence dated June 10, 2024, we would like to thank staff and Council for the opportunity to review the preliminary MTSA plans and provide feedback on the May open houses. Over the past several years, the City has made consistent and commendable progress on implementing its vision for intensification and MTSA.

As the MTSA project approaches the more detailed stage of plan-making and policy development, we are providing the following detailed comments on the plans released by the City to date. The potential of BCC to accommodate a significant amount of transit-oriented, mixed-use intensification over the long term cannot be overstated given its 33 hectare size and its location abutting two future BRT stops and the existing Bramalea Transit Terminal. The BCC site is a significant asset to the City's goal of accommodating growth through intensification and reducing reliance on greenfield development. Therefore, the need to get this stage of the MTSA project done right is of utmost importance to ensure that the long-term redevelopment and intensification of this site is not compromised. We would like to work with staff to ensure that appropriate policies and regulations are applied to the site and offer the following comments based on what has been released to date:

1. **Maximum Building Heights and Densities** – We understand that the City is cautiously approaching the implementation of heights and densities within MTSA. However, given the potential redevelopment opportunity at BCC, we feel that the proposed heights and densities are too low and do not optimize the potential of the site to accommodate transit-oriented intensification. The site is unique in being a 33-hectare, contiguous land holding in the heart of City and along one of the most significant pieces of planned transit infrastructure. In addition, the location has many existing development inducing benefits including one of the City's largest existing transit terminals, an abundance of parks and schools in the immediate vicinity, and other major community infrastructure like the Bramalea Civic Centre and Chinguacousy Park.

Attachment 1 to this letter outlines revised heights and densities that are more appropriate for the site and optimize its intensification potential. These revised heights and densities take into account the Queen Street corridor with its planned BRT stations at Dixie Road and Central Park Drive as the focal point of intensification with intensity decreasing southward towards existing lower density areas. It also considers the fact that BCC can become a true Urban Centre as identified in the new Brampton Official Plan with its proposed new road networks and park space. This is in contrast to other areas of the MTSA. For example, the area on the west side of Dixie Road, along Lisa Street, is predominantly built out, does not contain any mixed uses and is served by a single road yet the current City drafts show this area as having taller height permissions than most of the BCC site. Furthermore, other areas of the plan (the corner of Queen Street and Central Park Drive) are identified as "No Maximum Height" yet are almost fully built out and across the street from detached homes.

We also note that the portion of the Dixie Tributary running through the western portion of BCC has not been reflected on the plans. This is a piece of existing (and soon to be upgraded) stormwater infrastructure that renders some of the land as non-developable and therefore cannot be considered as part of the total intensification potential of the site.

2. Mapping Clarifications

- a. There is a portion of land identified as “Prestige Employment”, immediately west of the Bramalea Transit Terminal, where Morguard currently operates a small parkette. We understand that this may be a typo but are seeking clarification as to the nature of this redesignation and note that employment uses may introduce land use conflicts for future residential intensification.
- b. The height and density mapping does not identify the proposed permissions for lands on the north-east corner of the Queen Street East and Dixie Road intersection. What is intended for this corner?
- c. The MTSA Land Use Plan shows a dotted line extending from the Queen Street East and Dixie Road intersection into the BCC site. This arrow is not defined in the legend.
- d. The Dixie Tributary is not reflected on the mapping and should be identified to ensure it is not counted as developable area.

3. Size and Location of Park – In the response to our comment letter found in Appendix D of the staff report, staff note that the size and location of the Proposed Park is not fixed and will be determined through future development applications. This is a prudent approach but requires the current location of the Proposed Park be assigned height and density permissions should the Proposed Park be located elsewhere. We have provided proposed heights and densities for that location in Attachment 1 to this letter. As per our original comment letter, locating the park further south would allow greater density to be concentrated closer to transit infrastructure where parks and open space could be provided in a more urban format through methods like privately owned publicly accessible spaces (“POPS”) as opposed to a suburban-style park.

4. Existing Development Application - The Precinct Plan Aerial View shows a label that states “25 Peel Centre Drive Application 33, 30, 26 and 12 Storeys Rezoning Approved”. Additionally, staff reference rezoning in their response to our initial comment letter (Appendix D of the staff report) indicating that recent rezonings are not being considered for pre-zoning as part of Phase 3 of the MTSA project. We would like to clarify that this area of BCC has never been the subject of a site-specific rezoning. It carries the same zoning as the rest of the BCC shopping centre, though Morguard is currently in the process of finalizing a site plan application to facilitate residential intensification in that area. Furthermore, our initial letter provided comments on the entire BCC site and was not restricted to the area which is being reviewed through the site plan process.

5. Density Transfer Policy – In preparing text policies for the upcoming Secondary Plan amendments, we recommend that staff consider including policies that allow transfers of height and density permissions on contiguous sites which would allow such sites to address context specific issues without compromising the overall intensification potential of the MTSA.

6. Transition Policies – Over the course of the MTSA project and the preparation of the City’s new official plan, MHBC has submitted numerous comment letters stressing the importance of having appropriate transition policies for BCC. The site has tremendous intensification and redevelopment potential which will be realized thoughtfully and gradually, over the long term. However, during this time, the existing commercial function of the shopping centre needs to

be recognized and protected. BCC has served and continues to serve an important commercial, employment and recreation function for the broader Brampton area and therefore must have flexible policies to ensure that the mall can continue to evolve over time and respond to changes in the local market; this includes things such as, but not limited to, being able to operate and modify the surface parking lots, construct new commercial buildings and make various other modifications to the site. The existing transition policy in the Queen Street Corridor Secondary Plan should therefore be preserved and enhanced where necessary to ensure that the shopping centre can continue to operate and evolve.

7. **Mixed Uses** – We concur with the language used in the character area descriptions which “encourages” a mix of uses and commercial uses at grade as opposed to requires them. This is an important acknowledgement of the significant existing supply of commercial uses in the area which is the context within which most of this area will develop.

We appreciate the opportunity to provide comments on the City’s MTSA plans and would be pleased to work with staff on a context-appropriate policy and zoning framework for the BCC lands.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read 'Gerry Tchisler', written over a light grey circular stamp.

Gerry Tchisler, M.Pl., MCIP, RPP
Partner

cc: MTSA Project Team mtsa@brampton.ca

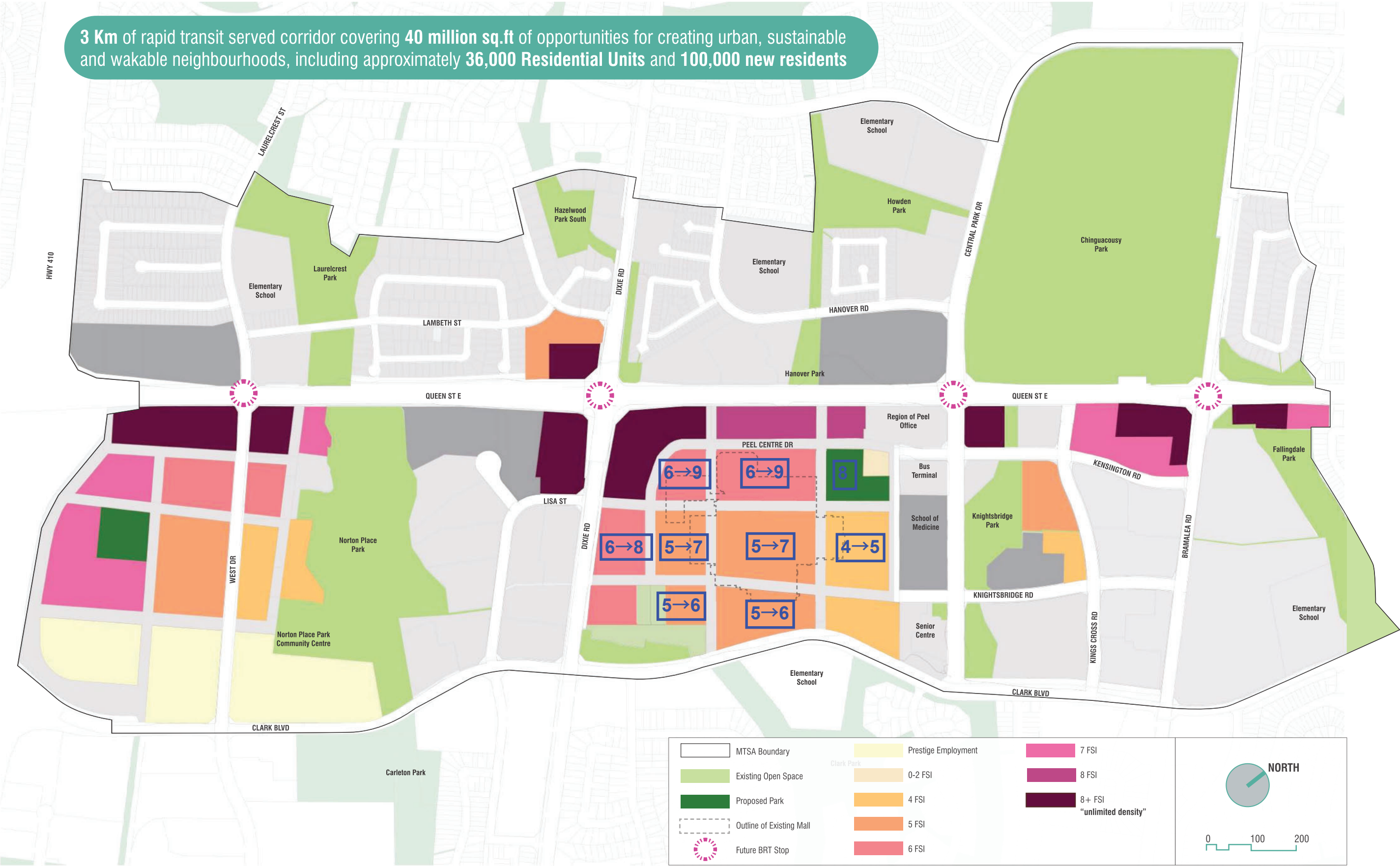


Proposed Max. Heights (Dixie & Central Park MTSA)

PROPOSED DENSITY DISTRIBUTION

Draft for Discussion Purposes

3 Km of rapid transit served corridor covering 40 million sq.ft of opportunities for creating urban, sustainable and wakable neighbourhoods, including approximately 36,000 Residential Units and 100,000 new residents



July 5, 2024

Project: HM.BR

VIA EMAIL

Natasha D'Souza
Policy Planner, Integrated City Planning
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

**Re: Brampton's Major Transit Station Areas Project update –
May 2024 Open Houses and Next Steps
(Report # Planning, Bld & Growth Mgt-2024-541)**

Hampton Development Corp. (Hampton) recently proceeded through a Zoning By-law Amendment application (File OZS-2023-0021) for 241 Queen Street East which resulted in Council's approval of By-law 54-2024. This property is located within the Queen Street East – Precinct A (Kennedy MTSA).

For reference, By-law 54-2024 divides the zoning on the site into three exceptions DC1(H)-3780, DC1(H)-3781 and DC1(H)-3782 as shown on Schedule A of By-law 54-2024. Exceptions 3780 & 3781 permit building heights of 35-storeys (110 m) on the lands with a provision to increase the building height to 120m on the DC1(3781) portion of the site if certain provisions are achieved.

We have reviewed the "Brampton's Major Transit Station Areas Project update – May 2024 Open Houses and Next Steps" Staff Report as it relates to Hampton's lands and have the following comments related to Attachment A of the report. Attachment A contains a number of schedules pertaining to Queen Street East – Precinct A, which is where Hampton's lands are located:

- The "Proposed Density Distribution" Schedule shows FSI ranges for the majority of the properties within Precinct A. Many of the properties are "greyed out", with no corresponding colour found in the legend. We request clarification from the City that this means there is no maximum FSI for the Hampton lands (which would be consistent with the approved zoning for the lands);
- The "Proposed Height Distribution" Schedule correctly depicts the approved development concept for the Hampton lands, with a corresponding height range of 31-40 storeys. The "Precinct Plan A Aerial View" Schedule also correctly

depicts the approved development concept for the Hampton lands. We agree with both of these Schedules.

- However, the Schedule titled “Draft for Discussion Purposes – Proposed Maximum Height (# of Storeys) – Kennedy MTSA” is not consistent with the above noted Schedules and does not implement By-law 54-2024, which permits a height of 35 storeys on the south half of the Hampton lands. On this Schedule, the south half of the Hampton lands would only be permitted a maximum height of 25 storeys, which is incorrect. This Schedule must be amended to reflect the height permissions granted by By-law 54-2024, and more broadly amended where required to match the “Proposed Height Distribution” Schedule where other inconsistencies may exist.

We look forward to a response to these comments, and further updates on the Major Transit Station Areas Project.

Yours very truly,

SGL PLANNING & DESIGN INC.



David Riley, MCIP, RPP

c.c. Mauro Peverini, Hampton Development Corp.
City of Brampton Clerks Office (cityclerksoffice@brampton.ca)



PLANNING AND URBAN DESIGN

3 July 2024

Planning and Development Committee
City of Brampton
City Hall, 3rd Floor 2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Committee Members,

**RE: 8 July 2024 Planning and Development Committee Meeting –
Item 7.1 – Staff Report re: Brampton’s Major Transit Station
Areas Project Update – May 2024 Open Houses and Next Steps
200 County Court Boulevard, Brampton, ON**
WND File: 22.532

WND Associates has been retained by County Court Centre Ltd. as its planning consultant with respect to the submission of concurrent Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications for the lands municipally known as 200 County Court Boulevard (“Subject Site”). The Subject Site is a generally rectangular-shaped lot with approximately 95 metres of frontage on Hurontario Street, 105 metres on Havelock Drive, 194 metres on County Court Boulevard, and a total area of 2.149 hectares. The Subject Site is currently designated *Mixed-Use Two* within the Hurontario-Main Corridor Secondary Plan (“HMCSP”) and is zoned Service Commercial (SC) Special Section – 2651 under the City of Brampton Zoning By-law 270-2004.

After two very productive Pre-Consultation meetings with City Staff on 13 January 2023 and 8 March 2023, concurrent Zoning By-law Amendment and Plan of Subdivision applications were submitted on 16 August 2023 to facilitate the construction of five residential towers ranging in height from 22 to 44 storeys, atop podium elements which include retail and service-commercial uses at-grade (the “Proposed Development”). Formal application comments were received by City staff in January 2024, and the applicant team is currently working to address key issues and formulate a resubmission within the near future.

In addition, we have reviewed the materials related to Item 7.1, specifically Attachment C and the Proposed Density Distribution, Proposed Height Distribution, and Demonstration Plan documents related to the Ray Lawson MTSA (pages 17-21 of Attachment C). We have concerns that the proposed height and density regulations do not reflect feedback received through the application process (City File No: OZS-

2023-0028) thus far, while they inappropriately limit opportunities for transit-oriented growth. More specifically our concerns relate to the following:

1. Formal application comments received from Development Services & Design and Urban Design divisions request that a 45-degree angular plane analysis be provided as part of the review process. Accordingly, that analysis demonstrated that a building height up to 46-storeys safely fits within this plane. Accordingly, the 25-storey limit in the draft mapping is in our opinion arbitrary, and should be revised to facilitate up to at least 46-storeys.
2. The proposed height and density regulations are too modest and do not align with Provincial policies, particularly for strategic growth areas [MTSAs], that; direct municipalities to maximize the number of potential transit users that are within walking distance of the station [Policy 2.2.4.2 – A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020)]; and promote the efficient use of existing and planned infrastructure (Policy 1.6.7.2 – Provincial Policy Statement, 2020); direct municipalities to promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit (Policy 1.6.74 – Provincial Policy Statement, 2020), among others.
3. Formal application comments received to date, including those from the Integrated City Planning (MTSA Policy), Development Services & Design, and Urban Design divisions do not object to the proposed heights of Buildings A and E of the Proposed Development that propose heights of 34- and 39-storeys, respectively, and therefore exceed the proposed maximum height of 25-storeys for these same areas of the Subject Site.
4. Although the property to the south is currently occupied by 3.5-storey condominium townhouses, we strongly believe it inappropriate to limit lands within a strategic growth area (MTSA) to a maximum height of 0-4-storeys and a maximum density of 0.2 FSI. This property is approximately 120 metres from the future location of the Ray Lawson LRT stop.

Conclusion

The Subject Site is a large, underutilized property, providing a great opportunity to accommodate future transit-oriented growth. As the Subject Site is one parcel, the entirety of its area should be considered to be “at the corner” – where unlimited maximum heights and densities apply, while we hope for the City staff to honour the positive discussions made throughout the application process at the Subject Site.

We trust that you will consider our requests during the detailed policy writing and plan development stage that will comprise the future City-initiated amendments to the Secondary Plans for September 2024. Should you have any questions, please do not hesitate to contact the undersigned or Erik Retz of our office.

Yours very truly,

WND associates
planning + urban design

A handwritten signature in black ink, appearing to read 'A Ferancik', written in a cursive style.

Andrew Ferancik, MCIP, RPP
Principal



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

July 8, 2024

GWD File: PN.22.3206.00

The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mayor and Members of City of Brampton Planning and Development Committee/City Council

Genevieve Scharback, City Clerk

Steve Ganesh, Commissioner, Planning, Building and Growth Management

Marlon Kallideen, Chief Administrative Officer

Henrik Zbogor, Director, Integrated City Planning

Michelle Gervais, Policy Planner, Integrated City Planning

Subject: LETTER OF CONCERN
285 and 295 Queen Street East
Starbank Developments 285 Corp.
Item 7.1: July 8, 2024 Planning and Development Committee Meeting;
Recommendation Report: Brampton's Major Transit Station Areas
Project Update – May 2024 Open Houses and Next Steps

Gagnon Walker Domes Ltd. ("GWD") acts as Planning Consultant to Starbank Developments 285 Corp. ("Starbank"); the Registered Owner of the properties known municipally as 285 and 295 Queen Street East in the City of Brampton (hereinafter referred to as the "subject site"). The subject site is located at the southwest corner of Queen Street East and Highway 410, and is located within the QUE-3 Rutherford 'Primary' Major Transit Station Area ("MTSA"). An Aerial Photo illustrating the location of the subject site is in **Appendix 1**.

Starbank has been actively engaged in the City of Brampton's Official Plan Review process and associated MTSA Planning Study. This has included, but is not limited to, Starbank's participation in the Rutherford MTSA Focus Group Session that was hosted by City Staff on March 23, 2023, and the recent MTSA Open House on May 14, 2024, and through formal written correspondence prepared by GWD on behalf of Starbank to the City's Planning and Development Committee dated February 10, 2023, April 24, 2023, July 17, 2023, August 28, 2023, October 20, 2023, and April 8, 2024. Starbank has also appealed the City's decision to adopt Official Plan Amendment OP2006-247 to the

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Ontario Land Tribunal (OLT-23-00609), relating to the City's MTSA Planning Study within the City's current Official Plan, as well as the recently approved Brampton Plan in relation to the MTSA policies contained therein.

We write to express Starbank's concerns regarding the recommendations contained within the City of Brampton Planning Department's Recommendation Report (dated June 11, 2024) entitled "Recommendation Report: Brampton's Major Transit Station Areas Project Update – May 2024 Open Houses and Next Steps".

Starbank has put forward a vision for redeveloping the subject site for a transit-oriented mixed use high-density Master Plan development. The proposal and concept plan layout will be refined as we work through the Development Application process.

Starbank participated in a Pre-Application Consultation with City of Brampton Planning Staff on February 27, 2024 (City File No. PRE-2024-0012). Starbank currently plans to redevelop the subject site with a transit-oriented, mixed-use Master Plan with multiple new tall buildings. A copy of the Development Concept Plan and Renderings submitted with the Pre-Consultation Application are included in **Appendix 2**. A formal Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision Applications are scheduled to be submitted to the City of Brampton in 2024.

STARBANK'S CONCERNS with BRAMPTON'S MTSA PROJECT UPDATE – MAY 2024 OPEN HOUSES and NEXT STEPS

GWD has reviewed the Staff Recommendation Report as referenced above. Starbank has significant concerns with the proposed modifications outlined in the Recommendation Report, as summarized below:

- The land uses shown on the Proposed Density Distribution, Proposed Height Distribution, and Demonstration Plan (Precinct A Aerial View) schedules for Precinct A are in contradiction with the MTSA Land Use Plan which is included in the "approved" Brampton Plan as Schedule 13f. The Rutherford MTSA Land Use Schedule (Schedule 13f of Brampton Plan) identifies the Starbank site as Mixed Use High Density, along with a road network, including a proposed private or public road extending from Clark Blvd. to Queen Street East in the general alignment of the existing private driveway. In addition, there is a "U"-shaped mid-block connection on the east side of the north-south road, as well as Neighbourhood Park.

The Proposed Development Master Plan submitted to the City under Pre-Consultation Application PRE-2024-0012 generally reflects and is in line with the approved Rutherford MTSA Land Use Plan with regard to mixed-use high density uses, the road network layout, and the provision for a neighbourhood park.

The Proposed Density Distribution, Proposed Height Distribution, and Demonstration Plan (Precinct A Aerial View) schedules for Precinct A that are included in Attachment A to the Staff Report, include a park block that extends from an area east of the north south road on the subject site all the way to



Rutherford Road, and then north to Queen Street East, as well as the north-south road from Queen Street East to Clark Blvd no longer connecting as a contiguous road. This is contradictory to the MTSA Land Use Plan that is also included in Attachment A, and is not in line with the Master Plan put forward through the Pre-Consultation Application for the subject site (which is reflective of the MTSA Land Use Plan).

We respectfully request that all schedules in Attachment A to the Staff Report, as part of the ongoing MTSA Study Phase 2B, be revised to reflect the approved Brampton Plan MTSA Land Use Schedule, and the proposed Master Plan for the subject site included with Pre-Consultation Application PRE-2024-0012.

- With regard to the Proposed Maximum Height (# of Storeys) Rutherford MTSA, as included in Attachment A to the Staff Report, we respectfully request that the schedule be amended, as follows, to reflect the proposed Master Plan included with Pre-Consultation Application PRE-2024-0012 (see **Appendix 3**):
 - Extend the no max height south along the Highway 410 corridor on the easterly boundary of the subject site to reflect the extent of the Phase 2 lands on the plans submitted with the Pre-Consultation Application:
 - Revise the 40-storey block to 50-storeys;
 - Revise the 25-storey block along Clark Blvd to 40-storeys;
 - Revise the 25-storey block on the westerly boundary of the subject site to 46-storeys.

Closing Remarks

As summarized above, Starbank has significant concerns with respect to the proposed MTSA Phase 2B Study mapping and plans, and their potential impact on a future Starbank development application.

We reserve right to provide additional comments to the City of Brampton on behalf of Starbank in connection with this matter prior City Council's consideration of the Recommendation Report and prior to final approval thereof.

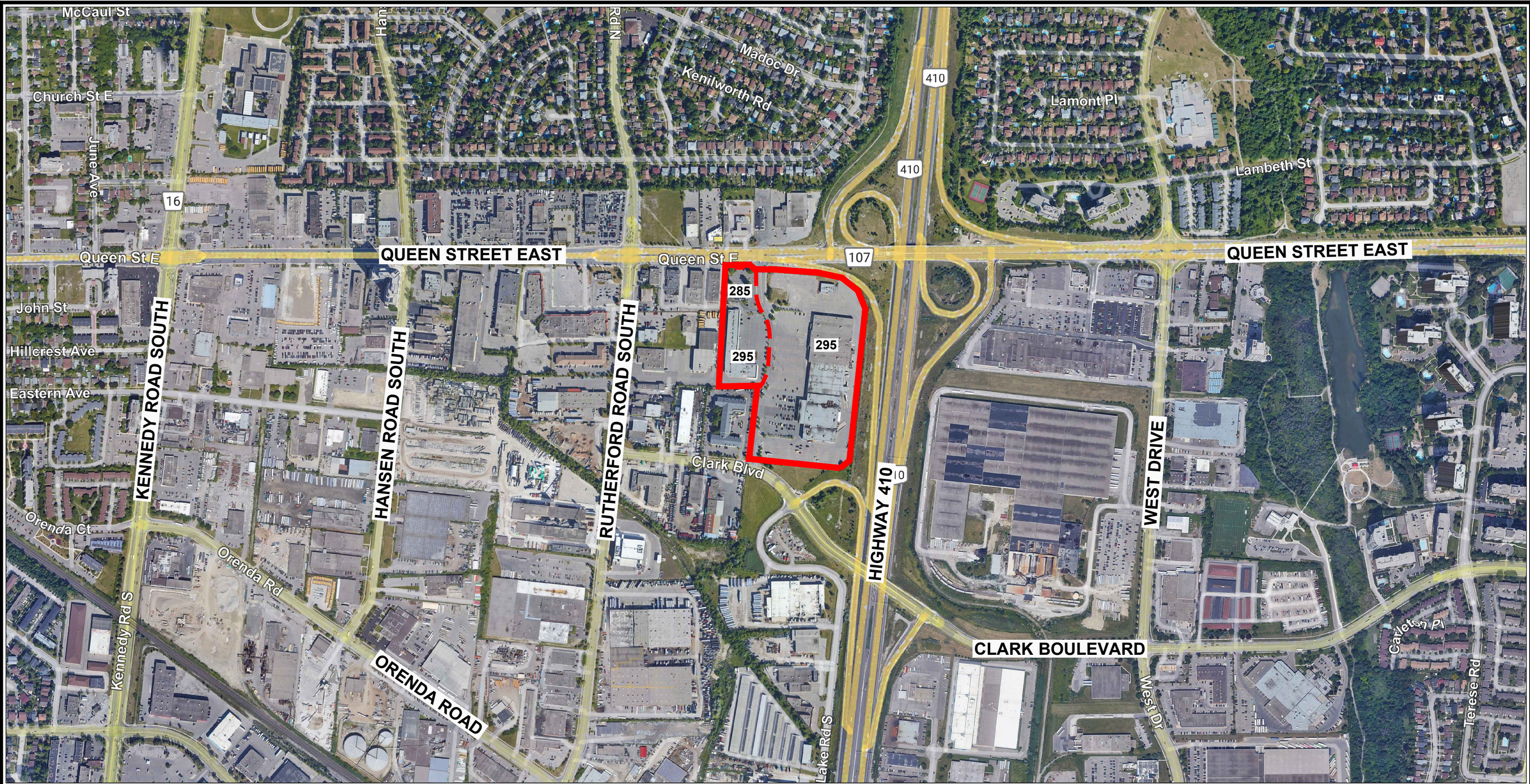
Yours truly,

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Partner, Principal Planner

cc: Starbank Developments 285 Corp.
I. Kagan, Kagan Shastri DeMelo Winer Park LLP
M. Gagnon, Gagnon Walker Domes Ltd.







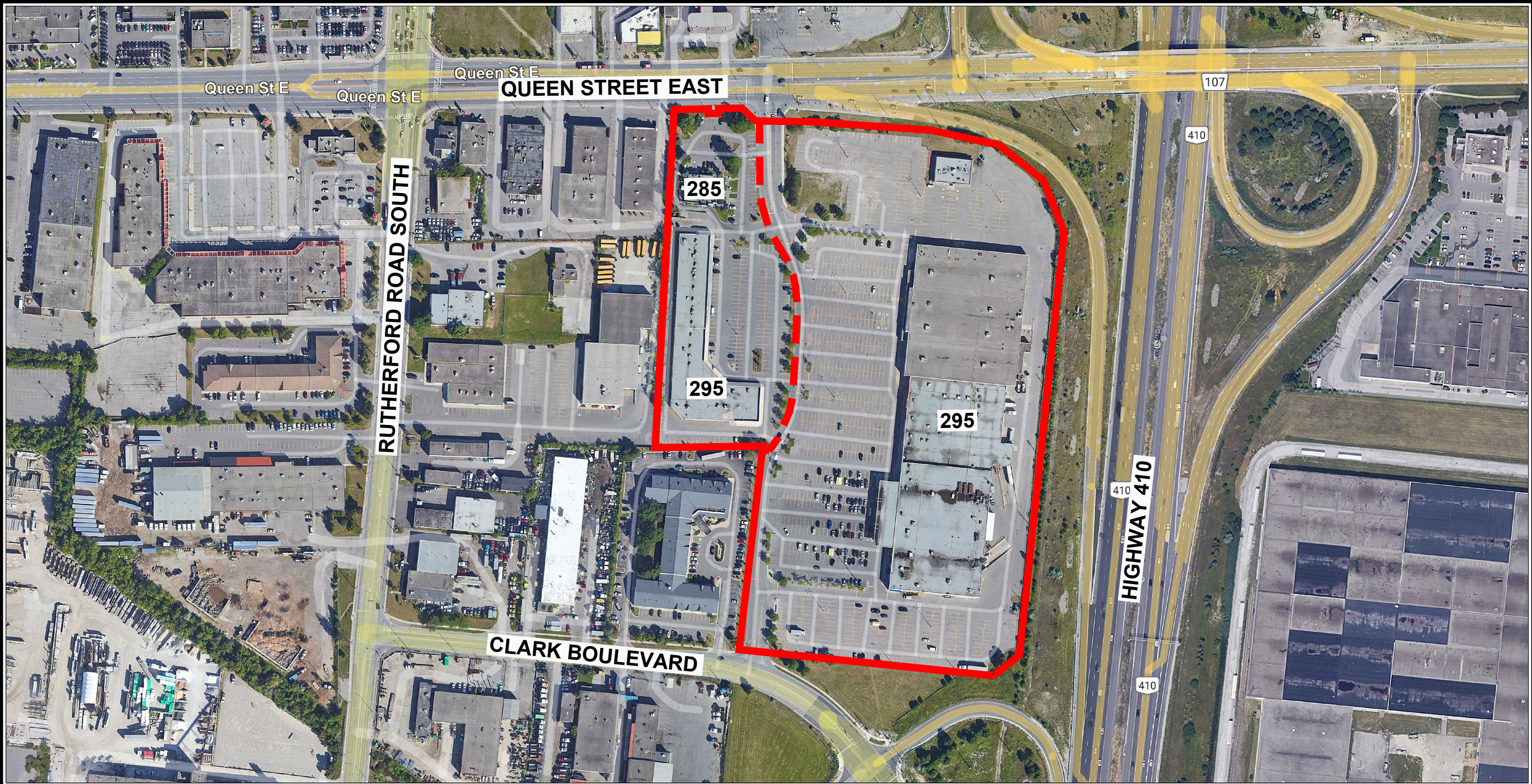
APPENDIX #1



AERIAL IMAGE - CONTEXT PLAN
285 and 295 QUEEN STREET EAST
CITY of BRAMPTON
REGION of PEEL

Image Source: Google Earth

LEGEND		P.N.: 22.3206	Date: November 1, 2022
 SUBJECT SITE		Scale: N.T.S	Revised:
		Drawn By: D.S.	File No.: PN 3206_ Aerial_Images_NOV_2022
		<div><div><div>BRAMPTON 21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790</div></div><div><div>GWD Gagnon Walker Domes PROFESSIONAL PLANNERS Toll Free 1 (855) 771-7266 www.gwdplanners.com</div></div><div><div>MARKHAM 3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556</div></div></div>	



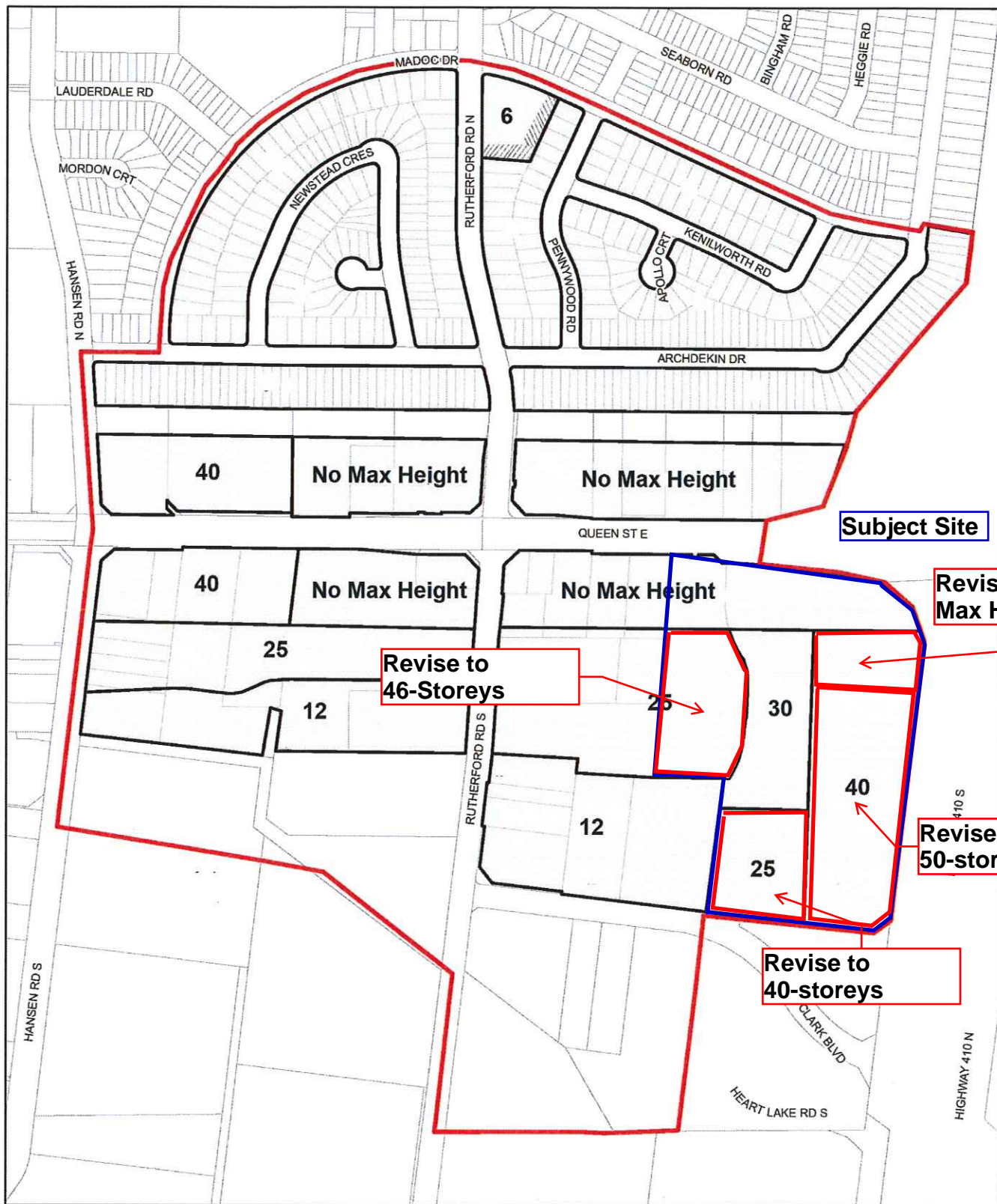
AERIAL IMAGE - SUBJECT SITE
285 and 295 QUEEN STREET EAST
CITY of BRAMPTON
REGION of PEEL

Image Source: Google Earth

LEGEND <div><div></div> SUBJECT SITE</div>	P.N.: 22.3206	Date: November 1, 2022
	Scale: N.T.S	Revised:
	Drawn By: D.S.	File No.: PN 3206_ Aerial_Images_NOV_2022

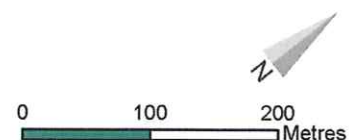


APPENDIX #3



- MTSA Boundary
- Maximum Height (# of storeys)
- Parcel Fabric
- Height Transition

Draft for Discussion Purposes Proposed Maximum Height (# of Storeys) Rutherford MTSA



Date: 2024/03/12
Planning, Building and Economic Development



Ev-Mar Properties Limited

245 Queen Street East, Bldg B
Brampton, Ontario
L6W 2B5
905-453-0239

July 8, 2024

Re: Brampton MTSA report

To whom it may concern,

I am the owner of four properties along the Queen Corridor between Kennedy Road and Hwy 410. The properties, 245 Queen Street E, 255 Queen Street E, 275 Queen Street E and 279 Queen Street E, fall within the scope of the city's current MTSA report. I would like to provide my feedback and thoughts on some inconsistencies observed in the report.

With regard to the proposed street additions to the south side of Queen Street, in particular the possible mid-block connections, there are a few concerns:

1. The potential mid block connections cuts 245 Queen Street E in half and goes through the existing apartment development at 243 Queen Street E to Hansen Road. As 243 Queen Street E already exists, it is odd that they even show any potential reference. Should the connection road be moved to the rear of the property?
2. The proposed street network cuts off the south east corner of 255 Queen Street E. This has been brought up as an issue before that this section of the property becomes a dead space to development.
3. The potential mid block connections cuts between 275 Queen Street E and 279 Queen Street E killing any potential to develop these as one building. This had been raised previously and I thought they looked to move it west of 275 Queen Street E.

I know these mid block connections are not set in stone, but if the city keeps drawing them this way, some observers will start to take it as gospel.

Moving to the density and height maps. There appear to be discrepancies between the map on pg 4 of the presentation and following maps on pgs 8 and 9.

1. 245 Queen Street E looks to have an allowance of 31-40 stories on Queen Street, but the south of the property is 9-13 stories on pg 4 but 25 stories as shown on pg 8? The rear section of the property is inconsistent with the already rezoned property at 241 Queen Street E where four towers of 35 stories have been approved of which only two front on to Queen Street. And the south portion of 245 Queen Street E looks like it is lumped in with properties on Hansen which are different owners.
2. 255 Queen Street E has a proposed height of 21-30 stories. However on pg 9, the property is broken into three sections showing 40 stories, 25 stories and 12 stories (that SE corner that is cut off). This map on pg 9 is contradictory to 253 Queen Street E which has already been approved for three towers of 30+ stories each. The Queen Rutherford plaza is showing 31+ and 50+ potentials.
3. 279 Queen Street E looks to be capped at 9-13 stories, while right next door at the Burger King, 285 Queen Street E, they are showing 50+ stories. And pg 9 is listed as No Max Height. That does not align.
4. 275 Queen Street E looks like the city is proposing taking it over for a park. This is new information and hampers any larger development of the two properties. As I own both properties, they may be looked at as one parcel for future development. And pg 9 is listed as No Max Height.

Again, as I understand, these are guidelines, however this proposal almost looks like a formal plan and they are arbitrarily assigning building heights. If one map shows no height restriction, it should be reflected on all. If the rezoning of an existing property has set precedent, the neighbouring property should be given equal consideration.

Thank you for your consideration.

Evan Schwartzberg
Ev-Mar Properties Limited