



Public Works

To: Michelle Gervais,
Building and Growth
Management Department,
City of Brampton

Date: March 3, 2023

From: Jason De Luca, Principal
Planner, P&DS

Subject: City-Initiated Amendment to
the Official Plan – Major
Transit Station Areas City-
wide

CC: Kathryn Dewar, P&DS
Lina Alhabash, P&DS
Michael Skelly, GM
Wayne Koethe, GM
John Hardcastle, P&DS
Dana Jenkins, P&DS
Paul Lewkowicz, P&DS
Madison Van West, P&DS
Naheeda Jamal, HDO
Tina Detaramani, Transp.
Richa Dave, Transp.
Sarah Powell, Public Health
Miriam Polga, W&WW
Justin Lee, W&WW
Mark Head, R&A

The Region has received and reviewed the City-initiated Official Plan Amendment (OPA) that proposes to add interim Major Transit Station Area (MTSA) policies to Brampton's 2006 Official Plan. Region Staff are pleased to offer the comments below:

Planning & Development Services

- Regional staff appreciate the proposed phasing policies such as 3.2.5.2 and 3.2.6.6, g) which address phasing. However, we further recommend the inclusion of a phasing policy that more comprehensively addresses the Regional concerns captured in section 5.6.19.10 j) of the Region of Peel Official Plan, which reads: *“The local municipalities shall undertake comprehensive planning for Primary and Secondary MTSAs to address the following matters to the satisfaction of the Region: a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities, and active transportation infrastructure.”*
 - We recommend that Brampton staff consider adding a policy that is similar to Mississauga's Development Servicing policy 5.7.9.1 contained in their OPA 143, shown below:

5.7.9 Development Servicing

5.7.9.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the satisfaction of the Region of Peel.

- Kindly clarify the nature of the proposed 'MTSA Block Concept Plan'. It is our understanding that this technical document does not imply the use of a Community Block Plan framework for MTSA's (per Section 5.5 of the Brampton Official Plan). We understand that the MTSA Block Concept Plan is a technical submission document that is similar to a Tertiary Plan which is generally defined in Secondary Plans such as the SP-47, as a "detailed development concept" that may be required "as part of a planning application to demonstrate how the subject lands and adjacent area can be comprehensively developed to the satisfaction of the City and the Region of Peel." The City might consider the use of a different term to avoid confusion with Block Planning, such as Precinct Plans.
- Policy 3.2.6.2 sets out general exemption criteria for instances when the Block Plan Concept is not required as a submission material for individual applications, at the discretion of the Director of Development Services. This is potentially concerning to the Region given that an exemption from the Block Concept Plan would trigger an exemption from having to submit a Growth Management Strategy. To address this concern, we recommend either of the following:
 - i) this criteria for exemption be further developed into a bullet point list to ensure consistency, comprehensiveness and transparency, and that the Region be involved in the development of this criteria; or,
 - ii) The policy be revised to require both City and Regional satisfaction, for example: "A Plan may not be required, provided it can be demonstrated to the satisfaction of the Director, Development Services *and the Region of Peel that..*"
- Given the significance of the Region's role in ensuring appropriate phasing, we suggest revising 3.2.6.3 as follows: "If a Plan is required, it shall be prepared by the owner and approved by the City *and the Region of Peel* prior to the approval of the development application. All costs associated with the Plan and any required accompanying studies are to be borne by the owner."
- We suggest a policy that directs the City of Brampton to prepare a Terms of Reference for the Growth Management Strategy document in consultation with the Region.

Growth Management

- Page 4:
 - Recommend some clarification revisions so that policy pertaining to Major Transit Station Area (Planned) is more aligned with RPOP policies 5.6.16.16 & 5.6.19.17, so that it reads as:
 - *“Major Transit Station Area (Planned) - areas as shown on Schedule 1b that are intended to become either a Primary or Secondary Major Transit Station Area following the completion of a Major Transit Station Area Study and will be delineated ~~when infrastructure planning and investment, or changes in land use unlock potential.~~ by the Region of Peel. The City will work jointly with the Region and Provincial government to periodically review the status of Transit Infrastructure, comprehensive land use changes, and strategic considerations to evaluate reclassifying Planned MTSA’s to be Primary or Secondary MTSA.*
- Pages 4 & 5, Table 1:
 - Include MTSA labels as per RPOP Table 5 for clarity.
 - Centre Street MTSA name to match “Centre St.”
 - Glenvale/Finchgate to match “Glenvale-Finchgate”.
 - Gateway to match “Gateway Terminal”.
 - Mississauga Road and Steeles Avenue to match “Steeles at Mississauga” and change from Steeles Avenue BRT to “Transit Hub”.
 - Mississauga Road/407 to match “Mississauga Rd.”
 - Dixie Road/407 to match “Dixie”.
 - Need to confirm Torbram Road 407. Is it Airport (Label) 407-7?
 - Goreway Drive/407 to Match “Goreway”.
 - Trinity Common to match “Trinity Common Terminal”.
- Page 4, Policy 3.2.4.1:
 - The terms “minimum densities” and “minimum population and employment targets” are being used in this policy. It is not clear if the terms mean the same or refer to two different targets. Table 1 includes only minimum density targets. Some clarification or revision is needed.
- Page 6, Policy 3.2.5.2:
 - Each **Primary** MTSA will have a specific set of policies that are applicable to its boundaries....
 - Include criteria as per RPOP 5.6.19.10 including but not limited to protecting and mitigation against natural hazards, identifying and protecting lands that may be required for future enhancement or expansion of transit infrastructure, land use compatibility...
 - 3.2.5.2.b) as you are aware, the Minister provided a letter that discussed maximum height policies within MTSA’s. However, consultation with the Ministry is ongoing and Region staff will provide information and clarification regarding this matter as it becomes available.

Public Works

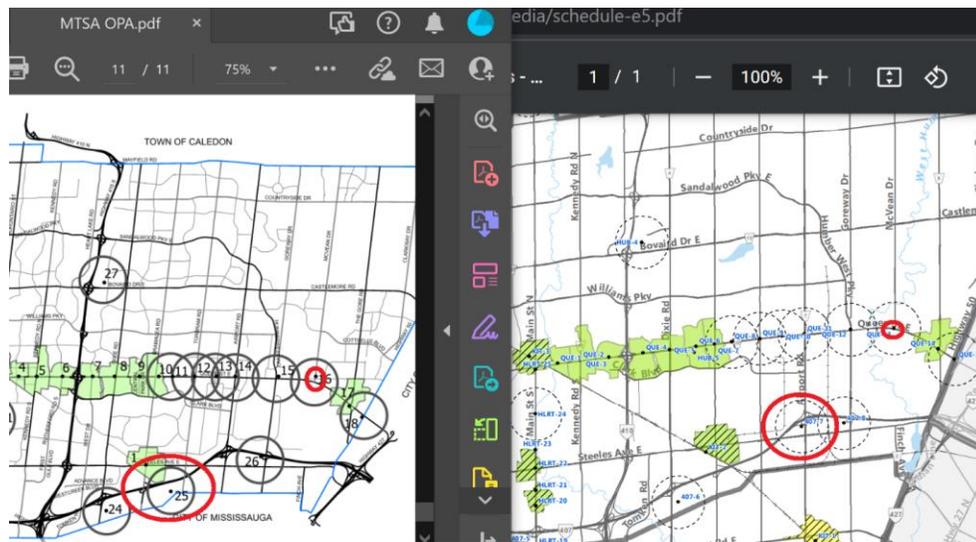
- 3.2.5.2.i) Protection of Employment Areas: does not address flexible employment policies within MTSA's (RPOP 5.6.36), clarification/confirmation needed on whether this will be addressed in future OP updates.
- Policy 3.2.7.6:
 - Clarify land use compatibility under implementation? Is it meant to mitigate impact certain uses (through site plan and design)?
 - Edit to read: "Land use compatibility considerations may influence the ability for residential and other sensitive land uses from being introduced within some "Primary" MTSA's. All development shall have regard for existing industrial areas in the vicinity, and the development of sensitive land uses will be mitigated and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time **in accordance with requirements of the PPS and provincial guidelines, standards and procedures.**"
- Policy 3.2.7.7:
 - Clarify how this policy does not contradict achieving MTSA density targets. Possibly change from short-term to long-term.
- Policy 3.2.8.1:
 - "Planned" MTSA's require further study to determine appropriate land use considerations before they are delineated **by the Region of Peel**. The delineation and establishment of minimum density targets for "Planned" MTSA's will require an amendment to this Plan and any applicable Secondary Plan areas.
- Policy 3.2.8.3:
 - New MTSA's ~~beyond those designated on Schedule 1b, may only be designated through a City-initiated Official Plan Amendment.~~ **that may be delineated by the Region of Peel in the future will require a City-initiated Official Plan Amendment to be designated on Schedule 1b.**
- Page 9:
 - Definitions of planned, primary and secondary Major Transit Station Areas are in brackets e.g. (Planned). It would suggest that it is an alternate term. In the Regional OP these terms form new terms e.g. (Planned Major Transit Station Area). These terms need to be consistent with the Regional OP (5.6.19.6).
- Page 11 Schedule B:
 - Suggest using MTSA labels instead of numbering. MTSA names to match RPOP table 5.
 - Station or stop location not consistent with RPOP Schedule 5 (example: the location of Planned MTSA No. 25 is incorrect). Regional staff can provide further shapefiles on request. Also need to include Station and Stop Location in the legend.
 - Review of the boundaries is based on the interactive map on the City's website: the boundaries are not consistent with the Regional MTSA

Public Works

Boundaries – minor inconsistencies were found. The latest MTSA boundary shape file was provided to Brampton staff in January 2023 and can be provided again.

- Recommend adding the following in red text:
 - 3.2.6.2 “nor impact the delivery of the City’s future transportation network and satisfies the growth management requirements under Section 3.2.7.1”
- Seeking clarification on the movement of two planned MTSA:
 - a) McVean seems slightly modified;
 - b) Airport Road has moved to Torbram Road.

Refer to screenshot below.



Public Health

- The role of the built environment can have a significant impact on human health and sustainability. Creating dense, compact neighbourhoods can encourage being physically active in our daily lives and promote using active transportation over private automobiles.
- The draft MTSA OPA framework supports the creation of well-connected and serviced neighbourhoods through achieving walkable, transit supportive communities, which encourage pedestrian connectedness.
- This high-level framework touches on opportunities to support the integration of active transportation with pedestrian and cyclist safety design, green connectors/pathways, and a balanced mix of uses in the community.
- Overall, our healthy built environment objectives align well with this vision for the City’s Major Transit Station Areas and we look forward to reviewing the detailed OPA once it is complete.

- One additional comment: 3.2.7.6- We encourage the appropriate mitigation measures from an air and noise quality perspective for any sensitive land uses introduced in these areas.

Housing Policy and Housing Services

- Staff appreciate the strong language in the pre-amble of 3.2.4 around “shall” be provided for a variety of housing options that include a mix of affordable rental and ownership housing types and unit sizes. This implies that it is mandatory which is appreciated as applicants are required to demonstrate a contribution towards Peel-wide new housing unit targets on affordability, rental and density and that MTSAs are eligible to be subject to an Inclusionary Zoning (IZ) by-law. We recommend adding a reference in 3.2.4 to the potential for IZ requirements in Primary Major Transit Station Areas.
- Staff appreciate the reference in 3.2.5.1 e) to providing a range and mix of housing options and unit sizes, including affordable housing, to attract a broad range of demographics. Explore opportunity to provide requirements for affordable housing in block planning in developments in MTSAs.
- Staff also appreciate f). It is important to create complete communities by having access to important services such as child care, community centres, and other human services.
- Staff appreciate requirements in 3.2.6.6 c), d), and e) for PJR to provide breakdown of range and mix of units proposed including tenure and unit type.
- For e), staff wonder if there could be a statement of articulating how the development will provide an appropriate proportion of family-sized (two or three bedroom) units to meet local need. Perhaps also reference exploring opportunities for purpose-built rental, and where not possible, affordable rental.
- For f), we suggest providing some sort of price points (average rent or average price) to indicate which households will be able to afford these units? i.e. low or moderate income households.
- Staff wonder if there are opportunities to include language around universal accessibility of units?

General Transportation & Sustainable Transportation

- Transportation staff are pleased to see the inclusion of policies that require active transportation connectivity through primary MTSAs and protection for active transportation connections in planned MTSAs.
- *Stormwater Management*
 - TO ensure that stormwater management is addressed comprehensively from a systems perspective, we recommend that the word “*facilities*” be

removed from the term “*stormwater management facilities*” under proposed Policy 3.2.7.1 (i.e. stormwater management ~~facilities~~;))

Research & Analysis

- "Secondary Major Transit Station Areas" are referenced here and in the definitions but are not addressed in the classification or policies. Kindly clarify.
- Policy 3.2.5.2 f) refers to the protection, preservation and enhancement of the street network and conservation of places. We suggest also including appropriate reference to the City's natural heritage system as this is listed in the objectives for MTSA's.
- Should consideration of servicing capacity to facilitate further development within the MTSA be included if servicing capacity is limited and the City deems it desirable that capacity be reserved for other strategic objectives, services or needs? This appears to be addressed in the Implementation section as well.

February 7, 2023

Planning & Development Services Department
City of Brampton
2 Wellington Street West, 3rd Floor
Brampton, ON
L6Y 4R2

Sent via email: Michelle.Gervais@brampton.ca
cityclerksoffice@brampton.ca

Attention: Michelle Gervais, Policy Planner
City Clerk & Members of Council

Re: Comment Letter – Public Meeting – February 13, 2023
City Initiated Official Plan Amendment – Major Transit Station Areas
Brampton GO Primary MTSA – Embee Properties Limited

Embee Properties Limited has an interest in the Brampton GO Primary Major Transit Station Area (MTSA), within the City of Brampton. As such, we are providing comments herein on the City initiated Official Plan Amendment (OPA) in relation to the MTSA and request that these comments be added to the public record as a Correspondence Item to the February 13, 2023 Public Meeting.

Embee Properties Limited is supportive of the Primary and Planned MTSA boundaries proposed as part of the OPA, along with the Interim Policies and the MSTSA Study work underway by Staff in support of the future OPA for the Brampton GO Primary MTSA area. We agree with Regional and City Planning Staff that lands within the Brampton GO Primary MTSA should provide for policies that encourage higher density development given the proximity to the nearby GO station. We understand there will need to be policies in place for certain lands within the Brampton GO Primary MTSA that restrict intensification and redevelopment on sites which contain cultural heritage resources. As a result, it is our opinion that sites which do not contain cultural heritage resources should be encouraged and permitted to redevelop at densities higher than the minimum 200 people or jobs per hectare proposed for the Brampton GO Primary MTSA. The permission for even greater intensification on sites without cultural heritage resources is necessary in our opinion to meet the minimum density target on an overall MTSA basis, as required in the Provincial Growth Plan for the Greater Golden Horseshoe, and should be explored as part of the MTSA Study for the area. Furthermore, it is also our opinion greater density should be directed to sites adjacent to Arterial Roads, especially for corner sites along Arterial Roads, and we respectfully request that this be added to the Interim Policy Objectives of the OPA.

We understand Phase 3 of the project will also include preparation of a Zoning By-law to implement the MTSA policies, which we are supportive of because the Brampton GO Primary MTSA lands will require an amendment to the Development Permit System Zoning By-law applicable to the area to permit densities contemplated for the Primary MTSA.

We commend Staff on the great work completed to date as part of the MTSA Study work and look forward to continuing to be involved as the process moves forward, including participating in the workshop for the Brampton GO Primary MTSA, once that has been scheduled.

Sincerely,

EMBEE PROPERTIES LIMITED

A handwritten signature in black ink, appearing to read "MR McConville". The signature is written in a cursive, slightly slanted style.

Mark McConville
Director of Planning



February 10, 2023

Mayor and Members of Council
City of Brampton
2 Wellington Street W
Brampton, ON
L6Y 4R2

Attention: Mr. Peter Fay, City Clerk

Dear Sirs/Mesdames:

**Re: City of Brampton Official Plan Review
Planning & Development Committee Item 5.2 – February 13, 2023
City-Initiated OPA – Major Transit Station Areas (City-Wide)
Preliminary Comments on Behalf of Choice Properties REIT
Brampton, ON**

Our File: CHO/BRM/21-02

We are the planning consultants for Choice Properties REIT (“Choice”) for the Brampton Official Plan (“OP”) Review process. Choice owns a number of properties throughout Brampton, including the following lands identified within the delineations of Major Transit Station Areas (“MTSAs”), including 379 Orenda Road (the “subject lands”).

The subject lands are currently improved by a significant industrial operation home to Weston Foods, which operates an industrial-scale bakery on the site. The facility provides baked food products to an extensive network of retail and wholesale customers across the GTA. More than 200 jobs are generated by the existing Weston Foods operation.

At this time, Choice does not have specific redevelopment intentions for the subject lands, and seeks to maintain and protect existing operations while allowing for future potential expansions. There is no expectation on the part of either Weston Foods or Choice that this well-established and important industrial employer will vacate the Subject Lands in the foreseeable future.

On behalf of Choice, we have been monitoring the City’s OP Review process and provided comments dated June 3, 2022 related to the first draft release of a new OP. We met with Staff on June 16, 2022 to discuss the contents of our letter, and understand that a number of our comments are being considered by Staff as part of future draft releases.

We understand that the MTSA policies to be heard at Planning Committee on February 13, 2023, are to be adopted on an interim basis in advance of a new Brampton OP being in full force and effect to ensure conformance with the

Region of Peel Official Plan (“ROP”) and Growth Plan as it relates to land use in Brampton’s MTSA’s.

On behalf of Choice, we have outlined our preliminary comments below and will continue to review the draft policies as more information becomes available, and may provide further comments as needed.

BACKGROUND

Existing Official Plan Context

Under the City of Brampton Official Plan, the subject lands are designated as follows:

- Schedule 1 – City Concept as Employment; and
- Schedule A – General Land Use Designations as Business Corridor.

Provincial Context

The subject lands are located within a Provincially Significant Employment Zone (“PSEZ”).

Choice was made aware in late 2021 that the subject lands, and other properties within the vicinity of the Bramalea GO Station, are the subject of a proposed Minister Zoning Order (“MZO”). We are not aware of a decision by the Minister on the proposed MZO as of the date of this letter.

PRELIMINARY COMMENTS ON DRAFT MTSA POLICIES

At this time, our preliminary comments for the Draft OPA are as follows:

- We note that the subject lands are identified within “1. Bramalea GO” Primary Major Transit Station Area, as per Schedule 1B of the Draft OPA;
- Draft Policy 3.2.4 describes the overarching vision for the development of MTSA’s as “vibrant” areas with a high density of people and jobs. The policy goes on to describe specific uses desired around transit stations, such as housing, recreation areas, and commercial amenities. **In our submission, the Policy should be revised to acknowledge that MTSA’s may include employment lands;**
- Draft Policy 3.2.5.1 states “*All development within a MTSA shall generally meet the following objectives: ...*”. In our submission, the “All development” language is not appropriate as there may be additions/expansions of existing buildings or infill buildings on existing sites prior to comprehensive redevelopment, and the language implies that individual developments must provide for all objectives of an MTSA. **For clarity, we suggest that the reference to “All development” be removed, and the policy be revised to read, “MTSA’s shall generally be developed to meet the following objectives: ...”;**

- Draft Policy 3.2.5.2(b) states that area-specific policies for “Primary” MTSAs are to address, “*The minimum, and if required, maximum heights [emphasis added], and Floor Space Index (FSI) for each block within the MTSA*”. We note that under the Notice of Decision for the new Peel Region Official Plan, modifications were made including to Policy 5.6.19.10.e) where the reference to, “*maximum heights may be established at the discretion of the local municipality*” was deleted. Accordingly, **we request clarification as to conformity with the Regional Official Plan in the provision of maximum heights under Draft OPA Policy 3.2.5.2.(b);**
- Draft Policy 3.2.6.2 states, “*A [MTSA Block] Plan may be required to be submitted as part of a development proposal within a “Primary” MTSA in order to provide guidance for the comprehensive development of the entire MTSA...*” With the recognition that under Draft Policy 3.2.4 that MTSAs will transition over time, and in the context of Draft Policy 3.2.7.7 related to providing opportunities for building additions and/or alterations, **we request clarification that MTSA Block Concept Plans will not be required for as-of-right development, and/or infill development prior to comprehensive redevelopment;**
- Draft Policy 3.2.6.3 states, “*If a [MTSA Block] Plan is required, it shall be prepared by the owner and approved by the City prior to the approval of the development application. All costs associated with the Plan and any required accompanying studies are to be borne by the owner.*” **We request clarification as to what is considered “approved”,** and what types of process standards may be applicable to the approval of a MTSA Block Plan, **and suggest that this section should incorporate opportunities to amend a Council-approved MTSA Block Plan in a similar manner as Community Block Plans under the existing Official Plan policies;**
- Draft Policy 3.2.6.5 states that, “*A [MTSA Block] Plan and the accompanying Planning Justification Report may include, but not limited to, the following: ...*”. **For proposed as-of-right development, we request clarification as whether a Planning Justification Report would be required;**
- Draft Policy 3.2.6.6 states, “*The Planning Justification Report required to be submitted in conjunction with the [MTSA Block] Plan shall include the following: ...*” and goes on to provide a list of required components of a report that are only applicable to residential development. In our submission, **we request that “Where residential is proposed,” be added to the beginning of Draft Policy 3.2.6.6 for clarity.**
- Further to Draft Policy 3.2.6.6, **we request that compatibility criteria be added to the list of components of a required Planning Justification Report** to ensure existing employment areas are protected from

- encroachment for consistency with Draft Policy 3.2.5.2(i), and in accordance with Regional Official Plan Policy 5.6.19.10(h); and
- Draft Policy 3.2.7.7 states, *“The redevelopment of existing low-rise employment and commercial uses, may occur gradually over the long-term ... building additions, and/or alterations may be permitted, where it can be demonstrated that they do not preclude the long-term redevelopment of the property as set out in this Plan.”* In our submission, **the policy should include the flexibility to provide for infill development for non-residential uses prior to comprehensive redevelopment at an appropriate and feasible time to allow for increased densities on individual sites.**

We would welcome the opportunity to meet with Staff to discuss our comments further. Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter, as well as notice of the adoption of the Official Plan Amendment.

Yours very truly,

ZELINKA PRIAMO LTD.



Rob MacFarlane, MPL, MCIP, RPP
Senior Associate

cc. Choice Properties REIT (via email)



February 10, 2023

Mayor and Members of Council
City of Brampton
2 Wellington Street W
Brampton, ON
L6Y 4R2

Attention: Mr. Peter Fay, City Clerk

Dear Sirs/Mesdames:

**Re: City of Brampton Official Plan Review
Planning & Development Committee Item 5.2 – February 13, 2023
City-Initiated OPA – Major Transit Station Areas (City-Wide)
Preliminary Comments on Behalf of Canadian Tire Corporation, Limited
2021-2111 Steeles Avenue East, 10 and 12 Melanie Drive (1795
Steeles Ave E)
Brampton, ON
Our File: CAT/BRM/15-01**

We are the planning consultants for Canadian Tire Corporation, Limited (“Canadian Tire”), which is the owner of lands known municipally as 2021-2111 Steeles Avenue East, 10 and 12 Melanie Drive, Brampton (the “Lands”). The Canadian Tire lands of approximately 36.5 ha (90.3 ac) are currently developed with existing buildings including for warehousing and operations, as well as a gas bar with a Pit Stop service station on the Steeles Avenue East frontage.

On behalf of Canadian Tire, we have been monitoring the City’s Official Plan Review and provided comments dated May 31, 2022 and we met with City Staff on June 15, 2022. It is our understanding from Staff Report Planning, Bld & Growth Mgt-2023-074, dated January 3, 2023 that a Major Transit Station Areas Draft Official Plan Amendment (OPA) and associated Draft schedules was released for review and that following the Public Meeting and further analysis of the comments received, Staff will bring forward a recommendation Staff Report for consideration (decision) by Planning and Development Committee and Council. Based upon our review of the Draft OPA, on behalf of Canadian Tire we have preliminary comments as outlined below and will continue to review the Draft OPA in more detail and may provide further comments as required.

BACKGROUND

In effect Official Plan

Under the City of Brampton Official Plan, the Canadian Tire Lands are designated: on Schedule 1 City Concept – Employment, while Bramalea and Steeles are both shown as Primary Intensification Corridors with the lands generally within the Mobility Hub Gateway; and on Schedule A General Land Use Designations – Office at the intersection of Steeles/Bramalea, Business Corridor along Steeles and Industrial to the south, while the lands are predominantly within the LBPIA Operating Area.

Under Secondary Plan Area 9 Bramalea Mobility Hub SP9:

- On Schedules 9(A) and 9(C), the portion of the Canadian Tire Lands known municipally as 2021-2111 Steeles Avenue East is designated Mixed Industrial Commercial with a maximum FSI of 0.5, Mixed Use - Office and Retail with a maximum FSI of 0.6 and Office with a maximum FSI of 3.0, while Special Site Area 2 is applicable to the portion of the subject lands designated Mixed Use - Office and Retail; and
- An All Moves Intersection is shown on the Steeles Avenue East frontage on Schedule 9(B) Transportation Elements.

Under the Highway 410 and Steeles Secondary Plan SP5, the portion of the Canadian Tire Lands known as 10 and 12 Melanie Drive is designated General Employment 2. Note that Special Site Area 11 is still shown as applicable to a portion of the subject lands known municipally as 2021-2111 Steeles Avenue East (related to Policy 6.11).

Redevelopment Plans – First Phase Application for Site Plan Approval

Canadian Tire are planning the redevelopment of the lands as the former warehouse use has moved to a new facility in Caledon. On October 12, 2022 an application for Site Plan Approval (City File no. SPA-2022-0185) was submitted for a first phase of redevelopment for warehousing uses (with office components) on an approximately 33.5 ha (82.7 ac) portion of the lands. A second phase for future development is planned for an approximately 3.2 ha (8.0 ac) portion of the Lands in proximity to the Bramalea and Steeles intersection, which is intended for office, retail and commercial uses.

Minister’s Zoning Order Resolution Request

On October 25, 2021, the Council of the Corporation of the City of Brampton passed resolution C349-2021 related to the “Minister’s Zoning Order Resolution Request – Lark Investments” for lands including a portion of the Canadian Tire Lands. As per Council resolution C411-2021, the MZO Boundary was extended to reflect the entirety of the Canadian Tire Lands to facilitate the redevelopment including for warehouse uses.

DRAFT OPA

At this time, our preliminary comments for the Draft OPA are as follows:

- Based on our review of Draft OPA Schedule 1B, the portion of the Canadian Tire Lands known municipally as 2021-2111 Steeles Avenue East is shown within the “1. Bramalea GO” Primary Major Transit Station Area, while a portion of the Canadian Tire Lands is within the “25. Torbram Road/407” Planned Major Transit Station Area;
- Draft Policy 3.2.4 describes the overarching vision for the development of MTSA as “vibrant” areas with a high density of people and jobs. The policy goes on to describe specific uses desired around transit stations, such as housing, recreation areas, and commercial amenities. **In our submission, the Policy should be revised to acknowledge that MTSA may include employment lands;**
- Draft Policy 3.2.5.1 states “*All development within a MTSA shall generally meet the following objectives: ...*”. In our submission, the “All development” language is not appropriate as there may be additions/expansions of existing buildings or infill buildings on existing sites prior to comprehensive redevelopment, and the language implies that individual developments must provide for all objectives of

- an MTSA. **For clarity, we suggest that the reference to “All development” be removed, and the policy be revised to read, “MTSAs shall generally be developed to meet the following objectives: ...”;**
- Draft Policy 3.2.5.2(b) states that area-specific policies for “Primary” MTSAs are to address, *“The minimum, and if required, maximum heights [emphasis added], and Floor Space Index (FSI) for each block within the MTSA”*. We note that under the Notice of Decision for the new Peel Region Official Plan, modifications were made including to Policy 5.6.19.10.e) where the reference to, *“maximum heights may be established at the discretion of the local municipality”* was deleted. Accordingly, **we request clarification as to conformity with the Regional Official Plan in the provision of maximum heights under Draft OPA Policy 3.2.5.2.(b);**
 - Draft Policy 3.2.6.2 states, *“A [MTSA Block] Plan may be required to be submitted as part of a development proposal within a “Primary” MTSA in order to provide guidance for the comprehensive development of the entire MTSA...”* With the recognition that under Draft Policy 3.2.4 that MTSAs will transition over time, and in the context of Draft Policy 3.2.7.7 related to providing opportunities for building additions and/or alterations, **we request clarification that MTSA Block Concept Plans will not be required for as-of-right development, and/or infill development prior to comprehensive redevelopment;**
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 - Further to Draft Policy 3.2.6.6, **we request that compatibility criteria be added to the list of components of a required Planning Justification Report** to ensure existing employment areas are protected from encroachment for consistency with Draft Policy 3.2.5.2(i), and in accordance with Regional Official Plan Policy 5.6.19.10(h); and
 - Draft Policy 3.2.7.7 states, *“The redevelopment of existing low-rise employment and commercial uses, may occur gradually over the long-term ... building additions, and/or alterations may be permitted, where it can be demonstrated that they do not preclude the long-term redevelopment of the property as set out in*

this Plan.” In our submission, **the policy should include the flexibility to provide for infill development for non-residential uses prior to comprehensive redevelopment at an appropriate and feasible time to allow for increased densities on individual sites.**

We would welcome the opportunity to meet with Staff to discuss our comments further.

In addition, please kindly ensure that the undersigned is notified of any further meetings with respect to this matter as well as notice of the adoption of the Official Plan Amendment.

Yours very truly,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPI, MCIP, RPP
Principal Planner

cc. Canadian Tire Corporation, Limited (via email)
Davis Webb LLP (via email)
Michelle Gervais, City of Brampton (via email)

D. J. K. Land Use Planning

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February 10, 2023

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

Attn: Mr. Steve Ganesh, MCIP, RPP Commissioner

Re: City of Brampton Public Meeting February 13, 2023
**Information Report: City-Initiated Amendment to the Official Plan –
Major Transit Station Areas
City-wide**
Report Number: Planning, Bld & Growth Mgt-2023-074

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 to permit a 9-storey apartment building containing 82 units on this property.

This letter is provided in response to the Public Meeting report by Michelle Gervais and Claudia LaRota, item 5.2, titled *Information Report, City-Initiated Amendment to the Official Plan – Major Transit Station Areas, City-wide*.

We have participated in the MTSA focus group discussions and we fully support the initiative to review and update the Official Plan policies to guide development in the MTSA's. We understand, as noted in the report, that the proposed Official Plan policies are an interim measure to guide development in the MTSA's while the detailed planning and technical studies for "Primary" MTSA's are completed and before *Brampton Plan* is in effect.

The property owned by Fifth Avenue Group falls within the *Primary Major Transit Station Area 4 - Centre Street*. The proposed polices would therefore apply to this property. We believe that there is merit and an opportunity to increased height and density for the Fifth Avenue Group property due to its superior location in the *Centre Street Primary MTSA*.

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Since Council has given direction to permit unlimited height and density in the Urban Growth Centre along Queen Street, these interim policies should recognize that higher buildings with higher densities will be required to interface with other land uses, including residential areas. Given Council's belief in unlimited height and density in the Urban Growth Centre, the interim policies should recognize and encourage this.

The concern we have relates to the somewhat ambiguous language related to abutting land uses that could restrict achieving the desired intensification goals. To truly recognize the goal of intensification of *Primary* MTSA's, the policy language should be more defined and clearly promote higher built form and densities even when they abut other land uses, including residential areas.

We would be happy to discuss this matter further to develop appropriate policy language.

Please advise of any future meetings and adoption of the MTSA policies.

Respectfully submitted,

Dan Kraszewski

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

cc. Fifth Avenue Group
M. Gervais, MCIP, RPP Policy Planner, Planning & Design
Peter Fay, City Clerk

February 10, 2023

MGP File: 15-2415,
21-3064

Mayor and Members of Council
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

via email: cityclerksoffice@brampton.ca

Dear Mayor Brown and Members of Council:

**RE: Draft Major Transit Station Area Official Plan Amendment
North East Corner of The Gore Road and Queen Street East
Comments from TACC Holborn**

Malone Given Parsons Ltd. is the Planning Consultant for TACC Holborn Corporation and TACC Holborn (Block 139) Inc. (collectively “TACC Holborn”), who own the property located on the east side of The Gore Road, between Fogal Road and Queen Street East in the City of Brampton (the “Subject Lands”). The Subject Lands are subject to Plan 43M-2092, a subdivision plan registered in November 2020, and are within The Gore Major Transit Station Area (“MTSA”).

On behalf of TACC Holborn, we have reviewed the Draft Major Transit Station Area Official Plan Amendment dated January 2023 (the “MTSA OPA”). We respectfully request that areas with advanced MTSA studies, including the Subject Lands, be exempt from the Block Concept Plan requirement proposed under Section 3.2.6 of the MTSA OPA. In our opinion, the ongoing MTSA studies, such as for The Gore MTSA, achieve a similar outcome and, in the interest of advancing the province's objectives for the timely delivery of housing, the work should not be duplicated.

Context of the Subject Lands

Most blocks within the Subject Lands have received development approvals and are now constructed or under construction; this includes the low-rise residential neighbourhood to the north, a neighbourhood park, and a high-density mixed-use block along The Gore Road. Only Block 140 remains vacant at the direct intersection of The Gore Road and Queen Street East.

Figure 1: Site Location



Source: Google Earth (2021), MGP (2023)

TACC Holborn currently envisions a node of high-density mixed-use buildings within Block 140, with heights ranging up to 45 storeys. Adjacent to Block 140, Block 139 has an approved 25 to 35-storey mixed-use development, which serves as a transition between Block 140 to the south and low-rise residential uses to the north. The proposed height therefore complies with the policy direction to provide an appropriate transition to lower density residential areas and to direct the highest intensity uses within proximity to the transit stop. Block 140 is envisioned as a true mixed-use development that will complement the entire MTSA and support the City’s vision for the area. We note that TACC Holborn’s vision for the remaining Block 140 is generally consistent with The Gore MTSA Study and the Draft Brampton Official Plan’s vision for the area.

The Gore MTSA Study

We understand the MTSA Block Concept Plan is intended to provide a necessary comprehensive framework for “the distribution of development, provide design direction on streets and blocks, land use, including uses at street level, parks and open space, building massing, setbacks and frontage, public realm and streetscapes, parking and access, pedestrian connections and any natural or cultural heritage integration” within each MTSA (Policy 3.2.6). However, similar work is already being completed for The Gore MTSA through the City’s The Gore MTSA Study.

Staff have currently advanced studies of MTSA areas for the purpose of developing land use plans and long-term development policies for individual MTSA areas as part of the broader MTSA framework. On February 1, 2023, a focus group session was held for The Gore MTSA. Based on our review of the materials, we note that this Study provides many of the required components of the Block Concept Plan and associated Planning Justification Report. In particular, the Area Plan and Demonstration Plan provides land uses, including identifying parks and open space and a mobility network and demonstrates a general built-form vision within the MTSA.

The City is clearly leading a comprehensive effort to plan for The Gore MTSA area, and TACC Holborn will be providing comments regarding the Preliminary Area Plan and Demonstration Plan in a separate letter to Staff. We believe that the open engagement will result in a collaborative plan that achieves a compact, pedestrian-oriented and transit-supportive urban form that supports the delivery of the City's future transportation network. Logically, the Area Plan and Demonstration Plan will become the basis for long-term planning policies for The Gore MTSA.

A development proposal generally consistent with the future land use plan and long-term policies for The Gore MTSA would therefore support the MTSA framework that the MTSA Block Concept Plans are intended to demonstrate. Therefore, the development proposal would satisfy the requirements noted in Policy 3.2.6.2 of the draft MTSA OPA, which notes that “[a] Plan may not be required, provided it can be demonstrated to the satisfaction of the Director, Development Services that the proposed development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form nor impact the delivery of the City's future transportation network”.

We note that the MTSA OPA is intended as an interim measure. However, the proposed policies and staff report do not clarify whether the Block Concept Plan will be a permanent requirement carried forward into the long-term policies for Primary MTSA's or the new Brampton Official Plan.

Based on the above, it is our opinion that a separate Block Concept Plan is not required for The Gore MTSA and other similarly advanced MTSA's, due to the advancement of The Gore MTSA Study. The requirement for a Block Concept Plan is more appropriately applied to Planned MTSA's that have not been studied.

Development Process Timing

The Province of Ontario (“Province”) has been clear that the road to supporting economic recovery includes building more housing in the face of a historic housing shortage and continuing to leverage the Province's investments in transit. Moreover, the Province recently passed the *More Homes Built Faster Act, 2022* (Bill 23) as part of a long-term strategy to increase the housing supply, with a target of building 1.5

million new homes in the next ten years to tackle the housing crisis. In the face of this provincial objective, it is critical that the development application process is not unnecessarily lengthened. While a Block Concept Plan may be appropriate in MTSA's that do not have associated planning work, the requirement in the MTSA OPA serves to create an unnecessary and duplicative approval layer in Primary MTSA's with advanced studies, such as The Gore MTSA.

We further note that the Subject Lands are physically separated from the rest of the MTSA by Fogal Road to the north, The Gore Road to the west, and Queen Street East to the south. This physical separation of the Subject Lands from other development blocks provides a logical boundary for potential block planning. However, the Subject Lands are already part of an approved subdivision and Block 140 is the last remaining vacant block. In this portion of The Gore MTSA, there are no other opportunities or potential development applications that would logically form a "block" with Block 140 for analysis. In our opinion, the Subject Lands have already undergone extensive block-wide analysis through the history of the previous development applications; the land uses and built form to the north, directly abutting Block 140, are approved and under construction.

In the context of The Gore MTSA, the requirement for a Block Concept Plan that includes the Subject Lands contributes to creating an inefficient development process, contrary to the Province's direction.

Conclusion

We respectfully request that areas with advanced MTSA studies, such as the Subject Lands, be exempt from the Block Concept Plan requirement proposed under Section 3.2.6 of the MTSA OPA. TACC Holborn is committed to working with Staff through The Gore MTSA Study to create a gateway MTSA development on the remaining undeveloped lands that provides a compact, pedestrian-oriented and transit-supportive urban form which supports the delivery of the City's future transportation network and therefore achieves a similar outcome as a Block Concept Plan.

We recognize the effort that City staff have put into the preparation of the MTSA OPA and thank Council for the opportunity to provide comments. We look forward to working with Staff to address our comments and finalize the MTSA OPA for Council's consideration in the coming months. As we advance further discussions with Staff on the MTSA OPA, The Gore MTSA Study, and the Draft Official Plan, we reserve the right to provide further comments.

Should you have any questions or wish to discuss our comments in greater detail, please contact me at (905) 513-0170 ext. 112.

Yours very truly,
Malone Given Parsons Ltd.

A handwritten signature in blue ink, appearing to be 'LC' or similar initials, written in a cursive style.

Lauren Capilongo, MCIP, RPP

cc: TACC Holborn Corporation
TACC Holborn (Block 139) Inc.
Henrik Zbogar, City of Brampton
Claudia LaRota, City of Brampton
Steve Ganesh, City of Brampton
Michelle Gervais, City of Brampton



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 13, 2023

GWD File PN 22.3206.00
MTSA

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

Attention: Mayor and Members of Council
Peter Fay, City Clerk
Steve Ganesh, Commissioner, Planning, Building and Growth
Management
Michelle Gervais, Policy Planner, City Planning and Design
Claudia LaRota, Supervisor/Principal Planner, City Planning and
Design

Subject: Public Input – Statutory Public Meeting
City-Initiated Official Plan Amendment
Major Transit Station Areas
Starbank Development Corporation

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to Starbank Development Corporation (Client); the Registered Owner of 285 and 289 Queen Street East, in the City of Brampton (hereinafter referred to as the “subject site”). We have been asked to review and provide the City of Brampton with our comments, observations and recommendations in connection with the Information Report and Statutory Public Meeting regarding City-Initiated Official Plan Amendment – Major Transit Station Areas (MTSA). The subject site is located in the Rutherford ‘Primary’ MTSA.

City-Initiated Official Plan Amendment - MTSA

According to the City of Brampton Staff Report, the purpose of the City-Initiated Official Plan Amendment – Major Transit Station Areas is to propose the addition of interim Official Plan policies to better guide development and land use decisions in MTSA’s, while the detailed planning and technical studies for Primary MTSA’s are completed and until Brampton Plan (the ‘New’ Brampton Official Plan) is in effect. The OPA includes: a new schedule showing the boundaries of Primary MTSA’s and the locations of Planned MTSA’s; interim set of policies to support intensification and to guide development; and deletes the Mobility Hub policies, schedules and references.

The City of Brampton has scheduled the Statutory Public Meeting to receive public comments on the draft City-Initiated Interim MTSA Policies Official Plan Amendment on Monday, February 13, 2023.

GAGNON WALKER DOMES LTD.

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On behalf of Starbank Development Corporation, we have reviewed the City of Brampton Staff Report dated January 10, 2023, along with the accompanying Draft Official Plan Amendment, and offer the following comments, observations and recommendations.

1. **Section 3.1 (6)** of the draft OPA includes the proposed text for the new **Section 3.2.4 – Major Transit Station Areas**. More specifically, the third introductory paragraph under proposed Official Plan **Section 3.2.4** directs that “...a variety of housing option that include a mix of affordable rental and ownership housing types and unit sizes shall be provided” in terms of addressing affordable housing objectives. We recommend that the policy be revised to use progressive language such as ‘encourage’ and ‘strive to provide’, as opposed to being prescriptive. Without financial support and affordable housing development initiative/investment from all levels of government, these targets, may not be achievable.
2. Continuing with **Section 3.1(6)**, and the fourth introductory paragraph under proposed Official Plan **Section 3.2.4**, the last sentence appears to contradict the rest of the paragraph. In this regard, the paragraph notes that the transportation network for MTSA’s will be designed to support and integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services. These transit services are motorized modes of transportation. The last sentence is contradictory as it notes that non-motorized travel will be the preferred option within MTSA’s. We recommend that this sentence be re-worded to reflect the objective of walkable communities, that are transit-supportive.
3. **Section 3.1 (6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.1**, it is not clear if the objectives of this policy are meant to be met across the whole of the MTSA, or within each development application within an -identified MTSA. The introductory statement notes “All development within an MTSA...” In particular, subsection f) speaks to providing a diverse, equitable and inclusive set of public service facilities and community services. It may not be feasible for each application, depending on the size of the property, location, or existing neighbourhood characteristics (i.e. industrial/employment areas, predominantly urban built forms, etc.) to provide this. We recommend that the policy be amended to reflect that these objectives are to be achieved across the whole of the MTSA.
4. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2** – is the study referenced here the current MTSA Study that is ongoing by the City of Brampton, or is this a separate development application-based study to be completed by development proponents when applications are submitted?
5. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2 b)** speaks to building heights and FSI. The policy makes a reference to maximum heights if required. We recommend that the policy be amended to only reference the minimum heights. The subject site, along with other MTSA locations, are located in an area of the City that is subject to the recently adopted Council resolution on unlimited height and density.



6. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.6** – is the MTSA Block Concept Plan referenced in this proposed policy the same as a Tertiary Plan?
7. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.6.4**, we applaud the policy “encouraging” owners within an area to work together to produce the Block Concept Plan. However, the policy then goes on to note an individual owner may complete the Plan for the entire area if others decide not to participate. The policy does not reflect situations where other owners may not necessarily “decide not to participate”, but rather the owner proceeding to prepare the plan may not be aware of other owners who are in the process of preparing an application. The Policy also does not reflect whether this plan is one that gets revised from time-to-time as successive applications are brought forward. We recommend that this policy be deleted in its entirety.
8. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.6.5 g)** – is the phasing of development referred to in this policy within each site-specific development, or across the whole of the MTSA? There are instances, depending on the size and extent of the development proposed where phasing could occur in both instances.
9. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.7.1**, speaks to the preparation of a Growth Management Strategy. It would appear, but is not clear in the policy, that this is similar to the Growth Management Staging and Sequencing Reports prepared in the Block Plan process. Confirmation and clarification is required, and should be worked into the proposed policy. It is not clear in the proposed policy who prepares this report (the first application in the MTSA, each application (i.e. updating the original report)), or the mechanism to ensure coordination where applicants may not be aware that others are planning/proceeding to file site-specific applications.
10. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.7.3**, should include less prescriptive language such as “encourage” or “explore”. In some cases, there may be constraints to consolidation of parcels (owners not prepared to sell, varying lengths of commercial leases, etc.) that would preclude this from occurring. Official Plan policy should not mandate the requirement of a property owner to purchase other properties, and conversely, to sell properties. There are policies in place to require applicants to demonstrate conformity with various policy objectives, along with demonstrating that proposed developments do not preclude the overall objectives of the MTSA. These are sufficient, and we recommend that this policy be deleted in its entirety.
11. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.8**, is a policy section specifically related to Planned MTSA’s, and speaks to the nature of these areas requiring further study to determine appropriate land use considerations before they are delineated.



Proposed Official Plan **Sections 3.2.4 through 3.2.7** provide interim policies for MTSA locations, that appear to refer to the Primary or Secondary MTSA's; those that are delineated, however, those policies are not under a specific section heading that identifies those policies as being specific to the delineated MTSA's. In addition, they include generic references to "development in a MTSA", which would include Planned MTSA's; this would appear to conflict with the Planned MTSA section (Section 3.2.8). We recommend that the previously noted proposed sections be placed under an appropriate heading to reflect the MTSA's that the policies apply to.

12. The draft Official Plan Amendment to introduce Interim MTSA Policies is premature, given that the MTSA study is ongoing, and a number of the Focus Group Sessions for the Primary MTSA's are either occurring after the Public Meeting (Mount Pleasant MTSA on February 16, 2023), or have yet to be scheduled (Bramalea GO, Brampton GO, Centre, Kennedy and Rutherford). These reflect a large number of Primary MTSA locations where the greatest heights and densities are expected to be accommodated, including the MTSA within which the subject site is located (Rutherford MTSA). We recommend any decision on this draft City-Initiated OPA be deferred until after input is received from all of the Focus Group Meetings for all of the MTSA locations.

Closing Remarks

Thank you for the opportunity to provide comments on the Draft City-Initiated Official Plan Amendment – Major Transit Station Areas. Our Client reserves the right to provide further comments as necessary prior to Council approval of the Official Plan Amendment.

Kindly accept this letter as our formal request to be notified of all future Open Houses, Public Meetings, Planning Committee and Council meetings to be held in connection with the City-Initiated Official Plan Amendment – Major Transit Station Areas. Lastly, we request notification of the passage of any and all By-laws and/or Notices on this matter.

Should you have any questions, please contact the undersigned.

Yours truly,

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

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner

cc: **Starbank Development Corporation**
Anthony Sirianni, Gagnon Walker Domes Ltd.
Harjap Singh, Gagnon Walker Domes Ltd.



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 13, 2023

GWD File PN 23.3238.00
MTSA

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

Attention: Mayor and Members of Council
Peter Fay, City Clerk
Steve Ganesh, Commissioner, Planning, Building and Growth
Management
Michelle Gervais, Policy Planner, City Planning and Design
Claudia LaRota, Supervisor/Principal Planner, City Planning and
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Subject: Public Input – Statutory Public Meeting
City-Initiated Official Plan Amendment
Major Transit Station Areas

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to our Client who is representing the owners of 17, 19, 23, 27, 31 and 35 Railroad Street, 48 and 50 Mill Street North and 55 and 59 Elizabeth Street North, in the City of Brampton (hereinafter referred to as the "subject site"). We have been asked to review and provide the City of Brampton with our comments, observations and recommendations in connection with the Information Report and Statutory Public Meeting regarding City-Initiated Official Plan Amendment – Major Transit Station Areas (MTSA). The subject site is located in the Brampton GO 'Primary' MTSA.

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Yours truly,

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

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner

cc: **Anthony Sirianni, Gagnon Walker Domes Ltd.**
Harjap Singh, Gagnon Walker Domes Ltd.



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 13, 2023

GWD File PN 01.837.00
MTSA

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

Attention: Mayor and Members of Council
Peter Fay, City Clerk
Steve Ganesh, Commissioner, Planning, Building and Growth Management
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Subject: Public Input – Statutory Public Meeting
City-Initiated Official Plan Amendment
Major Transit Station Areas
Claireville Holdings Limited

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to Claireville Holdings Limited (Client); the Registered Owner of '0' Steeles Avenue East (located at the northeast corner of Steeles Avenue East and Goreway Drive) in the City of Brampton (hereinafter referred to as the "subject site"). We have been asked to review and provide the City of Brampton with our comments, observations and recommendations in connection with the Information Report and Statutory Public Meeting regarding City-Initiated Official Plan Amendment – Major Transit Station Areas (MTSA). The subject site is located in the Goreway Drive/407 'Planned' MTSA.

City-Initiated Official Plan Amendment - MTSA

According to the City of Brampton, the purpose of the City-Initiated Official Plan Amendment – Major Transit Station Areas is to propose the addition of interim Official Plan policies to better guide development and land use decisions in MTSA's, while the detailed planning and technical studies for Primary MTSA's are completed and until Brampton Plan (the 'New' Brampton Official Plan) is in effect. The OPA includes: a new schedule showing the boundaries of Primary MTSA's and the locations of Planned MTSA's; interim set of policies to support intensification and to guide development; and deletes the Mobility Hub policies, schedules and references.

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The City of Brampton has scheduled the Statutory Public Meeting to receive public comments on the draft City-Initiated Interim MTSA Policies Official Plan Amendment on Monday, February 13, 2023.

On behalf of Claireville Holdings Limited, we have reviewed the City of Brampton Staff Report dated January 10, 2023, along with the accompanying Draft Official Plan Amendment, and offer the following comments, observations and recommendations.

1. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.8**, is a policy section specifically related to Planned MTSA's, and speaks to the nature of these areas requiring further study to determine appropriate land use considerations before they are delineated. Proposed Official Plan **Sections 3.2.4 through 3.2.7** provide interim policies for MTSA locations, that appear to refer to the Primary or Secondary MTSA's; those that are delineated; however, those policies are not under a specific section heading that identifies those policies as being specific to the delineated MTSA's. In addition, they include generic references to "development in a MTSA", which would include Planned MTSA's; this would appear to conflict with the Planned MTSA section (Section 3.2.8). We recommend that the previously noted proposed sections be placed under an appropriate heading to reflect the MTSA's that the policies apply to.
2. The draft Official Plan Amendment to introduce Interim MTSA Policies is premature, given that the MTSA study is ongoing, and a number of the Focus Group Sessions for the Primary MTSA's are either occurring after the Public Meeting (Mount Pleasant MTSA on February 16, 2023), or have yet to be scheduled (Bramalea GO, Brampton GO, Centre, Kennedy and Rutherford). These reflect a large number of Primary MTSA locations where the greatest heights and densities are expected to be accommodated. We recommend any decision on this draft City-Initiated OPA be deferred until after input is received from all of the Focus Group Meetings for all of the MTSA locations.
3. **Section 3.1(6)**, and the fourth introductory paragraph under proposed Official Plan **Section 3.2.4**, the last sentence appears to contradict the rest of the paragraph. In this regard, the paragraph notes that the transportation network for MTSA's will be designed to support and integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services. These transit services are motorized modes of transportation. The last sentence is contradictory as it notes that non-motorized travel will be the preferred option within MTSA's. We recommend that this sentence be re-worded to reflect the objective of walkable communities, that are transit-supportive.
4. **Section 3.1 (6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.1**, it is not clear if the objectives of this policy are meant to be met across the whole of the MTSA, or within each development application within an identified MTSA. The introductory statement notes "All development within an MTSA..." Further, in regard to **Section 3.2.5.1 a) and c)**, the Planned MTSA's located within the 407 Transitway Corridor are employment



areas that consist of Employment Land Employment uses (logistics, warehousing, manufacturing, etc.) that are not conducive to active transportation.

5. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2** – is the study referenced here the current MTSA Study that is ongoing by the City of Brampton, or is this a separate development application-based study to be completed by development proponents when applications are submitted?
6. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2 b)** speaks to building heights and FSI. The policy makes a reference to maximum heights if required. We recommend that the policy be amended to only reference the minimum heights. The subject site, along with other MTSA locations, are located in an area of the City that is subject to the recently adopted Council resolution on unlimited height and density.
7. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.6** – is the MTSA Block Concept Plan referenced in this proposed policy the same as a Tertiary Plan?
8. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.7.1**, speaks to the preparation of a Growth Management Strategy. It would appear, but is not clear in the policy, that this is similar to the Growth Management Staging and Sequencing Reports prepared in the Block Plan process. Confirmation and clarification is required, and should be worked into the proposed policy. It is not clear in the proposed policy who prepares this report (the first application in the MTSA, each application (i.e. updating the original report)), or the mechanism to ensure coordination where applicants may not be aware that others are planning/proceeding to file site-specific applications.

Closing Remarks

Thank you for the opportunity to provide comments on the Draft City-Initiated Official Plan Amendment – Major Transit Station Areas. Our Client reserves the right to provide further comments as necessary prior to Council approval of the Official Plan Amendment.

Kindly accept this letter as our formal request to be notified of all future Open Houses, Public Meetings, Planning Committee and Council meetings to be held in connection with the City-Initiated Official Plan Amendment – Major Transit Station Areas. Lastly, we request notification of the passage of any and all By-laws and/or Notices on this matter.

Should you have any questions, please contact the undersigned.

Yours truly,

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

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner



**cc: Claireville Holdings Limited
Anthony Sirianni, Gagnon Walker Domes Ltd.
Harjap Singh, Gagnon Walker Domes Ltd.**



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 13, 2023

GWD File PN 01.242.00
MTSA

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

Attention: Mayor and Members of Council
Peter Fay, City Clerk
Steve Ganesh, Commissioner, Planning, Building and Growth Management
Michelle Gervais, Policy Planner, City Planning and Design
Claudia LaRota, Supervisor/Principal Planner, City Planning and Design

Subject: Public Input – Statutory Public Meeting
City-Initiated Official Plan Amendment
Major Transit Station Areas
Lark Investments Inc.

Gagnon Walker Domes Ltd. (GWD) and Delta Urban Inc. (Delta Urban) acts as Planning Consultant to Lark Investments Inc. (Client); the Registered Owner of 10 and 26 Victoria Crescent, 376, 383, 387 and 391 Orenda Road and 24 Bramalea Road, in the City of Brampton (hereinafter referred to as the “subject site” – see attached ownership map). We have been asked to review and provide the City of Brampton with our comments, observations and recommendations in connection with the Information Report and Statutory Public Meeting regarding City-Initiated Official Plan Amendment – Major Transit Station Areas (MTSA).

The subject site is located in the Bramalea GO ‘Primary’ MTSA. Our Client has been actively participating in the Brampton Plan (City of Brampton New Official Plan) process, including correspondence dated June 3, 2022 prepared by Delta Urban. A copy of this correspondence is attached.

In addition, as Council and Committee is aware, our Client has put forward a vision to transform the subject site from existing low-order industrial uses towards a dynamic mixed-use complete community, with an emphasis on higher density and a broader range of residential and employment uses which are transit-oriented/supportive. To advance the implementation of our Client’s vision, Brampton Council passed a resolution in support of a Minister’s Zoning Order (MZO) on October 20, 2021, and again on December 8, 2021. The MZO was submitted to the Ministry of Municipal Affairs and Housing (MMAH) and is currently under review by the Province.

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City-Initiated Official Plan Amendment - MTSA

According to the City of Brampton Staff Report, the purpose of the City-Initiated Official Plan Amendment – Major Transit Station Areas is to propose the addition of interim Official Plan policies to better guide development and land use decisions in MTSA's, while the detailed planning and technical studies for Primary MTSA's are completed and until Brampton Plan (the 'New' Brampton Official Plan) is in effect. The OPA includes: a new schedule showing the boundaries of Primary MTSA's and the locations of Planned MTSA's; interim set of policies to support intensification and to guide development; and deletes the Mobility Hub policies, schedules and references.

The City of Brampton has scheduled the Statutory Public Meeting to receive public comments on the draft City-Initiated Interim MTSA Policies Official Plan Amendment on Monday, February 13, 2023.

On behalf of Lark Investments Inc., we have reviewed the City of Brampton Staff Report dated January 10, 2023, along with the accompanying Draft Official Plan Amendment, and offer the following comments, observations and recommendations.

1. **Section 3.1 (6)** of the draft OPA includes the proposed text for the new **Section 3.2.4 – Major Transit Station Areas**. More specifically, the third introductory paragraph under proposed Official Plan **Section 3.2.4** directs that "...a variety of housing option that include a mix of affordable rental and ownership housing types and unit sizes shall be provided" in terms of addressing affordable housing objectives. We recommend that the policy be revised to use progressive language such as 'encourage' and 'strive to provide', as opposed to being prescriptive. Without financial support and affordable housing development initiative/investment from all levels of government, these targets, may not be economically feasible and achievable.
2. Continuing with **Section 3.1(6)**, and the fourth introductory paragraph under proposed Official Plan **Section 3.2.4**, the last sentence appears to contradict the rest of the paragraph. In this regard, the paragraph notes that the transportation network for MTSA's will be designed to support and integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services. These transit services are motorized modes of transportation. The last sentence is contradictory as it notes that non-motorized travel will be the preferred option within MTSA's. We recommend that this sentence be re-worded to reflect the objective of walkable communities, that are transit-supportive.
3. **Section 3.1 (6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.1**, it is not clear if the objectives of this policy are meant to be met across the whole of the MTSA, or within each development application within an identified MTSA. The introductory statement notes "All development within an MTSA..." In particular, subsection f) speaks to providing a diverse, equitable and inclusive set of public service facilities and community services. It may not be feasible for each application, depending on the size of the



property, location, or existing neighbourhood characteristics (i.e. industrial/employment areas, predominantly urban built forms, etc.) to provide this. We recommend that the policy be amended to reflect that these objectives are to be achieved across the whole of the MTSA, and that the should take into consideration existing public service and community facilities (i.e. provide and contribute to).

4. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2** – is the study referenced here the current MTSA Study that is ongoing by the City of Brampton, or is this a separate development application-based study to be completed by development proponents when applications are submitted?
5. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.5.2 b)** speaks to building heights and FSI. The policy makes a reference to maximum heights if required. We recommend that the policy be amended to only reference the minimum heights. The subject site, along with other MTSA locations, are located in an area of the City that is subject to the recently adopted Council resolution on unlimited height and density.
6. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.6** – is the MTSA Block Concept Plan referenced in this proposed policy the same as a Tertiary Plan?
7. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.6.4**, we applaud the policy “encouraging” owners within an area to work together to produce the Block Concept Plan. However, the policy then goes on to note an individual owner may complete the Plan for the entire area if others decide not to participate. The policy does not reflect situations where other owners may not necessarily “decide not to participate”, but rather the owner proceeding to prepare the plan may not be aware of other owners who are in the process of preparing an application. The Policy also does not reflect whether this plan is one that gets revised from time-to-time as successive applications are brought forward. We recommend that this policy be deleted in its entirety.
8. General Comment – **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically proposed Official Plan **Section 3.2.6.5 g)** – is the phasing of development referred to in this policy within each site-specific development, or across the whole of the MTSA? There are instances, depending on the size and extent of the development proposed where phasing could occur in both instances. We recommend that phasing should be eliminated in general, whether within the block or the MTSA. If all lands can proceed, phasing should not be forced.
9. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.7.1**, speaks to the preparation of a Growth Management Strategy. It would appear, but is not clear in the policy, that this is similar to the Growth Management Staging and Sequencing Reports prepared in



the Block Plan process. Confirmation and clarification is required, and should be worked into the proposed policy. It is not clear in the proposed policy who prepares this report (the first application in the MTSA, each application (i.e. updating the original report)), or the mechanism to ensure coordination where applicants may not be aware that others are planning/proceeding to file site-specific applications.

10. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.7.3**, should include less prescriptive language such as “encourage” or “explore”. In some cases, there may be constraints to consolidation of parcels (owners not prepared to sell, varying lengths of commercial leases, etc.) that would preclude this from occurring. Official Plan policy should not mandate the requirement of a property owner to purchase other properties, and conversely, to sell properties. There are policies in place to require applicants to demonstrate conformity with various policy objectives, along with demonstrating that proposed developments do not preclude the overall objectives of the MTSA. These are sufficient, and we recommend that this policy be deleted in its entirety.
11. **Section 3.1(6)** of the draft Official Plan Amendment, and more specifically, proposed Official Plan **Section 3.2.8**, is a policy section specifically related to Planned MTSA’s, and speaks to the nature of these areas requiring further study to determine appropriate land use considerations before they are delineated. Proposed Official Plan **Sections 3.2.4 through 3.2.7** provide interim policies for MTSA locations, that appear to refer to the Primary or Secondary MTSA’s; those that are delineated, however, those policies are not under a specific section heading that identifies those policies as being specific to the delineated MTSA’s. In addition, they include generic references to “development in a MTSA”, which would include Planned MTSA’s; this would appear to conflict with the Planned MTSA section (Section 3.2.8). We recommend that the previously noted proposed sections be placed under an appropriate heading to reflect the MTSA’s that the policies apply to.
12. The draft Official Plan Amendment to introduce Interim MTSA Policies is premature, given that the MTSA study is ongoing, and a number of the Focus Group Sessions for the Primary MTSA’s are either occurring after the Public Meeting (Mount Pleasant MTSA on February 16, 2023), or have yet to be scheduled (Bramalea GO, Brampton GO, Centre, Kennedy and Rutherford). These reflect a large number of Primary MTSA locations where the greatest heights and densities are expected to be accommodated, including the MTSA within which the subject site is located (Bramalea GO MTSA). Specifically for the Bramalea GO MTSA, the policies should reflect the pending MZO and vision which was endorsed by Council, and special provisions for this MTSA should be provided. We recommend any decision on this draft City-Initiated OPA be deferred until after input is received from all of the Focus Group Meetings for all of the MTSA locations.



Closing Remarks

Thank you for the opportunity to provide comments on the Draft City-Initiated Official Plan Amendment – Major Transit Station Areas. Our Client reserves the right to provide further comments as necessary prior to Council approval of the Official Plan Amendment.

Kindly accept this letter as our formal request to be notified of all future Open Houses, Public Meetings, Planning Committee and Council meetings to be held in connection with the City-Initiated Official Plan Amendment – Major Transit Station Areas. Lastly, we request notification of the passage of any and all By-laws and/or Notices on this matter. Should you have any questions, please contact the undersigned.

Yours truly,

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

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner

cc: Lark Investments Inc.
Mustafa Ghassan, Delta Urban Inc.
Liam England, Delta Urban Inc.
Anthony Sirianni, Gagnon Walker Domes Ltd.
Harjap Singh, Gagnon Walker Domes Ltd.

March 1, 2023

Project: CB2.BR

VIA EMAIL

Michelle Gervais
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Re: City-Initiated Official Plan Amendment – Major Transit Station Areas - Draft Policies

Thank you for the opportunity to provide comments on the Draft Official Plan Amendment (OPA) to add interim Major Transit Station Area (MTSA) policies to the City's 2006 Official Plan. We represent Mac Mor of Canada Ltd., the owner of 75 Bramalea Road (the "subject site"). The subject site is located generally north of Steeles Avenue, on the east side of Bramalea Road, between East Drive and Dearbourne Boulevard, as shown on **Figure 1**. The subject site is within the Bramalea GO Station Primary Major Transit Station Area (MTSA).

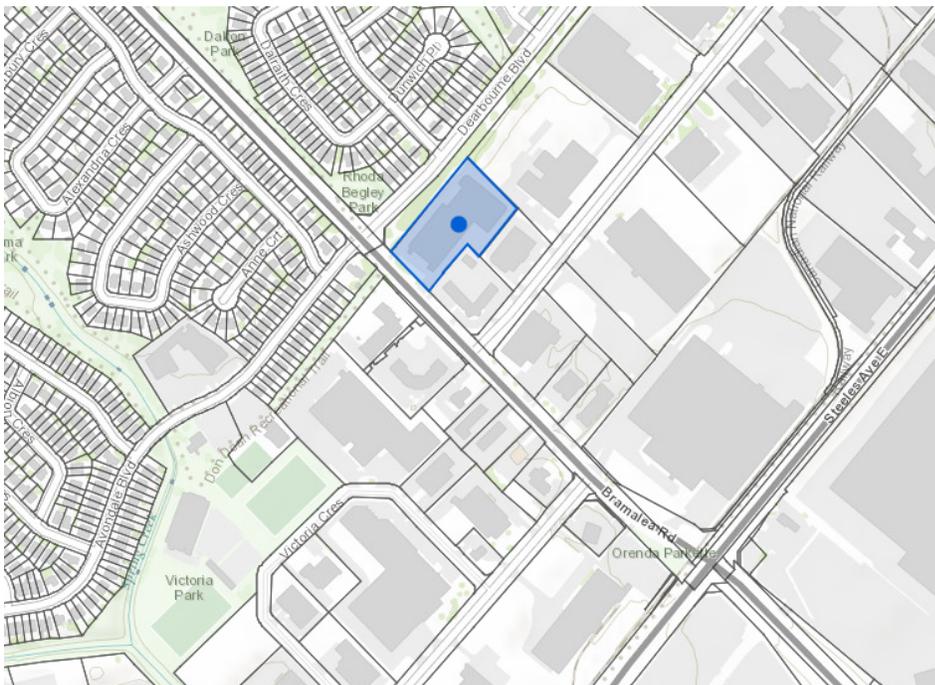


Figure 1: Subject Site

Source: MyBrampton Map

We actively participated through the Region's Municipal Comprehensive Review process, and have been participating in both the City's Official Plan Review and MTSA Study. Through the Region's MCR process, the subject site was converted from employment as part of the Region's new Official Plan which was approved by the Province November 4, 2022.

We have reviewed the Draft MTSA Interim Policies, and provide the following comments below. For simplicity, we have broken our comments into the policy sections of the Draft OPA.

Draft Interim MTSA Policies

3.0 Amendments and Policies Relevant Thereto:

We support the replacement of the “Mobility Hub” concept with MTSA’s and the delineation of the Primary MTSA’s shown on Schedule 1B -Major Transit Station Areas. The inclusion of the MTSA’s and minimum densities set out in Table 1 of the interim policies are consistent with the new Region of Peel Official Plan. However, it is unclear how these interim policies will work together with the Secondary Plan Area 9 Bramalea Mobility Hub, which we note is still under appeal by our client on a site-specific basis. The Secondary Plan Area 9 Bramalea Mobility Hub still uses the “Mobility Hub” term and concept, which is not consistent with the Draft MTSA Interim Policies.

Will this Secondary Plan Area 9 Bramalea Mobility Hub be updated as part of the Amendment later this year? If the latter, how will the Secondary Plan be read in conjunction with the Official Plan?

Objectives

Policy 3.2.5.1

The Objectives are generally appropriate to guide how development should occur to support the growth of vibrant transit-oriented MTSA’s. In recognizing that each property and MTSA is unique and will have different opportunities and constraints, we recommended the removal of the word “All” and revise the policy to read as “All development within a MTSA shall generally meet the following objectives:...”. This change provides the flexibility needed to support development while recognizing the differing context of each MTSA and property.

Policy 3.2.5.2

The overall direction in guiding what the future amendments will provide for each MTSA is appropriate. With respect to draft policy 3.2.5.2 subpoint (f), there are two different objectives relating to heritage and the street network contained in this policy. We recommend separating this policy into two separate policies, one for the enhancement of the street network and the second for the protection and preservation of cultural heritage features. This would strengthen each sub-policy and make the objectives clearer.

MTSA Block Concept Plan

Policy 3.2.6

We have significant concerns with the requirement of a Block Concept Plan. Block Concept Plans are appropriate for Greenfield areas, but not for redevelopment of existing developed lands within the built boundary. Block plans are useful for coordinating infrastructure and community facilities in new communities where adjacent lands will generally be developed in a similar time period.

But within intensification, most infrastructure is existing and adjacent properties could redevelop decades apart, if at all resulting in difficulties planning on adjacent properties that are not being proposed for redevelopment. Additional concerns include:

Policy 3.2.6.3

With respect to the requirement for the City to “approve” a Block Concept Plan prepared by a landowner, it is unclear what legal status is intended to be given to such Plans through such “approval”. Given the scope of a Block Concept Plan could include multiple properties, including those not owned by the applicant, it is concerning that there could be any kind of approval of a Plan that could be used to guide the development of other lands without the consultation of those landowners. We recommend providing greater clarity regarding the scope of this requirement and clarification that a Block Concept Plan is not a binding statutory instrument.

Policy 3.2.6.2 & 3.2.6.4

It is unclear what criteria will be applied during the Pre-Consultation to determine if a Block Concept Plan is required. Further, draft policy 3.2.6.4 suggests that an individual landowner may be required to prepare a Block Concept Plan that includes lands not within its ownership, which is unduly onerous.

Policy 3.2.6.5 & 3.2.6.6

These two policies suggest that two Planning Justification Reports would be required for as one would be required to support a Block Concept Plan and a second would be required to support the development application. Preparing two (2) Planning Justification Reports is onerous for a single landowner.

With respect to the sub-points of draft policy 3.2.6.6, we provide the following:

- C) States application should conform to policy document and guidelines/strategies, however there is no statutory requirement for applications to conform to guidelines/strategies.
- D) Includes a breakdown of unit mixes and tenure. That will be nearly impossible to determine on other properties in the Block Plan that are not at the application stage.
- E) It is unclear what is required in the preparation of an Affordable Housing Strategy.

3.2.7 Implementation

Policy 3.2.7.1

The draft policy suggests that the Growth Management Strategy is only required in conjunction with a Block Concept Plan and that the Growth Management Strategy has to be approved by the City and Region before the approval of the Block Concept Plan. For interim policies that are intended to guide development within Primary MTSA's until Secondary Plan Amendments are brought forward at the end of the year, the requirement of multiple “approvals” would hinder development and slow the approval process. Although a Growth Management Strategy may be appropriate in a Greenfield context, it doesn't not work well in a built-up environment where intensification is very site specific and adjoining properties may redevelop decades apart. It is not appropriate for the policy to impose the responsibility on an applicant to assess the timing and

delivery of the list of infrastructure across lands that it does not own and for which redevelopment on some properties may take decades to realize if at all.

Policy 3.2.7.2

This policy should clarify that if an applicant provides space for a public facility, it will be accepted as an in-kind contribution towards their Community Benefit Charge payment, if applicable.

Policy 3.2.7.5

With respect to aligning phasing plans with properties fronting higher order transit corridors, it overlooks that a number of the Primary MTSA's are served by GO stations, not rapid surface transit corridors. Further, in Primary MTSA's with multiple landownerships, phasing and development could be slowed by non-participating landowners or those not wishing to redevelop. We recommend the removal of prioritizing land fronting onto higher order transit with respect to the phasing of development across landownerships.

Conclusion

We understand the importance of introducing a policy framework within the in-effect Official Plan as the City works towards developing Secondary Plans for each of the Primary MTSA's. However, we have concerns that a number of the draft policies will hinder development rather than encourage it in the interim.

Thank you for the opportunity to comment, we look forward to providing additional comments through the revised draft OPA Text. Should you have any additional questions or clarification, we would be happy to discuss them.

Thank you for your consideration.

Yours very truly,
SGL PLANNING & DESIGN INC.



Paul Lowes, M.E.S., M.C.I.P., R.P.P.
Principal



Raymond Ziembra, M.C.I.P., R.P.P.
Senior Planner

cc: City Clerk, City of Brampton
Harry Glicksman, Mac Mor of Canada Ltd
Maggie Bassani, Aird & Berlis
Peter Van Loan, Aird & Berlis

February 28, 2023

GSAI File: 446-006

Anand Balram

Manager, Official Plan and Growth Management

City Planning & Design

Sent via email: opreview@brampton.ca

Michelle Gervais, MCIP, RPP

Policy Planner, City Planning & Design

Planning, Building and Growth Management Department

Sent via email: michelle.gervais@brampton.ca

**Re: Brampton Official Plan Review (December 2022 Draft) &
City-initiated Amendment to the Official Plan – Major Transit Station
Areas (Staff Report: Planning, Bld & Growth Mgt – 2023-074)
100 West Drive (Laurelcrest MTSA)
Owner: CPVC 100 WEST NOMINEE INC. (Crestpoint Real Estate
Investments Ltd.)
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. The Subject Property is currently being used for industrial purposes. In the current City of Brampton Official Plan (September 2020), the Subject Property is designated as “Central Area”. In the Queen Street Corridor Secondary Plan, the Subject Property is designated as “Industrial” and “Special Study Area 2”. Furthermore, on the Queen Street Corridor Secondary Plan Land Use Schedule there is a conceptual Arterial Road shown across the Subject Property, with the “Central Area Mixed Use” designation over the same area. The Subject Property is adjacent to Provincially Significant Employment Zone 14, on the south side of Clark Boulevard. The Subject Property is within the Laurelcrest Major Transit Station Area (“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 involved in the City of Brampton Official Plan review and wish to note that the draft Official Plan (December 2022 version) proposes to designate the Subject Property as “Mixed Use”. GSAI has also been involved in the Major Transit Station Area review and attended the Laurelcrest MTSA Focus Group on January 19th, 2023. At the Focus Group meeting, draft land use schedules were displayed which showed the northern portion of the Subject Property designated as “Medium Density Mixed-Use”, and the southern portion of the lands designated as “Light Industrial Mixed-Use”, with “Proposed Open Space” lands in-between as a buffer. We understand from that meeting and discussions with staff, that these MTSA draft land use schedules will inform Secondary Plan updates and subsequently Zoning By-law updates.

With respect to the Official Plan review and Major Transit Station Area review, we wish to note the following:

- As noted above, the draft (parent) Official Plan (December 2022 version) proposes to designate the Subject Property as “Mixed Use”, however in reading the draft “Mixed Use” policies, industrial uses are not permitted in “Mixed Use” areas. The “Mixed Use” designation therefore contradicts the proposed MTSA land use designation of “Light Industrial Mixed-Use”, on the southern portion of the Subject Property. The “Mixed Use” designation in the draft parent Official Plan is of concern, as it would not permit the full vision of the MTSA study (continued/future industrial uses on the southern portion of the lands).
- While existing industrial uses on the Subject Property would be protected as legal non-conforming uses, the “Mixed Use” designation in the parent Official Plan could prohibit or hinder our client from any expansions or improvements to better utilize the lands for continued industrial purposes. We recommend adding policies in the draft Official Plan under the “Mixed Use” land use permissions that permit the continued/expanded industrial uses in appropriate locations.
- As noted above, we acknowledge that in the draft MTSA land use schedules, the northern portion is designated as “Medium Density Mixed-Use”, and the southern portion designated as “Light Industrial Mixed-Use”. We have concerns that the new “Medium Density Mixed-Use” designation on the northern portion would not appropriately recognize or protect industrial uses on the Subject Property. Policies should be added protecting industrial uses in mixed-use areas and any Secondary Plan update should include policies recognizing existing and continued industrial uses, as well as transitional policies. Similarly, the “Medium Density Mixed-Use” designation pertaining only to the northern portion of the Subject Property could limit the development potential of the southern portion of the Subject Property, which may eventually be envisioned for residential uses. We recommend the “Medium Density Mixed-Use” permissions be extended to the southern portion of the Subject Property, while still protecting existing/future industrial uses.

- Regarding the proposed “open space” designation on part of the Subject Property, as these lands will contribute towards public enjoyment and access, they ought to count towards parkland dedication in future development applications.
- We are in support of policies that reduce or mitigate interface and compatibility issues.
- We note that staff mentioned at the February 13, 2023 public meeting that maximum building heights will be removed from MTSA policies, in response to Minister Clark’s letter to Peel Regional Chair Nando Iannicca. We are supportive of this revision.

In conclusion, the Subject Property is currently an appropriate and successful location for industrial uses, and our client would like to retain those permissions, while integrating policies to permit medium-high density residential redevelopment in the future, appropriate given the context of the Property within an MTSA and located in close proximity to future higher order transit. We believe that policy updates to the (parent) Official Plan and Major Transit Station Area policies (to be implemented through Secondary Plan updates and Zoning By-law Amendments) should be consistent in implementing this vision.

Thank you for the opportunity to provide these comments. Please do not hesitate to contact the undersigned to discuss this further.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



Jennifer Staden, MCIP, RPP
Associate

MTO One-Window Comment Table

Municipality – Interim OPA

MMAH LUPIN # (if applicable):

Comments Due to PPO:

Comments Due to MMAH:

Revisions Suggested to Implement the Planning Act, Provincial Policy Statement, 2020 and Provincial Plans						
Item	MTO Partner Office	OP Policy or Map	Comments/Concerns	Reference to Planning Act, PPS or Provincial Plan Section or Policy	Proposed Revision	Explanation, if comment was not included <i>PPO Use Only</i>
1	Metrolinx, Development, Heavy Rail (TOC)	N/A	Our team would like to be involved and engaged in the detailed comprehensive planning study for each designated Primary MTSA, to ensure the conditions for transit-oriented development are supported in policy.	N/A	N/A	
2						
3						
4						
5						
6						
7						

Please note: PPO will no longer be accepting comments that are not incorporated in the table. If partner offices have questions or want clarification on how to use the table and/or input specific policy comments or issues, they are encouraged to contact the Planning Policy Office planner/policy advisor on the file prior to the comment deadline.

Notes for use:

MTO One-Window Comment Table

Municipality – Interim OPA

MMAH LUPIN # (if applicable):

Comments Due to PPO:

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- In the “Reference to Planning Act, PPS, or Provincial Plan Section or Policy” column, provincial guidelines and other applicable legislation (i.e. Public Transportation and Highway Improvement Act, MTO Highway Corridor Management Manual, Province-wide Cycling Network, MTO transportation plans, etc.) can also be referenced if supporting a Planning Act, PPS, or provincial plan reference.
- In the “Proposed Revision” column, recommended modifications should be *italicized*, text additions should be **boldface** and deletions should be a ~~strickthrough~~.
- Where the “Proposed Revision” is based on adding an entirely new policy to the municipal policy document to address a specific policy gap, the “Comments/Concerns” column should include a “See Proposed Revision column” note. The new policy should be entered in the “Proposed Revision” column only.
- **General Comments:** Key suggestions that are not explicitly related to a specific policy in the Planning Act, PPS or provincial plans (i.e. A Place to Grow) but are related to MTO’s broader policy or infrastructure/property interests and can be implemented through the land use planning process. Please include references to applicable legislation, policy, etc., where appropriate.
 - o The inclusion of General Comments in the final provincial response is at the discretion of MMAH for implementation/incorporation at the discretion of the municipality/planning board.

March 21, 2023

Michelle Gervais, MCIP, RPP
Policy Planner, City Planning & Design
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Via email: mtsa@brampton.ca

Dear Ms. Gervais

**RE: City-Initiated Amendment to the 2006 Official Plan – Major Transit Station Areas
Bramalea City Centre
MHBC File: 9519Y-1**

MacNaughton Hermsen 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

BCC is a prime location for intensification, being centrally located within Brampton, adjacent to an existing transit terminal and located along a planned bus rapid transit route, among other things. We recognize that the introduction of a policy framework for Major Transit Station Areas (MTSAs) is needed to realize such intensification opportunities in a logical and coordinated manner. We also appreciate the work staff have put into crafting interim MTSA policies for the 2006 Official Plan until the City completes detailed studies and policies for each MTSA. The proposed interim policies are forward looking and contain important objectives for future growth and development. However, we do have concerns with certain parts of the proposed policy framework as they affect the BCC lands. Our comments are outlined in the attached Appendix 1

We appreciate your consideration of these comments. If you require any additional information, please do not hesitate to contact us.

Yours Truly,

MHBC

A handwritten signature in black ink, appearing to read "Gerry Tchisler", written in a cursive style.

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

Appendix 1: Detailed Policy Comments

#	Policy	Comment
1.	<p>Policy 3.2.5.2 the City will undertake comprehensive planning for each MTSA to be implemented through amendments to the Secondary Plan which will address:</p> <p><i>"d) Prohibiting the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 1;</i></p> <p><i>e) Managing expansions and redevelopment of existing land uses while they transition to meet the MTSA objectives of this Plan;"</i></p>	<p>Policy 3.2.5.2 lists important objectives to be achieved through a new policy framework for each MTSA. However, language with respect to protection of existing uses needs to be strengthened. Although, there may be some sites within MTSA's, including some portions of BCC, that are ready for redevelopment in the short or medium term, large commercial operations like BCC may transition gradually over the long term and may require the development of new commercial uses in the interim that are not consistent with the type of intensification framework being considered for MTSA's. Additional policy language needs to be inserted to ensure that existing buildings can be modified and expanded and new commercial buildings constructed so as not to hinder their long term viability, recognizing that they provide an important commercial function within their communities.</p> <p>We recognize the inclusion of Policy 3.2.5.2 e) which addresses transitions. However, we do not believe it provides sufficient policy direction and thus request inclusion of the following language under Policy 3.2.5.2:</p> <p><u>"j) Recognize the important function of existing large commercial operations which serve the community and ensure that their viability is not impacted by, among other things, permitting modifications and expansions of existing buildings and development of new commercial buildings as such areas transition into a dense, mixed use community over the long term."</u></p> <p>Also please comment 8 below.</p>
2.	<p>Policy 3.2.6.2 – <i>"A Plan may be required to be submitted as part of a development proposal within a "Primary" MTSA in order to provide guidance for the comprehensive development of the entire MTSA. If a Plan is required, the boundaries of the Plan will be determined at the Pre-Consultation Application stage. A Plan may not be required, provided it can be demonstrated to the satisfaction of the Director, Development Services that the proposed development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban</i></p>	<p>Submission of a Block Plan may be appropriate in conjunction with large scale redevelopment proposals involving a change to the Official Plan designation or Zoning By-law but should not be applicable for development that is being proposed in accordance with the Zoning By-law, including development that may require a minor variance or minor Zoning By-law Amendment. Proposals that are generally consistent with the existing regulatory framework should not require a Block Plan given that the comprehensive requirements for Block Plans, as set out in this section, are more appropriate for an MTSA-wide study.</p>

	<p><i>form nor impact the delivery of the City's future transportation network."</i></p>	<p>Additionally, we recommend that the word "entire" be removed from the first sentence to avoid confusion with the following sentence that discusses the boundaries of the "Plan", which can be less than the entire MTSA.</p> <p>We request that this policy be amended to clarify that a Block Plan may only be required as part of a large scale development proposal as follows:</p> <p><i>"A Plan may be required to be submitted as part of a large scale development proposal that includes a comprehensive amendment to the Official Plan designation or Zoning By-law within a "Primary" MTSA in order to provide guidance for the comprehensive development of the entire MTSA. If a Plan is required, the boundaries of the Plan will be determined at the Pre-Consultation Application stage. A Plan may not be required, provided it can be demonstrated to the satisfaction of the Director, Development Services that the proposed development does not preclude the achievement of a compact, pedestrian-oriented and transit-supportive urban form nor impact the delivery of the City's future transportation network For clarity, a Plan will not be required for development proposals that only require a site plan application, minor variance or minor amendment to the Zoning By-law Amendment."</i></p>
3.	<p>Policies 3.2.6.5 and 3.2.6.6 – contents of a Block Plan and supporting Planning Justification Report ('PJR')</p>	<p>As discussed above, and subject to any revisions to Policy 3.2.6.2, proposals requiring only site plan control, minor variance or minor Zoning By-law Amendment should not be subject to these requirements.</p> <p>Where these policies do apply, Policy 3.2.6.5 g) requires that a Block Plan and supporting PJR include "Phasing of development including all relevant information required to evaluate the phasing plan". Extensive work needs to be conducted to prepare "all relevant information required to evaluate the phasing plan" and is not an appropriate requirement for a Block Plan submission that is supposed to accommodate a development proposal. This level of detail should be provided through a comprehensive study and policy framework that considers the entire MTSA (which the City is currently undertaking), given the MTSA-wide implications for such matters as municipal servicing and transportation. Any phasing framework should maintain a level of flexibility for large commercial sites like BCC where additional factors like market fluctuations, tenant leasehold interests and tenant relocations introduce a level of uncertainty from a phasing perspective.</p>

		<p>Furthermore, Policy 3.2.6.6 b) requires that the supporting PJR provide confirmation that “public service facilities are conveniently located and are adequately sized to accommodate the projected population within the Block Concept Plan”. As with phasing, this level of detail should be provided through a comprehensive study and policy framework for the entire MTSA, not for a single block plan supporting a development proposal.</p> <p>We request that Policies Policy 3.2.6.5 g) and 3.2.6.6 b) be removed as their requirements are more appropriately addressed through an MTSA wide study.</p>
4.	<p>Policy 3.2.7.1 - <i>A Growth Management Strategy is required to be submitted by the applicant in conjunction with a Block Concept Plan and shall be approved by the City and the Region prior to the approval of a Block Concept Plan. The Growth Management Strategy shall outline the provision, timing and delivery of the following infrastructure, in terms of, but not limited to, network distribution, connections, capacity and frequency, as appropriate:</i></p> <ul style="list-style-type: none"> <i>a) transit;</i> <i>b) pedestrian and cycling facilities;</i> <i>c) road network;</i> <i>d) water and wastewater services;</i> <i>e) stormwater management facilities;</i> <i>f) public service facilities;</i> <i>g) streetscape improvements; and,</i> <i>h) utilities.</i> 	<p>Similar to above, a Growth Management Strategy should be conducted for the entire MTSA area. It is unreasonable to require such a Growth Management Strategy to be provided in support of a Block Plan that accompanies a development application because the timing and delivery of this infrastructure is determined by the City and Region and depends on the approval of their capital budgets, among other things.</p> <p>We request that this policy be amended to indicate that the City shall prepare a Growth Management Strategy as part of the detailed comprehensive planning study that it will carry out in accordance with Policy 3.2.5.2 or for large scale proposals that precedes such work.</p> <p>We recommend the following amendments:</p> <p><i>A Growth Management Strategy is required to be submitted by the applicant in conjunction with a Block Concept Plan and shall be approved by the City and the Region prior to the approval of a Block Concept Plan. will be prepared by the City as part of its comprehensive planning for each MTSA. The Growth Management Strategy shall outline the provision, timing and delivery of the following infrastructure, in terms of, but not limited to, network distribution, connections, capacity and frequency, as appropriate:</i></p> <ul style="list-style-type: none"> <i>a) transit;</i> <i>b) pedestrian and cycling facilities;</i> <i>c) road network;</i> <i>d) water and wastewater services;</i>

		<p><i>e) stormwater management facilities;</i> <i>f) public service facilities;</i> <i>g) streetscape improvements; and,</i> <i>h) utilities.</i></p>
5.	<p>3.2.7.2 Through the planning application process, owners may be required to contribute to the delivery of public service facility needs by providing a minimum amount of gross floor area for on-site public service facilities.</p>	<p>This policy needs to be clarified that contributions may only be required subsequent to the completion of the City's comprehensive planning process and amendments to the Secondary Plan that identify public service facility needs. Contributions should be in accordance with the relevant regulatory regimes, including the Development Charges By-law, Community Benefits Charges By-law and Parkland Dedication By-law.</p> <p>We request that the Policy 3.2.7.2 be amended as follows:</p> <p><u>Subsequent to the completion of a comprehensive planning process for each MTSA and the approval of implementing amendments to the respective Secondary Plan, Through the planning application process,</u> owners may be required to contribute to the delivery of public service facility needs by providing a minimum amount of gross floor area for on-site public service facilities, <u>through the planning application process. Such contributions will be in accordance with the applicable in-effect regulatory regimes including the Development Charges By-law, Community Benefits Charges By-law and Parkland Dedication By-law.</u></p>
6.	<p>3.2.7.3 Where the planned scale or configuration of development is not feasible on an individual property, property consolidation will be required in order to facilitate integrated development within the MTSA. Where property consolidation is not feasible, development permissions may be limited.</p>	<p>We request clarification of the intent of Policy 3.2.7.3. Who will determine "feasibility" of development and on what criteria will this be assessed?</p>
7.	<p>3.2.7.5 Development fronting the high order transit corridor shall generally be the first phase of development in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop.</p>	<p>Policy 3.2.7.5 indicates that development fronting the higher order transit corridor shall "generally" be the first phase of development. The inclusion of the word "generally" in this policy is critical to ensuring that it is not interpreted as a strict rule. It is important to recognize that large sites like BCC may have development occurring away from the higher order transit corridor in initial phasing given the need to balance existing commercial operations with redevelopment</p>

		<p>opportunities as such sites transition over the long term into intensified, mixed use areas.</p> <p>We request that the Policy 3.2.7.5 be amended as follows to recognize this fact:</p> <p>Development fronting the high order transit corridor shall generally be the first phase of development in order to create a safe, pedestrian-friendly environment and to provide the necessary multi-modal access connections to the station or stop. <u>However, it is recognized that some sites may be required to initiate redevelopment away from the higher order transit corridor in order to balance the needs of existing uses and operations.</u></p>
8.	<p>3.2.7.7 The redevelopment of existing low-rise employment and commercial uses, may occur gradually over the long-term. Notwithstanding the minimum densities in Table 1, building additions, and/or alterations may be permitted, where it can be demonstrated that they do not preclude the long-term redevelopment of the property as set out in this Plan.</p>	<p>As discussed in comment 1 above, additional policy language needs to be inserted to ensure that large scale commercial operations like BCC are able modify existing buildings and construct new commercial buildings so as not to hinder their operations and the important commercial functions they serve for the community. We appreciate the inclusion of permissions to modify and expand existing buildings. However, language should also be included to permit development of new low rise commercial buildings.</p> <p>We request that this policy be amended as follows:</p> <p>The redevelopment of existing low-rise employment and commercial uses, may occur gradually over the long-term. Notwithstanding the minimum densities in Table 1, <u>new commercial buildings</u>, building additions, and/or alterations may be permitted, where it can be demonstrated that they do not preclude the long-term redevelopment of the property as set out in this Plan.</p>