



Principals

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April 21, 2023

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MTSA

The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
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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 – April 24, 2023 Planning & Development Committee
Item 7.2 - City-Initiated Official Plan Amendment
Major Transit Station Areas (City-Wide)
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"). The subject site is located in the Goreway Drive/407 'Planned' MTSA.

We have been monitoring and actively engaged in the City's MTSA Planning Study process, and we previously provided comments on the draft City-Initiated Official Plan Amendment – Major Transit Station Areas (MTSA) on February 13, 2023.

City-Initiated Official Plan Amendment - MTSA

On behalf of Claireville Holdings Limited, we have reviewed the City of Brampton Staff Recommendation Report dated March 8, 2023, along with the accompanying revised Draft Official Plan Amendment (OPA). We note that revisions to the Draft Official Plan Amendment have incorporated most of our previous comments. Following our detailed review of the revised Draft Official Plan Amendment, we offer the following additional comments, observations and recommendations.

1. **Policy 3.2.5.2 b) and c), and Policies 3.2.5.4 and 3.2.5.5** – While the revised Draft OPA replaced "if required" to "and if appropriate" with regard to maximum building heights and maximum FSI, we continue to recommend that the policy be

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amended to only reference the minimum heights. The letter dated February 9, 2023 to the Region of Peel which clarifies that through the modifications and approval of the Region of Peel Official Plan in November 2022, the local municipalities are not permitted to assign maximum building heights in MTSA's. Further, when the "Planned" MTSA's transition to "Primary" or "Secondary" MTSA's, the location of the subject site in the Highway 407 Transitway area is an employment area, and as such, 3 storeys may not be appropriate for industrial and warehousing uses as a minimum height. Further consideration to minimums for employment areas must be given before the revised Draft OPA can be tabled at Council for approval.

2. **Policy 3.2.6.3** – While the revised Draft OPA partially addresses our previous comments, we remain concerned as this policy still assumes that all applications are proceeding at the same time. The requirement for the submission of one joint Tertiary Plan does not recognize that different landowners may be at different stages of the development application process for their sites. We are concerned with this policy language as it has the potential to hold up applications that otherwise might be able to proceed. We recommend that the last sentence be deleted in its entirety. This is further supported by the inclusion of Policy 3.2.6.4 which speaks to the process whereby an already approved Tertiary Plan may be modified in the instance where different landowners are on different development timelines.
3. **Policies 3.2.7.1 and 3.2.7.2** – These policies speak to the responsibility of the applicant to prepare a Growth Management Strategy to assess the timing and delivery of servicing infrastructure. The policy does not reflect that in most cases this requires assessing or recommending/implementing servicing upgrades across lands that are not in the applicants control, or timing of improvements that are not in the applicants control (i.e. City and Regional Capital Works Program changes, etc.).

Further, the policy requires that the Growth Management Study be included as a section in the Planning Justification Report, meet the established terms of reference, and be to the satisfaction of the City and Region, prior to deeming the application complete. It is inappropriate to require the strategy to be to the satisfaction of the municipalities prior to deeming the application complete. The policy should only require that the strategy be deemed to have met the requirements of the terms of reference prior to deeming it complete, and thereafter, through the processing of the application and the technical review will the strategy ultimately be approved to the satisfaction of the municipalities.

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,

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Partner, Principal Planner

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

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