



VIA EMAIL

August 22, 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: Planning & Development Committee Meeting
August 28, 2023 Agenda, Item 5.1
Information Report - Major Transit Station Areas (MTSAs), Draft Brampton
Plan Policies, City-wide (Report No.: Planning, Bld & Growth Mgt-2023-708)
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 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. For the Major Transit Station Areas Draft Official Plan Amendment (OPA), we provided comments dated February 10, 2023 and April 19, 2023. For the City-initiated Major Transit Station Study Area Study specific to the Bramalea GO MTSA, we met with Staff on April 14, 2023 and provided comments dated April 19, 2023 for the Preliminary Area Plan for the Bramalea GO MTSA. Lastly, on July 26, 2023 we provided comments for the Preliminary Land Use Plans, City-wide.

It is our understanding that at the August 28, 2023 Planning and Development Committee Meeting, a Staff Report dated July 31, 2023 will be considered, which recommends that Staff be directed to include the proposed MTSA policies and schedules as part of the future OPA recommending adoption of Brampton Plan. Based upon our review of the Staff Report, the Draft “Chapter 4 Site and Area Specific Policies” (the “Draft Area Specific Policies”), Bramalea GO MTSA Preliminary Land Use Plan, and the Staff responses to our comments dated July 26, 2023, on behalf of Canadian Tire we have preliminary comments as outlined below and we will continue to review the Staff

Report, Draft Area Specific Policies and Bramalea GO MTSA Preliminary Land Use Plan in more detail and may provide further comments as required.

BACKGROUND

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 (the “First Phase Redevelopment”). 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 (the “Second Phase Redevelopment”).

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 MTSA BRAMPTON PLAN POLICIES

At this time, our preliminary comments for the Bramalea GO MTSA Preliminary Land Use Plan are as follows:

- The Canadian Tire Lands within the MTSA form part of the lands subject to the MZO Request. Under our comments dated July 26, 2023 we noted that the Recommendation Staff Report dated May 19, 2023 stated that “A significant portion of the Bramalea GO MTSA is presently being reviewed under a Minister’s Zoning Order (MZO). The MZO request was initiated by some landowners within the MTSA boundaries to permit residential uses. This MZO request was endorsed by a Council in December 2021. A MZO decision would supersede any potential conflicts in the proposed land use designations as the City no longer has jurisdiction to make a decision”. The Staff Response to our comments dated July 26, 2023 states “Agree” with “No action required”;
- “Mid-Block Connections” are shown within the Canadian Tire Lands, including from Bramalea Road and from Steeles Avenue East in general proximity to the “Office Mixed-Use” portion of the Canadian Tire Lands. Under our comments dated July 26, 2023, we submitted that the mid-block connections within the Canadian Tire Lands should be removed as it will not be appropriate to have publicly-accessible connections through or adjacent to the warehouse uses under the First Phase Redevelopment. The Staff Response to our comments states “The intent of the “Mid-Block Connections’ is to enhance vehicular, pedestrian connections and mobility within and through the area. It may be determined through the development approval process that the mid-block connection is only appropriate for pedestrian connections, in this instance, for the employees in the surrounding employment uses” with “No action required”.

Based upon the Staff Response, we have the comments noted below for the draft Mid-Block Connections policies;

- While Canadian Tire supports having no proposed public or private street network, a signalized intersection on Steeles Avenue East between the “Office Mixed-Use” land use and the “Industrial” land use is proposed under the Site Plan Approval application, in order to provide sufficient access to support the proposed First Phase Redevelopment and Second Phase Redevelopment. Accordingly, under our comments dated July 26, 2023, we submitted that the Bramalea GO MTSA Preliminary Land Use Plan should carry through the “All Moves Intersection” on Steeles Avenue East currently shown on the Transportation Elements Schedule 9(B) of the Bramalea Mobility Hub Secondary Plan Area 9, with a shift westwards to align with the proposed signalized intersection between the “Office Mixed-Use” and “Industrial” land uses. The Staff Response to our comments states “Due to the recent construction of the warehouse building on the north – east corner of Bramalea Road and Steeles Avenue Road there is no longer any land available to construct a collector road on the north side of Steeles Avenue between Bramalea Road and the rail spur line. Therefore, the “All Moves Intersection” on this section of Steeles Avenue East is no longer being contemplated and will be removed from Schedule 9(B).” with “No action required”. We continue to submit that a signalized intersection on Steeles Avenue East between the “Office Mixed-Use” land use and the “Industrial” land use as proposed under the Site Plan Approval application be reflected under Bramalea Mobility Hub Secondary Plan Area 9. The signalized intersection would line up with the existing driveway into the new warehouse building to the north and would provide access for the Phase 1 and 2 Redevelopment of the Canadian Tire Lands as well as for the industrial uses to the north. Accordingly, the signalized intersection should be subject to further review and discussion with Staff; and
- Under our comments dated July 26, 2023, we noted that a small portion of the Canadian Tire Lands is shown as “Natural Heritage System” with a note that that “this boundary is currently being updated for this MTSA”. The Staff Response to our comments states “The Bramalea GO MTSA land use schedule reflects the current Natural Heritage System boundaries. NHS boundaries will be refined through subsequent development applications if necessary” with “No action required”. Accordingly, it is our understanding that the NHS boundary, as may be necessary, will be confirmed under the existing application for Site Plan Approval (City File no. SPA-2022-0185).

At this time, our preliminary comments for the Draft Area Specific Policies are as follows:

- For the “Office Mixed-Use” designation that is shown for the Second Phase Redevelopment of the Canadian Tire Lands:
 - We request that the Office Market Review of Major Transit Station Areas prepared by Watson & Associates Economists Ltd. be released for public review;
 - Draft Policy a) states “The ratio of MOE jobs to be provided in Table 1 shall not include population serving jobs (employment that primarily serves a resident population), such as retail, education, health care, local

government and work-at home employment” and Table 1 indicates a Minimum Office Gross Floor Area (2021 to 2051) for Bramalea GO of 83,470 sq. m. The introduction to Table 1 states “In order to achieve the City’s target for MOE within 4 of its “Primary” MTSA, a minimum ratio of MOE jobs shall be provided in accordance with Table 1 on all properties designated ‘Office Mixed-Use’”. We request clarification that the Minimum Office GFA is intended to be calculated to include all of the properties designated Office Mixed-Use in the Bramalea GO MTSA with no minimum attributed to any particular lands. In addition, we suggest that clarity be provided as to the calculation of MOE ratio as to what is included; and

- Draft Policy c) states “Lands designated ‘Office Mixed-Use’ are intended primarily for office uses, including hotels, motels, conference/ convention centres and may also contain mid-rise or high-rise residential uses subject to providing the MOE ratio (per site) listed in Table 1. Permitted office uses are not required to be contained within a mixed-use building. Accessory street-related retail, commercial and institutional uses are permitted as long as they are integrated with the office or residential building.” For the MOE ratio (per site) listed in Table 1, we request confirmation that the MOE ratio (per site) will not be applicable where no residential uses are proposed. As to the permissions for “Accessory street-related retail, commercial and institutional uses”, in our submission clarification should be provided that individual uses do not need to be accessory to office uses (including hotels, motels, conference/ convention centres) with the removal of the “Accessory” before “street-related”. Lastly, we note that under the draft MZO, the draft “Mixed-Use Commercial” zone that relates to the Second Phase Redevelopment of the Canadian Tire Lands would permit a range of non-residential service and commercial uses including restaurants and health and fitness centres. We request clarification that the intent of the “commercial” uses permissions would include a broad range of uses including restaurants, service uses and health and fitness centres;
- For the “Employment (Industrial)” designation that is shown for the First Phase Redevelopment of the Canadian Tire Lands, we note that there are no Draft Area Specific Policies proposed and accordingly, we request that the draft policies be released for public review. In our comments dated July 26, 2023 we stated that the anticipated associated Secondary Plan Policies should ensure that the “Industrial” land use would permit the First Phase Redevelopment of the Canadian Tire Lands for warehousing uses in order to reflect the MZO Request. The Staff Response to our comments states “The proposed MTSA Official Plan land use policies include some transition policies to provide some flexibility for infill development prior to comprehensive redevelopment. Refer to Appendix 1” with “No action required”. We reserve the opportunity to comment further once the draft policies for the “Employment (Industrial)” designation are provided;
- For the Transportation Network policies, Draft Policy f) states “Vehicular access to parking, service facilities and loading areas shall be achieved from local roads. Temporary or interim vehicular access from an existing road may be permitted as a condition of the development application process, or through an agreement

- with the City, until such time that a new local road and access are constructed.” In our submission, “generally” should be added after “shall” in order to provide flexibility to ensure that existing and new accesses to non-local roads, including Steeles Avenue East and Bramalea Road adjacent to the Canadian Tire Lands, would continue to be permitted;
- For the Mid-Block Connections that would be established through the development application process, Draft Policy c) states “Enhance vehicular and/or pedestrian connections and mobility within and through the area” and Draft Policy d) states “Provide safe and accessible corridors for vehicles, pedestrians and cyclists”. In the context of our comments above related to a signalized entrance to the Canadian Tire Lands on Steeles Avenue East, we request clarification that a signalized entrance would meet the intent of Draft Policies c) and d) through the provision of vehicular and pedestrian connections into the Canadian Tire Lands; and
 - For the Minimum Density policies, Draft Policy a) states “Individual development proposals (per site) shall meet the minimum FSI target” where under Table 2 the Employment (Industrial) minimum FSI target is 0.25 and the Office Mixed-use minimum FSI target is 2.5 and Draft Policy b) states “The minimum floor space index in Table 2 does not apply to: i. lands required for public parks, natural heritage system and open spaces; ii. institutional uses; iii. transit station facilities; and iv. community and recreation uses operated by a public authority”:
 - Under the Phase 1 Redevelopment for the Canadian Tire Lands, Building 2 straddles the boundary of the MTSA. We request clarification as to how the minimum density would be calculated to ensure conformance with the Draft Policy. We note that the Phase 1 Redevelopment provides for approx. 119,150.33 sq. m over the entire 33.5 ha, including the parcels at 10 and 12 Melanie Drive, resulting in an FSI of approximately 0.35 percent, which would exceed the minimum of 0.25;
 - For the Phase 2 Redevelopment for the Canadian Tire Lands of approximately 3.2 ha (8.0 ac), at a minimum density of 2.5 FSI, approximately 80,052 sq. m (861,668 sq. ft.) of Office Mixed Use development would be required, which would nearly exceed the entire 83,470 sq. m Minimum Office Gross Floor Area (2021 to 2051) for the Bramalea GO MTSA. In addition, we note that due to the airport height limitations, the development of the Office Mixed Use uses will be limited on the Phase 2 Redevelopment Canadian Tire Lands. Accordingly, in our submission the minimum FSI that would be applicable to the Phase 2 Redevelopment for the Canadian Tire Lands should be subject to further review; and
 - In our submission, lands utilized for Stormwater Management ponds, such as that proposed for the Canadian Tire Lands under the Phase 1 Redevelopment, should be excluded as well under Draft Policy b).

Lastly, for the Brampton MTSA Bramalea GO Station Development Activities mapping and the Canadian Tire Lands, we note that the small parcel immediately adjacent to the Steeles Avenue East and Bramalea Road intersection known as 2021 Steeles Avenue East forms part of the existing application for Site Plan Approval (City File no. SPA-

2022-0185). In addition, as noted above, the application for SPA includes the Canadian Tire Lands known municipally as 10 and 12 Melanie Drive. Accordingly, the mapping should be updated.

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

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 associated Official Plan Amendment (Secondary Plan) and passing of the Zoning By-law Amendment, as may be applicable.

Yours very truly,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPl, MCIP, RPP
Principal Planner

cc. Canadian Tire Corporation, Limited (via email)
Davis Webb LLP (via email)
Natasha D'Souza, City of Brampton (via email)