

Attachment 4 – Major Transit Station Areas – Planning Analysis

The Major Transit Station Area (MTSA) policies are consistent with the Provincial Policy Statement, conform or do not conflict with applicable Provincial Plans, the Region of Peel Official Plan and Brampton's Official Plan, have regard for matters of provincial interest, and represent good planning for the reasons set out below.

The Planning Act

Matters of Provincial Interest

Section 2 of the *Planning Act* sets out matters of provincial interest that decision makers must have regard to when making decisions. There are a number of matters of provincial interest that address a wide range of issues, including protecting resources, ensuring orderly development and ensuring the health and safety of people.

The *Planning Act* provides the Region of Peel the authority to protect MTSA's in Brampton and to direct the City to focus growth around these transit stations. The *Planning Act* identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters.

The *Planning Act* provides direction for Protected (equivalent to the "Primary" MTSA classification in the Region's Official Plan) MTSA's through Section 16(16):

(16) The official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and
- (b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,
 - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
 - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Section 16(14) sets out the framework to consider inclusionary zoning within the MTSA's to inform future applicable by-laws. According to Section 16 (15) of the *Planning Act*, Brampton is required to adopt Official Plan policies in 16 (a) and (b) for "Primary" (Protected) MTSA's by November 4, 2023 (within 1 year after the approval of the Region's Official Plan). The proposed MTSA policies satisfy sub-clauses (16) (a) and (b) of the *Planning Act*.

As per Section 17(36.1.4, 36.1.6), following Regional adoption of MTSA policies, no privately initiated OLT appeals are permitted to MTSA policies that identify delineated boundaries, authorized uses of land, buildings and structures, building heights and minimum density. Further Section 22 (2.2) indicates that any MTSA amendments will require a Council resolution should further amendments be required to the land use schedule or accompanying policies once they are in effect.

The Provincial Policy Statement (PPS), 2020

The PPS requires municipalities to plan for efficient development patterns that make the best use of land and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. Municipalities, in making planning decisions, including creating and amending Official Plans, must be consistent with the policies in the PPS.

The PPS speaks to promoting transit-supportive development and the optimization of transit investments (1.1.1 e). In Settlement Areas, land use patterns are to include a mix of land uses and densities that “are transit-supportive, where transit is planned, exists or may be developed” (1.1.3.2 f). Transit-supportive is defined as follows by the PPS: “*Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.*” Further, a range and diversity of housing options are contemplated in Section 1.1.1, including the direction to consider affordable housing options. Section 1.4 provides for Inclusionary Zoning – specifically to accommodate affordable housing units in proposed new residential development. A thoughtful mix of land uses are encouraged in each MTSA to ensure efficiency to meet the goals of this policy.

The PPS requires that the necessary *infrastructure* and *public service facilities* are or, will be available to meet current and projected needs. Section 1.1.3.7 b) states that Planning authorities should establish and implement phasing policies to ensure the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs. The proposed *Brampton Plan* MTSA policies include a requirement that a Growth Management Strategy and Precinct Plan may be required to be submitted for applications within a “Primary” MTSA prior to Brampton completing its MTSA Study. This will ensure the orderly development of lands to ensure land use compatibility (Section 1.2.6).

The PPS requires municipalities to plan for and, to protect industrial and manufacturing uses that are unsuitable for mixed use areas, using a more narrowly scoped definition of “area of employment.” These areas of employment are limited to these uses and preserving large, contiguous areas of land and generally can take advantage of proximity to goods movement corridors revised for opportunities to introduce more density and a mixed use environment.

While planning for density and mixed use in areas that were once employment, there is specific direction in the PPS to consider land use compatibility (3.5) where sensitive land uses may impact existing industrial/employment operations: *planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that proposed adjacent sensitive land uses are only permitted if potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

The protection of Employment uses is among the land use compatibility considerations because adverse impacts of new development take into consideration the protection and long term stability of the existing employment lands. The City’s MTSA policies will require land use compatibility studies where new residential development abuts existing, established employment lands.

The proposed MTSA policies that have been incorporated into *Brampton Plan* align with provincial interests and set out the appropriate policies that are consistent with the policy objectives of the PPS.

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

A Place to Grow is the Province’s plan for growth and development in the Greater Golden Horseshoe (GGH). The Growth Plan’s vision includes building complete communities (Policy 2.2.1.4) and managing growth (Policy 2.2) in a way that transit and active transportation will be practical elements of the urban transportation system.

The Growth Plan identifies strategic growth areas such as MTSAs and urban growth centres (UGCs). These strategic growth areas are a key focus for development with a set of relevant policies and minimum density targets established in accordance with the Growth Plan (2019). In order to accommodate projected growth, support the transit network and encourage density, municipalities are required to complete detailed planning for identified MTSAs. Accordingly, MTSAs will provide connection points for inter-and intra-regional transit. These more detailed plans must consider a wide range of issues in order to prepare policies that set out permitted uses, heights and other development standards.

MTSAs are defined by the Growth Plan as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. MTSAs generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing approximately a 10-minute walk.

The Growth Plan provides the following policies for MTSAs:

2.2.4.3 For MTSAs on priority transit corridors, upper-and single-tier municipalities, in consultation with lower-tier municipalities, shall delineate the boundaries of MTSAs in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

2.2.4 8. All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate: a) connections to local and regional transit services to support transit service integration; b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and, c) commuter pick-up/drop-off areas.

2.2.4 9. Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The Growth Plan is about accommodating forecasted growth in complete communities (2.2.1.4). These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Policy 2.2.6.1.a.i furthers the Provincial direction to plan for a range of housing options and utilize inclusionary zoning as a tool to advance affordable housing options within MTSAs. Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement the Growth Plan. To ensure that public service facilities and infrastructure are adequately provided to service the growth in Brampton's MTSAs, it is essential to understand the provision, timing and delivery of such services and infrastructure. Such planning will also take into consideration a reasonable transportation network (Policy 3.2.3.4) that provides for an integrated systems to connect to multimodal transit options and pedestrian/cycling infrastructure to circulate within and between MTSAs.

The most compelling direction in the Growth Plan is the identified density target (5.2.5). The MTSA policies are consistent with the Growth Plan objectives for MTSAs and it also includes a table that outlines the minimum number of residents and jobs combined per hectare for each "Primary" MTSA in accordance with the minimum density targets prescribed by the Growth Plan.

The Growth Plan states that major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service. Major Office is defined as freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

The proposed MTSA land use policies are consistent with the Growth Plan objectives for MTSA's and include the authorized use of land and the required minimum densities to achieve the overall minimum density targets for each "Primary" MTSA. The lands located within the 4-employment focused MTSA's (Bramalea GO, Steeles & Mississauga, The Gore and Ray Lawson) include a Mixed-Use Employment (Office Mixed Use) designation to ensure these areas are developed primarily for employment use, while encouraging density and other land use opportunities were appropriate.

Region of Peel 2051 Official Plan

The Region of Peel's 2051 Official Plan ("the Plan") was approved by the Province in November 2022. One of the main goals of the Plan is to ensure that growth is accommodated in a compact and sustainable manner that supports the development of complete communities that are transit supportive and provide a range of choice in mobility options, while ensuring the protection of the natural heritage system. The Regional structure accommodates growth in the urban area, directing residential and employment densities to areas such as Urban Growth Centres, intensification corridors, nodes/centres and MTSA's that ensure the viability of existing and planned transit infrastructure and service, while promoting multi-modal connectivity to the surrounding neighbourhoods.

MTSA's

MTSA's in the Region of Peel are to be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

One essential component of achieving transit-oriented development in MTSA's is to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities and active transportation infrastructure.

The Plan sets out the station classification (Primary, Secondary or Planned) for each MTSA, delineates the boundaries of Primary and Secondary MTSA's (5.6.19.7) and the location of Planned MTSA's on Schedule E-5, as well as provides minimum number of residents and jobs combined per hectare in Table 5 that must be achieved. The Region's MTSA policies provide direction to local municipalities to delineate the boundaries of all Primary and Secondary MTSA's in their Official Plan and to undertake comprehensive planning to identify minimum density targets and to establish land uses to support complete communities while leveraging infrastructure investment and achieving transit supportive densities.

The Region's Plan Policy 5.6.19.8, directs local municipalities to plan to achieve the minimum density target in each Primary and Secondary MTSA, as per Table 5 of the Plan. To meet these targets, the City has introduced a mix of uses in MTSAs that encourage compact urban form in close proximity to existing and planned rapid transit and active transportation infrastructure.

Schedule 1b of *Brampton Plan* delineates the boundaries of Brampton's "Primary" MTSAs and the location of "Planned" MTSAs in accordance with the Region's Policy 5.6.19.9 and Schedule E-5. Table 3 - Primary Major Transit Station Areas of *Brampton Plan* includes the minimum number of residents and jobs combined per hectare to be achieved for "Primary" MTSAs in accordance with Table 5 of the Region's Plan.

Policy 5.6.19.9 also requires local municipalities to establish policies in their official plan that addresses the following criteria:

- a) The authorized use of land in the area and buildings and structures within the delineated boundary; and
- b) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.

These policies are included in Chapter 4 of *Brampton Plan*.

A number of the proposed development and implementation policies require that the Region of Peel be satisfied as MTSAs are a critical element in the Region's growth management strategy.

Section 5.6.19.10 requires that local municipalities undertake comprehensive planning for Primary and Secondary MTSA to address a number of matters to the satisfaction of the Region. The majority of the matters described in this section of the Region's Official Plan are addressed by way of the MTSA land use schedules and policies proposed to be included in *Brampton Plan*. Future Official Plan Amendments (OPAs) to supplement the proposed *Brampton Plan* MTSA policies and to conform with Section 5.6.19.10 will be required. This may include the preparation of a Precinct Plan or a complete City-initiated review of a Secondary Plan area to add land use and development policies for each "Primary" MTSA.

Brampton Plan's MTSA policies identify "Planned" MTSAs and protect them for transit-supportive densities, uses, and active transportation connections in accordance with Section 5.6.19.15 of the Region's Official Plan.

Employment

As part of the approval of the Region's Official Plan, a Regional municipal comprehensive review was conducted which identified the potential for select MTSAs to support the integration of Employment Areas with non-employment uses to develop vibrant mixed-use areas and innovation hubs, subject to further study. In Brampton, retail, residential, commercial and non-ancillary uses are permitted in the Bramalea GO, The Gore and Steeles at Mississauga Road MTSAs. The introduction of residential uses in these 3

MTSA is subject to the completion of a planning study initiated by Brampton that addresses a number of criteria to the satisfaction of the Region. The introduction of non-employment uses is intended to create a mixed-use environment that supports meeting the greater density in MTSA's, as projected in the yield calculations in the Region's Phase 1B report.

The proposed MTSA policies in *Brampton Plan* focus employment and office uses in 4 employment designated "Primary" MTSA's located at Steeles at Mississauga, Ray Lawson, Bramalea GO and The Gore to ensure the City's meets its employment targets. Non-employment uses, including residential, in these 4 MTSA are subject to satisfying a number of criteria to the satisfaction of the Region and the City.

The MTSA policies conform to the Region's Official Plan.

(DRAFT) Brampton Plan

It is the goal of *Brampton Plan* to support the achievement of complete, transit-oriented developments within its Urban Centres, Boulevards and Corridors, where all "Primary" MTSA's are located. Land use policies (housing, economic development, sustainability, transportation, cultural heritage, open space, health and infrastructure) to guide growth and transit-oriented development within the City's intensification areas are included in the draft Brampton Plan.

To supplement the proposed policies in *Brampton Plan* and to be consistent with the MTSA *Planning Act* requirements, the following is a brief summary of the proposed MTSA policies and schedules that are proposed to be included in *Brampton Plan*:

1. The delineated boundaries of Brampton's "Primary" MTSA's on Schedule 1b;
2. A land use schedule for each "Primary" MTSA (Schedules 13a - n); and
3. MTSA land use, minimum density (floor space index), transportation network, institutional (education facilities), land use compatibility, flood plan and special policy areas and transition policies in Chapter 4.

Brampton Plan includes land use policies for several of the proposed land use designations shown on the MTSA land use schedules, such as Neighbourhoods (Low-Rise, Mid-Rise and High-Rise). The site-specific policies outlined in Chapter 4 of Brampton Plan are intended to be read in conjunction with the entirety of Brampton Plan.

Conclusion

The MTSA policies reflect the relevant planning framework to manage the on-going transformation of lands along Brampton's high order transit corridors, while planning for additional density and mixed use. These MTSA policies will meet mandatory Provincial and Regional policy requirements. To ensure consistency and a harmonized policy environment, these MTSA policies are brought forward in conjunction with the draft Brampton Plan, reflecting a coordinated policy environment.

Attachment 4 – Major Transit Station Areas - Technical Studies Summary

Four technical studies – Master Transportation Study, Master Servicing Plan, Cultural Heritage Assessment Report and an Office Market Review are being undertaken as part of Brampton’s MTSA Study. A summary of the preliminary work completed by the city’s consultant (Arup) on the Master Transportation Study and Master Servicing Plan is provided below:

Master Transportation Study

Arup is assisting the City in developing land-use and multi-modal transport-network plans for 12 “Primary” MTSA’s (excluding Steeles at Mississauga and Bramalea GO MTSA’s). Arup is employing a mix of qualitative and quantitative methods with the goal of developing a connected grid network of complete streets prioritizing active transportation to facilitate sustainable mode shift within MTSA’s. The analyses serves to help identify opportunities to provide more direct pedestrian and active routes and prioritize locations for supportive infrastructure. To address the results of these analyses, Arup is proposing policies aimed at promoting comfort, safety, and sustainable mode shift. Arup will prepare a summary report documenting the results and recommendations of the complete transportation analysis that will reviewed by the City, in consultation with the Region of Peel.

Master Servicing Strategy

Arup is preparing a stormwater analysis quantifying changes in peak-flow conditions expected to occur from the opening of new public rights-of-way in “Primary” MTSA’s. Arup is focusing this analysis on changes occurring on publicly owned lands because private developers are required to manage stormwater to pre-development conditions. To mitigate stormwater run-off from expected increases in impervious area, Arup is proposing adjustments to Brampton’s Complete Streets typologies to include expanded vegetated buffers accommodating the incorporation of bioswales (green stormwater retention). The aim of this analysis and approach is to help minimize the need for additional piped infrastructure. Arup will prepare a summary report documenting this analysis and the results, which will be reviewed by the City, in consultation with the Conservation Authorities.

Region of Peel

The Region of Peel has indicated there is a servicing capacity issue for most of Brampton’s “Primary” MTSA’s. A full water-supply and sanitary servicing capacity analysis is being undertaken by the Region based on the potential density calculations that Brampton staff have provided to the Region for each “Primary” MTSA.

The final recommendations of the Master Transportation Study and Master Servicing Strategy studies will be incorporated into the future MTSA Secondary Plan Amendments.

A summary of the preliminary work completed by the city's consultant (WSP) on the Cultural Heritage Assessment (dated June 2022) is provided below:

Cultural Heritage Assessment

The purpose of the Cultural Heritage Assessment is to identify municipally, provincially, and federally recognized properties within three Study Areas located within the Brampton GO and Centre MTSAs. The draft Assessment includes the following for each Study Area:

- Properties recommended for immediate listing on the City of Brampton's Municipal Heritage Register;
- Properties not recommended for immediate inclusion on the municipal heritage register; and
- Candidates for designation under Part IV of the Ontario Heritage Act.

Whilst facilitating development and redevelopment of MTSAs and the achievement of provincial density targets, it is strongly encouraged that formally recognized heritage assets are maintained to the extent possible to uphold the character and historic quality of the neighbourhood and to support a neighbourhood scale that is accessible and welcoming. Even if properties are not retained as residential dwellings, consideration should be given to opportunities for adaptive re-use wherever possible. All Designated Heritage buildings/properties are protected from demolition as heritage resources as per Part IV of the Ontario Heritage Act. Any development or redevelopment on or adjacent to these properties shall require a Heritage Impact Assessment and the review of Heritage Staff and the Brampton Heritage Board to preserve the heritage character of the neighbourhood.

All Listed Heritage Buildings which have been formally evaluated through a Cultural Heritage Review and/or a Heritage Impact Assessment (HIA) for Heritage Designation as per part IV of the Heritage Act shall be presented for designation to the Brampton Heritage Board and Council. No demolitions of Listed Properties shall occur until an HIA has been completed.

Office Market Review

Below is a summary of the key recommendations of the Office Market Review of MTSAs prepared by Watson & Associates Economists Ltd.:

- Within Brampton's Draft Official Plan (*Brampton Plan*), major office employment is defined as "office type employment" that is contained within freestanding buildings more than 20,000 net sq.ft. (1,858 sq.m).
- Brampton is anticipated to represent 12% of the major office employment (MOE) growth over the next 30 years in the Greater Toronto Horseshoe Area (GTHA).

- Brampton is an attractive market for office development within the GTHA because of its strategic location, access to labour, skilled workforce and transportation connectivity.
- The current office vacancy rate in Brampton is just over 1%, which is below the average GTA office vacancy rate.
- Brampton would require 729,000 sq.m (7,850,000 sq.ft.) of new office Gross Floor Area (GFA) to accommodate office employment to 2051. This would represent a 92% increase in the City's office GFA base over the next 30 years.
- Over the long term, the City should plan to achieve a target that includes a larger portion of major office employment (MOE) in the office focused MTSAs, which include Steeles at Mississauga, Ray Lawson, Bramalea GO and The Gore.
- The four-employment focused MTSAs are anticipated to accommodate 39% of the City's MOE growth allocation over the 2021 to 2051 period. This equates to approximately 285,000 sq.m (3,068,000 sq.ft.) of new office GFA.
- As Brampton plans for Employment Areas in an evolving economy, the MTSAs should be viewed as key anchors in supporting the evolution of Employment Areas.
- In order to support a vibrant urban setting that will attract office tenants, the City will need to ensure that the MTSAs provide a range of amenities that office employees expect.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
Region of Peel	All	Refer to Attachment 4 – Major Transit Station Areas – Response to Region of Peel Comments.	Refer to Attachment 4 – Major Transit Station Areas – Response to Region of Peel Comments.	Refer to Attachment 4 – Major Transit Station Areas – Response to Region of Peel Comments.
TRCA (September 11, 2023)	All	<p>Watercourses are not shown on the schedules and where the flood plain overlay is shown, it is inconsistent across the various schedules (e.g., labels, colour, fill, hatched, flood plain vs. TRCA Flood line).</p> <p>TRCA is concerned the land use designations as proposed show intensification and land use changes within hazardous lands, which is inconsistent with the Provincial Policy Statement (PPS) and the Region of Peel Official Plan. TRCA staff do not support new or intensified development within hazardous lands, where it poses an increase in risk.</p> <p>In accordance with the PPS, any change or modification to official plan policies, land use designations, or boundaries applying to Special Policy Area lands (SPAs), must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and</p>	<p>TRCA’s watershed and flood plain is now shown consistently as an overlay across all MTSA land use schedules.</p> <p>MTSA policies have been revised to include a new section on Flood Plain and Special Policy Areas. Specifically, one of the new policies states, <i>“Notwithstanding the land use designations shown on Schedule 2 and Schedules 13a – 13n, any new development within a Special Policy Area and/or a Regulatory Flood Plain, which are subject to flooding and erosion hazards, would only be permitted on the basis of appropriate technical studies demonstrating that development of the lands would not result in any unacceptable increased risk of natural hazards, including flooding or erosion hazards, and that any required mitigation to address the hazards will be constructed prior to development proceeding.”</i></p> <p>A new policy has been added stating, <i>“The underlying land use designations shown on Schedules 13a – 13n will not apply to lands within a Special Policy Area until such time that the</i></p>	<p>Refer to Schedules 13a-13n.</p> <p>Refer to MTSA Flood Plain and Special Area Policies (Brampton Plan - Chapter 4).</p> <p>Refer to MTSA Flood Plain and Special Area Policies (Brampton Plan - Chapter 4).</p>

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		<p>Forestry prior to the approval authority approving such changes or modifications.</p> <p>Delineate the flood plain on the proposed Centre Street Station MTSA land use schedule.</p> <p>Lands within the flood plain or those that do not have safe access during a flood event should maintain existing land uses to be consistent with Section 3 of the PPS. Until such an assessment and subsequent remediation occur, new development or intensification within the flood plain is not consistent with the PPS and therefore not supported by TRCA. Please revise the land use schedules to remove new development, land uses or intensification from sites located within the regulatory flood plain.</p> <p>The existing Highway 410 and Steeles Secondary Plan's SPA boundaries, land use designations and policies should remain in effect until such time that Ministerial approvals for the proposed land use redesignations are obtained.</p>	<p><i>amendments to permit the underlying land uses are approved by the Province.”</i></p> <p>The flood plain is now shown on the Centre MTSA land use schedule.</p> <p>A new Flood Plain section is proposed to be added under the MTSA policy section in Chapter 4 of Brampton Plan. These policies state that development may not proceed on lands subject to flooding and erosion until such time that the appropriate technical studies are approved to the satisfaction of the City, Conservation Authority, the Province or other regulatory bodies.</p> <p>The Highway 410 and Steeles Secondary Plan's SPA boundaries are now shown on the Bramalea GO MTSA land use schedule and the associated SPA policies will remain in effect. In addition, a new Special Policy Area section is proposed to be added under the MTSA policy section in Chapter 4 of Brampton Plan.</p> <p>The following language has also been added to the MTSA preamble, <i>“Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each “Primary” MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take</i></p>	<p>Refer to Brampton Plan Schedule 13d.</p> <p>Refer to the MTSA - Flood Plain and Special Policy Area section.</p> <p>Refer to Brampton Plan Schedule 13a.</p> <p>Refer to MTSA policies in Chapter 4 of Brampton Plan.</p>

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		<p>Please delineate the Avondale SPA, watercourse, and flood plain on the land use schedule or on a separate schedule (similar to the Brampton GO MTSA schedules) and remove the proposed new designations within the SPA lands.</p> <p>Prohibit development and intensification within hazardous lands and hazardous sites for consistency with the PPS and Policy 5.6.19.10 in the Region of Peel's OP.</p> <p>Require development and site alteration to be appropriately setback from the greatest extent of natural hazards and regulated features (e.g., wetlands,</p>	<p><i>precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply."</i></p> <p>The Avondale SPA, watercourse, and flood plain is now shown as an overlay on the Brampton GO MTSA land use schedule. The proposed new land use designations are still being shown on the Brampton GO MTSA land use schedule, but these designations are subject to the policies that were added to the MTSA Special Policy Areas section. These policies indicate that a holding provision may be placed on lands within a regulatory flood plain, within a hazardous lands and sites or within a special policy area where the ultimate desired use of the lands, as designated on Schedules 13a -13n, cannot proceed until such time as the conditions set out in this Plan, or in an implementing by-law, are satisfied.</p> <p>A new policy has been added to reflect this requirement.</p> <p>A new policy has been added to reflect this requirement.</p>	<p>Refer to Brampton Plan MTSA Schedule 13a.</p> <p>Refer to the MTSA - Flood Plain and Special Policy Area section.</p> <p>Refer to the MTSA - Flood Plain and Special Policy Area section.</p>

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		<p>watercourses, flood plain, valleylands, stable slope).</p> <p>Encourage municipally led coordination of development and redevelopment applications to identify flood plain spills and seek mitigation and remediation opportunities for reducing flood risk in spill areas in consultation with TRCA and the City of Brampton.</p>	<p>A new policy has been added to reflect this requirement.</p>	<p>Refer to the MTSA - Flood Plain and Special Policy Area section.</p>
<p>Metrolinx (August 25, 2023)</p>	<p>All</p>	<p>Regarding this direction: <i>“To that end, planning and development within MTSAs will be based on the principles of transit-oriented development (TOD), where active transportation is supported through safe, well-designed and direct connections between and amongst uses and high order transit stations”</i>, please consider expanding on the last point of the sentence to emphasize that all planning and development within MTSAs shall be designed to provide active modes with convenient and direct connections to/from higher order transit stations. Wayfinding to aid in this connection is also recommended.</p> <p>The Land Use Plans include a significant amount of land designated for “Neighborhood Low Rise”. To support transit projects in these areas, such as the future Queen BRT, consider a change to medium or high-density land use designation. Provisions could also be made for recognizing the existing character of these neighbourhood while supporting their transition. This</p>	<p>The sentence “wayfinding shall be implemented to aid in convenient and direct connections to/from stations” has been added to section a) under the MTSA Transportation Network policies.</p> <p>The “Neighbourhood (Low-Rise)” designation on the MTSA land use schedules reflects stable residential areas that would require land assembly to accommodate mid-high-rise development. These low-rise areas are not envisioned to be redeveloped by 2051. Some of the low-density areas include condominium developments that are not likely to redevelop based on the tenure. The</p>	<p>Refer to the MTSA – Transportation Network section.</p> <p>No action required.</p>

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		<p>comment applies especially to MTSAs along Queen Street.</p> <p>Future stops for the Queen BRT west of Main Street are not included as planned MTSAs. MTSAs should be considerate future stops including Queen and McMurchy, McLaughlin, Chinguacousy, James Potter, Creditview, and Mississauga Road.</p> <p>It is noted that Metrolinx-owned parcel does not have any land use designation beyond the 30m rail buffer. Metrolinx requests that the entire property be designated as Mixed-Use (High-rise) to encourage and promote transit-oriented development around the GO station.</p> <p>Metrolinx requests PIN 142540220 (Mx owned property) to be included within the MTSA boundary and be designated as Mixed-use (high-rise).</p> <p>Metrolinx encourages consideration for the highest density land use category in</p>	<p>“Neighbourhood Low Rise” designation does not preclude the development of additional residential units (ARUs) within dwellings.</p> <p>The study area for Metrolinx’s Queen Street-Hwy 7 BRT currently underway includes the entire length of Queen Street from Mississauga Road to Highway 50. However, the recently adopted Region of Peel 2051 Official Plan does not classify or delineate any MTSAs west of Downtown (i.e., Queen and McMurchy, McLaughlin, Chinguacousy, James Potter, Creditview, and Mississauga Road). The potential for MTSAs to be located along Queen Street West will be determined as part of a future process undertaken by the Region of Peel, in collaboration with the City of Brampton.</p> <p>A ‘Mixed-Use (High-rise)’ designation is now shown on the Metrolinx-owned parcel of land on the Mount Pleasant GO MTSA land use schedule.</p> <p>Boundaries of a MTSA cannot be modified without a Regional Official Plan Amendment that is to be approved by the Province. Therefore, the Metrolinx owned parcel can not be added to the Mount Pleasant GO MTSA at this time.</p> <p>The Bramalea GO MTSA land use schedule has been revised to change the ‘Transit</p>	<p>No action required.</p> <p>Refer to Brampton Plan MTSA Schedule 13c.</p> <p>No action required.</p> <p>Refer to Brampton Plan MTSA Schedule 13a.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>the immediate vicinity of the Bramalea GO Station, which are currently proposed to be designated as 'Transit Station' and 'Office Mixed Use' and Metrolinx recommends that they be redesignated as 'Mixed-Use (High Rise)'.</p>	<p>Station' designation to a 'Mixed-Use Employment' designation.</p>	
<p>Augusta National Inc. (September 21, 2023) c/o 2707193 Ontario Inc. 109 East Drive</p>	<p>Bramalea GO</p>	<p>We are concerned that the transition policies do not appropriately ensure the compatibility protections required to meet the goals set out in the May Staff Report and primarily focus on the introduction of sensitive land uses into the employment area rather than protecting the viability of the existing area and the facilities within it.</p> <p>The proposed facility operating at 109 East Drive is not at this time, nor is it ever intended to function as a use that would fall within the stated policies applicable to the Employment (Prestige Industrial) designation. Any subsequent rezoning that rendered the current use non-conforming would be unacceptable.</p>	<p>A new section on Land Use Compatibility has been added to the MTSA policies found in Chapter 4 of Brampton Plan. Specifically, the following policy has been added to protect the viability of employment areas:</p> <p><i>“Notwithstanding the land use policies for lands that are designated ‘Neighbourhood’ or ‘Mixed-use’ on Schedules 13a -13n that are located in proximity to lands zoned for industrial uses, residential uses may be subject to a holding provision until it is demonstrated that such uses do not cause existing and future industrial operations to become non-compliant with the provisions of the Environmental Protection Act and related guidelines. The removal of the holding provision shall satisfy the criteria set out in Section 5.8.36 of the Region of Peel’s Official Plan”.</i></p> <p>Noted. The MTSA policies have been updated to recognize the continuation of uses that are currently permitted by the Zoning By-law, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on Schedules 13a - 13n. Notwithstanding the land use designations and the minimum floor space index in Table 11, new buildings, building additions,</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transition Policies.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>The site should be designated for Mixed-Use (High-Rise). The site is unfairly being used to provide a land use buffer that provides a transition between the lands to the east (Industrial) and to the west (Mixed-Use). This current approach is arbitrary and short sighted.</p>	<p>and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the MTSA, including the consideration to improve multi-modal access and connectivity through-out the MTSA.</p> <p>As stated previously, if the site is not intended to function as a use other than industrial, a mixed-use designation would not be appropriate. Based on good planning principles, permissions for high-rise mixed-use has been focused along the Bramalea Road frontage and also in close proximity to Victoria Park. To ensure there is appropriate transition between the sensitive land uses envisioned along Bramalea Road and the heavy industrial uses that will be maintained within this employment focused MTSA, a “prestige industrial” land use designation has been added between these two land uses. The “prestige industrial” designation will ensure there is a transition of uses to those that are more compatible with sensitive land uses.</p> <p>Any necessary mitigation measures required between employment and a new sensitive land use shall be borne at the expense of the proponent proposing the sensitive land use.</p> <p>The proposed ‘landscape buffer’ between the ‘high-rise mixed-use’ and ‘prestige industrial’ designations have been</p>	<p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p> <p>Refer to Brampton Plan MTSA Schedule 13a.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>The draft MTSA policies introduce incompatibility of uses and place the burden of this incompatibility arbitrarily on a small number of private landowners.</p>	<p>removed from the Bramalea GO MTSA land use schedule, as the onus will be on the proponent proposing the sensitive land use to provide the appropriate mitigation measures.</p> <p>Section 5.8.36 of the Region of Peel’s Official Plan does permit select MTSA’s to support the integration of Employment Areas with non-employment uses to develop vibrant mixed-use areas. Retail, residential, commercial and non-ancillary uses may be permitted in the Bramalea GO MTSA subject to satisfying the criteria in Section 5.8.36. As noted above, based on good planning principles, the permissions for non-employment uses have been focused along the Bramalea Road frontage and in close proximity to Victoria Park. It is Brampton staff’s opinion that the introduction of the non-employment uses in these select areas satisfies the criteria outlined in Section 5.8.36 of the Region’s Official Plan.</p> <p>In order to meet the Region’s employment forecasts, some of the properties within the Bramalea GO MTSA will need to maintain their employment function. The property at 109 East Drive will remain designated “Prestige Industrial”.</p> <p>Development proposals that introduce sensitive land uses in the Bramalea GO MTSA may be subject to a holding provision until it is demonstrated that such uses do not cause existing and future</p>	<p>Refer to Brampton Plan – Chapter 4 MTSA Policies.</p> <p>Refer to Brampton Plan MTSA Schedule 13a.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

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			<p>industrial operations to become non-compliant with the provisions of the <i>Environmental Protection Act</i> and related guidelines. The removal of the holding provision shall satisfy the criteria set out in Section 5.8.36 of the Region of Peel's Official Plan.</p> <p>The requirement to ensure there is compatibility between land uses is placed on the development proponent introducing the new sensitive land use.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p>
<p>SGL Planning (August 28, 2023) c/o 75 Bramalea Road</p>	<p>Bramalea GO</p>	<p>We do not support the inclusion of landscape buffers on the land use plan and the "Landscape Buffer" section contained in the draft Special Policy Areas policies requiring a minimum landscape buffer depth of 15 metres and restricting parking and active outdoor amenity areas within the landscape buffer.</p> <p>We recommend that 'Mid-Block Connection' be referred to as a 'Potential Mid-Block Connection' to recognize that the need, appropriateness and/or location of such connection still needs to be determined through more detailed analyses, including future site-specific development applications.</p> <p>We do not support a vehicular mid-block connection.</p>	<p>The proposed 'landscape buffer' between the 'high-rise mixed-use' and 'prestige industrial' designations have been removed from the Bramalea GO MTSA land use schedule, as the onus will be on the proponent proposing the new sensitive land use to provide the appropriate mitigation measures.</p> <p>This request has been reflected in the amended 'Potential Mid-block Connections' MTSA policies.</p> <p>The 'Potential Mid-block Connections' will be assessed through the development application process to determine the need, form and location of such connection. The form may include connections for pedestrians, cyclists or vehicles.</p>	<p>Refer to Brampton Plan MTSA Schedule 13a.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block Connections.</p> <p>No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>We are concerned that the transitional policies refer only to "existing industrial uses". This policy would not allow for a tenant to change that conforms to existing zoning. We recommend that d) be revised to say, "existing industrial uses and permissions".</p> <p>We recommend that the City incorporate a new policy as follows: "Proposed sensitive land uses on properties abutting employment lands will undertake a compatibility study during the approval process to determine the appropriate mitigation measures, if required."</p>	<p>The Transitional Policies have been revised to allow for the continuation of uses permitted in the existing Zoning By-law.</p> <p>A new Land Use Compatibility Section has been added to the MTSA policy section in Chapter 4 of Brampton Plan to require the submission of a Land Use Compatibility Assessment for those proposals introducing sensitive land uses abutting employment lands.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transition Policies.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p>
<p>GSAI (August 25, 2023) c/o 69 Bramalea Holdings Limited 69 Bramalea Road</p>	Bramalea GO	<p>Our interpretation of the policies is that they now support the land use and built form permissions established by OPA 133 and the redevelopment proposal currently being reviewed by City staff.</p>	<p>Agree.</p>	<p>No action required.</p>
<p>Gagnon Walker Domes (July 18, 2023) c/o Lark Investments Inc. 10 and 26 Victoria Crescent, 376, 383, 387 391 Orenda Road and 24 Bramalea Road</p>	Bramalea GO	<p>Lark has significant concerns with the advancement of a MTSA land use plan that is not consistent with the Council endorsed MZO Resolution that references Schedule A – Location and Land Use Map.</p> <p>The subject site should be designated a combination of 'High-Rise Mixed-use' and 'Mid-Rise Mixed-Use', consistent with the Council endorsed MZO Resolution.</p>	<p>The December 8, 2021, Council Resolution (C411-2021) indicates Council support of a MZO and asks that the Minister of Municipal Affairs and Housing consider this request. Specifically, it states, "WHEREAS City Council has received a request to support a Minister's Zoning Order, referred to as MZO, through a letter dated October 5, 2021 from Mustafa Ghassan of Delta Urban Inc., to facilitate the development of lands known municipally as 10 and 26 Victoria Crescent; 376, 387, and 391 Orenda Road; and 24 Bramalea Road, as well as all of the lands located within the area generally bounded as noted below,</p>	<p>No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>Ratio requirements in the Office Mixed-Use designation may have the unintended consequence of setting aside lands that the market will not support and will remain vacant.</p> <p>Hotels, motels and convention centres are not office generators, nor will they generate the same number of jobs as an office.</p>	<p><i>and as identified on the attached 'Schedule A – Location and Land Use Map'.</i></p> <p>It is staff's opinion that the reference to 'Schedule A' in the Council Resolution is to solely "identify" the location of the lands subject to the MZO request and that the Council Resolution does not include any language about the "endorsement" of the land uses shown on 'Schedule A'. In addition, the reference to 'Schedule A' in the Council Resolution incorrectly refers to 'Schedule A' as a "Location and Land Use Map" when actually the 'Schedule A' included in the material submitted by Delta Urban Inc. dated October 5, 2021, titles 'Schedule A' as a "Land Ownership Map".</p> <p>A mix of land uses are provided on the subject properties based on the work undertaken during Brampton's MTSA Study and also takes into the consideration the recommendations of the Office Market Review of Major Transit Station Areas prepared by Watson & Associates Economists Ltd.</p> <p>The ratio requirements have been removed from the 'Office Mixed-Use' policies.</p> <p>This designation may be solely developed as office if proposed by applicants. Hotels and convention centres have been added as a permitted use to provide flexibility for</p>	<p>No action required. If the MZO is approved by the Province, the land uses will be amended to reflect approved permissions.</p> <p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>The proposed public or private street network from Victoria Crescent in the north to Brampton GO in the south is not consistent with the Council endorsed MZO Resolution.</p> <p>The proposed Neighbourhood Park should be deleted.</p> <p>It is unclear how the interim policies of OPA2006-247 are being integrated with the proposed policies.</p>	<p>additional uses as they provide support to the employment areas, but they are not a requirement within this designation.</p> <p>The proposed public or private street network that is shown on the Bramalea GO MTSA land use schedule is consistent with the road network shown on the Bramalea Mobility Hub Secondary Plan Area (Transportation Elements) Schedule 9(B).</p> <p>Based on the projected resident population and employees within this MTSA area, a new Neighbourhood Park is warranted in this area. As this area was initially developed as employment, new parks and other amenity areas will be necessary to accommodate the needs of future population.</p> <p>Some of the MTSA policies (OPA2006-247), such as Tertiary Plan policies, that were adopted by Council in May 2023 will not be carried forward into Brampton Plan as the intent of these policies are already captured in Brampton Plan. Refer to Brampton Plan for all the applicable MTSA policies.</p>	<p>No action required.</p> <p>No action required.</p> <p>Refer to the draft Brampton Plan.</p>
<p>Zelinka Priamo Ltd. (July 26, 2023) c/o Canadian Tire Corporation Limited 2021-2111 Steeles Avenue East, 10 and 12 Melanie Drive</p>	<p>Bramalea GO</p>	<p>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 should 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</p>	<p>Agreed.</p>	<p>The MTSA schedules do not show signalized intersections. No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>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.</p> <p>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.</p> <p>We request confirmation that the MOE ratio (per site) will not be applicable where no residential uses are proposed.</p> <p>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”.</p> <p>We request clarification that the intent of the “commercial” uses permissions would include a broad range of uses</p>	<p>The reference to the minimum office GFA in the “Office Mixed-Use” policies has been removed.</p> <p>The MOE ratios have been removed the “Office Mixed-Use” policies.</p> <p>The “Office Mixed-use” policies include primary and secondary uses. The intent is that lands designated “Office Mixed-use” will develop with predominantly the primary employment uses. Secondary uses are to be integrated within the primary use building and are not permitted to be located in a stand alone building.</p> <p>The full range of permitted “secondary” uses are listed under the “Office Mixed-use” policies. Restaurants and personal services uses are listed as a permitted use.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

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		<p>including restaurants, service uses and health and fitness centres. Transportation Network Policy f) – the word “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.</p> <p>We request clarification that a signalized entrance would meet the intent of Draft Mid-Block Connection policies c) and d) through the provision of vehicular and pedestrian connections into the Canadian Tire Lands.</p> <p>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.</p> <p>The minimum FSI that would be applicable to the Phase 2 Redevelopment for the Canadian Tire Lands should be subject to further review.</p> <p>Lands utilized for Stormwater Management ponds, such as that proposed for the Canadian Tire Lands under the Phase 1 Redevelopment,</p>	<p>Transportation Network policy g) [previously f]) has been revised to include the word “generally”.</p> <p>The intent of this policy with respect to the Canadian Tire lands will be determined through the site plan approval process.</p> <p>A new policy has been added under the Minimum Density section stating that the minimum FSI required for the ‘Mixed-use Employment (Office Mixed-use)’ designation does not apply to new or expanded industrial uses.</p> <p>A new policy has been added under the Minimum Density section stating that the minimum FSI required for the ‘Mixed-use Employment (Office Mixed-use)’ designation does not apply to new or expanded industrial uses.</p> <p>Agreed. Stormwater Management purposes has been added to the list of uses excluded from the minimum floor space index requirements.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transportation Network.</p> <p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Minimum Density.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Minimum Density.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Minimum Density.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		should be excluded as well under Draft Policy b).		
<p>Zelinka Priamo Ltd. (August 24, 2023) c/o Choice Properties REIT (“Choice”), 379 Orenda Road</p>	Bramalea GO	<p>We request clarification that the minimum Office GFA is intended to be calculated using all the properties designated Office Mixed-Use in the Bramalea GO MTSA, with no minimum attributed to any particular lands.</p> <p>We request clarification that if the proposed MZO lands will not be subject to the proposed Office Mixed-Use policies, whether the target cumulative Minimum Office GFA of 83,470 sq. m for Bramalea GO is expected to be provided by the remaining Office-Mixed Use that are outside of the scope of the MZO.</p> <p>We seek clarification as to whether the existing industrial uses on the subject lands, identified on the Bramalea GO MTSA land use schedule, will be recognized as permitted and be afforded infill and expansion opportunities as described in Transition Draft Policy (b).</p>	<p>The reference to the minimum office GFA in the “Office Mixed-Use” policies has been removed.</p> <p>The reference to the minimum office GFA in the “Office Mixed-Use” policies has been removed.</p> <p>The MTSA policies have been updated to recognize the continuation of uses that are currently permitted by the Zoning By-law, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on Schedules 13a - 13n.</p> <p>Notwithstanding the land use designations and the minimum floor space index in Table 11, new buildings, building additions, and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the MTSA, including the consideration to improve multi-modal access and connectivity through-out the MTSA. Refer to the Transition Policies Section.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use Employment.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transition Policies.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

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		<p>We seek clarification if this policy is to apply to all proposed expansions as described in Draft Policy (b), or whether this is a specific criteria to be applied to lands identified on Schedules 13a-13c, as described in Draft Policy (d).</p> <p>For consistency, we suggest including the criteria for the introduction of sensitive uses from ROP s. 5.8.36 within the City's Transition Policies for the specified MTSA's. We are concerned that the identification of lands as "Mixed Use" or "Neighbourhoods" introduces permissions for sensitive land uses in proximity to existing industrial operations, including those on the Choice Lands.</p>	<p>The previous expansion policy criteria found under the Transition Policies has been deleted.</p> <p>A new Land Use Compatibility Section has been added to the MTSA policy section in Chapter 4 of Brampton Plan to require the submission of a Land Use Compatibility Assessment for those proposals introducing sensitive land uses abutting employment lands.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transition Policies.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Land Use Compatibility.</p>
<p>Malone Given Parsons c/o Greenwin Corp. and Sweeny Holdings Inc. 56, 58, & 60 Nelson Street West, 26, 28, & 32- 34 Park Street, & 41-45 Mill Street</p>	Brampton GO	No comments.	Not applicable.	No action required.
<p>Blackthorn Development Corp. (July 28, 2023) c/o Sugrim Enterprises Inc. 55 – 65 Park Street</p>	Brampton GO	No comments	Not applicable.	No action required.
<p>GWD (August 28, 2023) c/o Mr. Mario Matteo Silvestro, Mr. Guido D'Alesio and 2088205 Ontario Ltd.</p>	Brampton GO	The subject site is now designated 'Mixed-Use Areas (High-Rise)' on the 'Draft' Brampton GO Land Use Plan (June 2023). This designation is consistent with redevelopment plans for the site which	Noted.	No action required.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

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22, 24, 26, 28 and 32 John Street		propose a 39-storey mixed-use apartment building.		
<p>GSAI (August 25, 2023) c/o 1493951 Ontario Inc. 1, 11 and 23 Main Street, 21 Queen Street</p>	Brampton GO	<p>We are of the opinion that PMTSA lands should not be reserved for “primarily” institutional uses as suggested by the Downtown Mixed-Use policy. MTSA’s are generally areas where compact, mixed-use, transit-supportive development is to be directed. The language found in this Official Plan policy seems to be restrictive to support the intent of MTSA’s.</p> <p>The intended streetscape of the “Downtown Mixed-use” designation remains unclear – especially considering the language permitting “primarily institutional uses”.</p> <p>Recommend adding the sentence “<i>The designation also permits Mixed-Use (High-Rise) uses</i>” to the permitted land uses for “Downtown Mixed-use”. This revision would allow for greater flexibility in land use permissions that better support the Provincial direction for PMTSA’s, while still requiring infill applications to have regard for residential areas and cultural heritage resources. This revision would also further clarify the requirement for commercial and retail uses at grade along Primary Urban Boulevards through the permission of Mixed-Use High-Rise uses. Alternatively, we would respectfully request that the subject</p>	<p>The Downtown Mixed-use policies have been revised to delete the wording “<i>primarily for institutional uses</i>”. This designation permits major office, cultural, civic, institutional, residential, retail and service commercial uses.</p> <p>The intended streetscape is to retain the historical core of the City and to permit infill development that complements and is sympathetic to the existing cultural heritage resources located in Brampton’s Four Corners.</p> <p>Not required as the policies have been amended to allow for a full range of uses.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Downtown Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Downtown Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Downtown Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

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		lands be considered as a “Mixed-Use High Rise” designation.		
Triage Development Corp. (August 25, 2023) c/o Amdev Property Group	Brampton GO	<p>We see potential for unlocking the lands north of Brampton GO station to realize the guiding principle of locating higher-density developments near transit. The Subject Land is bounded by Market Street to the south, Mill Street North to the west, Joseph Street to the north, and Thomas Street to the east.</p> <p>The City proposed the possibility of closing Market Street between Thomas Street and Mill Street North. Although the current land configuration can accommodate a tall building, the reconfiguration of that City block may provide a more efficient opportunity for assembly of development sites and provide a better connection to the Brampton Go transit hub.</p>	<p>The Brampton GO MTSA land use schedule has been amended to designate the lands, as described in the letter received from Triage Development Corp., as ‘Mixed-use (High-Rise)’.</p> <p>A detailed Transportation Study will be undertaken as part of the review of the Downtown Secondary Plan Area 7. This will include transportation network recommendations to support growth in downtown Brampton.</p>	<p>Refer to Brampton Plan MTSA Schedule 13b.</p> <p>No action required.</p>
GWD (July 17, 2023) c/o 17-35 Railroad Street, 48-50 Mill Street North and 55-59 Elizabeth Street North	Brampton GO	<p>Generally, we are supportive of the proposed ‘Downtown Mixed-use -2 (High-Rise) designation shown on the preliminary Brampton GO land use plan.</p> <p>We recommend that in subsection b) of the Mixed-Use Area (High Rise) policies that the word “required” be replaced with “shall be encouraged”.</p>	<p>Noted.</p> <p>MTSAs are to be planned to create complete, compact communities. The Mixed-Use designation is intended to ensure a variety of uses (not just residential) are provided to meet daily needs, particularly when located along important corridors that will experience significant traffic. Ground floor retail will be required to be provided within the portion of a building that has frontage along a Primary and Secondary Urban</p>	<p>No action required.</p> <p>No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>It is unclear how the Interim Policies of OPA2006-247 are being integrated with the proposed policies.</p>	<p>Boulevard. However, a new policy has been added to allow flexibility in the location of ground floor retail on a site provided that appropriate justification is submitted to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere on the site and that the general intent and purpose of the plan is maintained.</p> <p>Some of the MTSA policies (OPA2006-247), such as Tertiary Plan policies, that were adopted by Council in May 2023 will not be carried forward into Brampton Plan as the intent of these policies are already captured in Brampton Plan. Refer to Brampton Plan for all the applicable MTSA policies.</p>	<p>Refer to draft Brampton Plan.</p>
<p>GWD (July 17, 2023) c/o Amexon Holdings Ltd. 21 Queen Street East</p>	<p>Brampton GO</p>	<p>If a High-Rise Mixed-Use designation is not applied to the subject site, then the Downtown Mixed-Use designation should not contemplate institutional uses as the primary use. Instead, all types of mixed uses, including residential should be allowed to be a primary use in the Downtown Mixed-use designation.</p> <p>Pursuant to Draft Brampton Plan policy, for lands designated Downtown Mixed-use, the retention of existing dwellings and building facades are encouraged. As the subject site, and several other properties are not identified as heritage properties, we don't understand the relevance of this policy. Amexon recommends removal of this policy.</p>	<p>The Downtown Mixed-use policies have been revised to delete the wording "<i>primarily for institutional uses</i>". This designation permits major office, cultural, civic, institutional, residential, retail and service commercial uses.</p> <p>If a site is not identified as a heritage property, then the policy doesn't apply. However, there are a number of listed and designated cultural heritage resources located within the lands designated 'Downtown Mixed-use'. It is the intent of this policy to permit infill development that is sympathetic to the existing cultural heritage resources. The words "<i>where applicable</i>" have been added to the policy</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Downtown Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Downtown Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
			that speaks to the retention of the historic Main Street South and Queen Street East frontages and cultural heritage buildings and resources.	
MHBC (August 25, 2023) c/o Bovaird West Holdings Inc.	Mount Pleasant GO	It is understood and appreciated that the proposed MTSA land use policies do not include any maximum density or maximum building height policies for lands within “Primary” MTSA. This is aligned with the direction provided by the Minister of Municipal Affairs and Housing. Rather, the draft policies have put focus on the provision of minimum density requirements within MTSA.	Noted.	No action required.
		We have no issue with regard to the proposed minimum density requirement of 2.5 (Floor Space Index) for the high-rise mixed-use designation.	Noted.	No action required.
		It is understood and appreciated that changes to the location or alignment of the ‘Proposed Public or Private Street Network’ or ‘Mid-Block Connections’ will not require an amendment, provided that the general intent and purpose of the plan is maintained. The proposed development of the Subject Lands will include an additional mid-block east-west connection	Noted.	No action required.
GWD (August 28, 2023) c/o JTS Properties Inc. 80 Scott Street	Centre	The ‘Height Transition Area’ overlay has not been removed as per staff’s comments.	The ‘Height Transition Area’ overlay has now been removed.	Refer to Brampton Plan MTSA Schedule 13d.
GWD (July 20, 2023) c/o Candeco Realty Limited 75-77 Eastern Avenue	Kennedy	A Pre-Consultation Application will be submitted shortly for a transit-oriented mixed-use high-density development.	Noted.	No action required.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>The property is currently shown as “Industrial” on the Kennedy MTSA land use plan. The subject site should be designated ‘High-Rise Mixed-Use’.</p> <p>It is unclear how the Interim Policies of OPA2006-247 are being integrated with the proposed policies.</p>	<p>Not all properties within an MTSA are appropriate to be redeveloped for mixed used. No changes are being made to the “Industrial” designation on the subject lands. The “Industrial” designation conforms with the proposed “Employment” designation in Brampton Plan. The “Industrial” land use category reflects the intended employment function of the area south of Eastern Avenue. The nature of the industrial uses in the area could have operations creating noise, dust and odour, which is considered incompatible with residential development. Therefore, mixed-use (including residential) are not being recommended on any lands south of Eastern Avenue. In order to ensure that there are no incompatibilities with any future sensitive land uses along the Queen Street corridor, a Prestige Industrial land use is being shown on the north side of Eastern Avenue that will act as a transition between any sensitive land uses and the M2 industrial zoned lands located on the south side of Eastern Avenue.</p> <p>Some of the MTSA policies (OPA2006-247), such as Tertiary Plan policies, that were adopted by Council in May 2023 will not be carried forward into Brampton Plan as the intent of these policies are already captured in Brampton Plan. Refer to Brampton Plan for all the applicable MTSA policies.</p>	<p>No action required.</p> <p>Refer to draft Brampton Plan.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
<p>GWD (July 17, 2023) Centennial Mall Brampton Ltd. (Davpart) 227 Vodden Street East</p>	<p>Kennedy</p>	<p>The draft Mixed-Use Areas MTSA policies require that commercial and retail uses be provided at grade along the frontage of designated ‘Corridors’ pursuant to the draft Brampton Plan. The Mixed-Use Areas MTSA policies should be modified to allow for flexibility to provide ground floor residential uses along ‘Support Corridors’, such as the subject site’s Vodden Street East frontage, where a retail focus may not be necessary, planned or appropriate.</p> <p>A ‘Height Transition Area’ overlay is being shown on the east and south limits of the property. Clarity is required from the City to confirm if the potential building height limitation proposed by the Height Transition Area policies is intended to apply to only those lands specifically subject to the extent of the Height Transition Area overlay on the Draft MTSA Land Use Plan, and/or those additional abutting lands. Davpart would not support the limitation of building heights within its Master Plan along Kennedy Road North based on this new proposed built form limitation; if applicable.</p> <p>The proposed public or private street network shown on the preliminary land use plan is inconsistent with the street network envisaged in the development</p>	<p>Ground floor retail is still required to be provided within the portion of a building that has frontage along a Primary and Secondary Urban Boulevard. A new policy has been added to the Mixed-use (High-Rise) section to allow flexibility in the location of ground floor retail on a site provided that appropriate justification is provided to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere (other than along Primary and Secondary Urban Boulevards) on the site and that the general intent and purpose of the plan is maintained.</p> <p>The ‘Height Transition Area’ overlay along the easterly property line has been removed. The ‘Height Transition Area’ overlay is still proposed along the southerly limits of the proposed development where the site abuts low-rise built form. The ‘Height Transition Area’ policies have been revised to state, <i>“An appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a “Height Transition Area” overlay shown on Schedules 13a - 13n. The appropriate height transition measures will be determined through the planning application process.”</i></p> <p>The proposed public or private street network is shown conceptually on Schedules 13a-13n. Changes to the location or alignment of the ‘Proposed Public or Private Street Network’ will not</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Height Transition Areas.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transportation Network.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		applications, which Davpart does not support.	require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.	
<p>GWD (July 18, 2023) c/o Soneil Mississauga Inc. and Soneil Oakville Inc. 261 and 263 Queen Street East</p>	Rutherford	<p>Soneil believes the entirety of the site should be designated ‘High-Rise Mixed-Use’.</p> <p>MTSA policies prohibit “any use permitted within an employment designation”. We recommend that this draft policy be more specific on the exact list of uses which are intended to be prohibited within the Mixed-Use Areas.</p> <p>Soneil remains concerned about the conceptual location and alignment of some of the ‘Proposed Public or Private Street Network’ identified within the Draft Rutherford Road Station Land Use Plan. Segments of the ‘Proposed Public or Private Street Network’ within the Subject Site remain inconsistent with the street network as envisaged in the Soneil Master Plan proposal, which Soneil does not support.</p> <p>Soneil remains concerned about the conceptual location and alignment of the ‘Mid-Block Connections’ identified within the Draft Rutherford Road Station Land Use Plan. Segments of the ‘Mid-Block</p>	<p>A small portion of the site is proposed to remain as “Mixed-Use Areas (Mid-Rise). This land use designation is consistent with the proposed land uses that are being shown south of the proposed east-west street network between Kennedy Road and Highway 410.</p> <p>The Mixed-use MTSA policies have been amended to change the reference from “<i>any use permitted within an employment designation</i>” to “<i>any use permitted within either a Class II or III in accordance with the D-6-1 Industrial Categorization Criteria of the Provincial D-6 Guideline.</i>”</p> <p>The proposed public or private street network is ‘shown conceptually’ on the MTSA land use schedules. Changes to the location or alignment of the ‘Proposed Public or Private Street Network’ will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.</p> <p>Mid-block connections will be assessed through the development application process to determine the need, form and location of such connection. The assessment of mid-block connections will consider:</p>	<p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transportation Network.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block connections.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>Connections' within the Subject Site remain inconsistent with what is envisaged in the Soneil Master Plan proposal, which Soneil does not support.</p> <p>A 'Natural Heritage System' and 'TRCA Flood line' has been identified on the abutting property to the west of the Subject Site. No technical reports have been provided to Soneil that confirm the location and extent of these features and potential impacts, if any, on the Subject Site.</p>	<p>i. The improvement and consolidation of accesses to development;</p> <p>ii. The enhancement of connections and mobility within and through the area;</p> <p>iii. The provision of safe and accessible corridors for pedestrians, cyclists or vehicles, including potential signalization of intersections; and</p> <p>iv. The provision of public easements to the satisfaction of the City.</p> <p>The 'Natural System' and 'TRCA Flood line' shown on the subject property has been obtained from the TRCA. Any potential impacts/requirements, if any, will be provided to the applicant as part of a development application process.</p>	<p>No action required.</p>
<p>GWD (July 17, 2023) c/o Starbank Developments 285 Corp. 285 and 289 Queen Street East</p>	<p>Rutherford</p>	<p>We recommend that in subsection b) of the Mixed-Use Area (High Rise) policies that the word "required" be replaced with "shall be encouraged".</p>	<p>MTSAs are to be planned to create complete, compact communities. The Mixed-Use designation is intended to ensure a variety of uses (not just residential) are provided to meet daily needs, particularly when located along important corridors that will experience significant traffic. Ground floor retail is still required to be provided within the portion of a building that has frontage along a Primary and Secondary Urban Boulevard. A new policy has been added to the Mixed-use (High-Rise) section to allow flexibility in the location of ground floor retail on a site provided that appropriate justification is provided to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere (other than along</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>Given the subject site’s proximity to transit and contextual considerations, Starbank believes the entirety of the site should be designated ‘High-Rise Mixed-Use’.</p> <p>The proposed north-south public or private street network that connects Queen Street to Clark Boulevard should be relocated to be in the location of the current private driveway.</p> <p>We request that the ‘Proposed Neighbourhood Park’ be relocated to the north-east corner where the current driveway is located.</p> <p>It is unclear how the Interim Policies of OPA2006-247 are being integrated with the proposed policies.</p>	<p>Primary and Secondary Urban Boulevards) on the site and that the general intent and purpose of the plan is maintained.</p> <p>The majority of the Starbank lands is now shown as ‘Mixed-Use (High-Rise)’.</p> <p>The location of the north-south private or public street that connects Queen Street to Clark Boulevard is now shown in the location of the current private driveway.</p> <p>The ‘Proposed Neighbourhood Park’ is shown on Schedule 13f. The size, configuration, function and location of the proposed neighbourhood park may be determined through future Secondary Plan/Precinct Planning and may be based on future needs identified by either the city or in conjunction with the processing of a development application.</p> <p>Some of the MTSA policies (OPA2006-247), such as Tertiary Plan policies, that were adopted by Council in May 2023 will not be carried forward into Brampton Plan as the intent of these policies are already captured in the new proposed Official Plan. Refer to Brampton Plan for all the applicable MTSA policies.</p>	<p>Refer to Brampton Plan MTSA Schedule 13f.</p> <p>Refer to Brampton Plan MTSA Schedule 13f.</p> <p>No action required.</p> <p>Refer to Brampton Plan.</p>
<p>GWD (July 18, 2023) c/o Manga (Queen) Inc. 249 Queen Street.</p>	Rutherford	We recommend that in subsection b) of the Mixed-Use Area (High Rise) policies	MTSAs are to be planned to create complete, compact communities. The Mixed-Use designation is intended to	Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>that the word “required” be replaced with “shall be encouraged”.</p> <p>It is unclear how the Interim Policies of OPA2006-247 are being integrated with the proposed policies.</p>	<p>ensure a variety of uses (not just residential) are provided to meet daily needs, particularly when located along important corridors that will experience significant traffic. Ground floor retail is still required to be provided within the portion of a building that has frontage along a Primary and Secondary Urban Boulevard. A new policy has been added to the Mixed-use (High-Rise) section to allow flexibility in the location of ground floor retail on a site provided that appropriate justification is provided to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere (other than along Primary and Secondary Urban Boulevards) on the site and that the general intent and purpose of the plan is maintained.</p> <p>Some of the MTSA policies (OPA2006-247), such as Tertiary Plan policies, that were adopted by Council in May 2023 will not be carried forward into Brampton Plan as the intent of these policies are already captured in the new proposed Official Plan. Refer to Brampton Plan for all the applicable MTSA policies.</p>	<p>Refer to draft Brampton Plan.</p>
<p>D.J.K. Land Use Planning (August 27, 2023) c/o Ev-Mar Properties 245, 255, 275 and 279 Queen Street</p>	<p>Rutherford</p>	<p>The Mid-Block connections shown through the various MTSA land use schedule plans have not been supported by any analysis provided to date.</p>	<p>The ‘potential mid-block connections’ shown on the MTSA land use schedules are consistent with the planning objectives to achieve transit-oriented development within MTSA. Mid-block connections are located in select areas to break up large blocks and are critical elements in ensuring connected liveable communities, however, their location is conceptual and subject to further study. The connectivity established</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block connections.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>Mid-block connections should be considered, not established, through the development application process.</p>	<p>by providing smaller block dimensions increases the number of multi-modal linkages and supports transit ridership by providing more access routes to the station.</p> <p>Mid-block connections will assist in providing pedestrian-scaled building footprints and providing attractive linear amenities that serve as passive recreation spaces for adjacent housing, retail and employment uses.</p> <p>Mid-block connections will be assessed through the development application process to determine the need, form and location of such connection. The assessment of mid-block connections will consider:</p> <ul style="list-style-type: none"> i. The improvement and consolidation of accesses to development; ii. The enhancement of connections and mobility within and through the area; iii. The provision of safe and accessible corridors for pedestrians, cyclists or vehicles, including potential signalization of intersections; and iv. The provision of public easements to the satisfaction of the City. 	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block connections.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block connections.</p>
		<p>Delete the mid-block connection policy requirement about providing public easements.</p>	<p>The requirement for public easements will be established through the development application approval process.</p>	<p>No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
<p>Glen Schnarr & Associates (August 25, 2023) c/o CPVC 100 West Nominee Inc. (Crestpoint Real Estate Investments Ltd.) 100 West Drive</p>	Laurelcrest	<p>We encourage that the minimum width of the “landscape buffer” be deleted.</p> <p>It is not clear in the Transition Policies if points (e) through (g) are sub-policies to (d) and are therefore applicable to industrial expansions. Furthermore, we are curious why expansions are capped at 10%? How did staff determine 10% as the acceptable threshold? If this does apply to industrial expansions, we have concerns, as this could be incredibly limiting to industrial operations and employment opportunities. We believe sub-policy (g) should be deleted.</p>	<p>The ‘Landscape Buffer’ overlay on 100 West Drive has been deleted. Any required mitigation measures to develop new sensitive land uses abutting employment lands will be determined through the submission of a Land Use Compatibility Assessment.</p> <p>The minimum width of the landscape buffer has been deleted.</p> <p>The MTSA policies have been updated to recognize the continuation of uses that are currently permitted by the Zoning By-law, however, they are ultimately intended to be redeveloped in conformity with the land use designations shown on Schedules 13a - 13n.</p> <p>Notwithstanding the land use designations and the minimum floor space index in Table 11, new buildings, building additions, and/or alterations may be permitted, where it can be demonstrated that it does not preclude the desirable planned redevelopment of the MTSA, including the consideration to improve multi-modal access and connectivity through-out the MTSA. The previous expansion cap of 10% has been deleted from the Transition policies.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Landscape Buffers.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transition Policies.</p>
<p>GWD (August 28, 2023) c/o 16 Lisa Street Ltd. 16 Lisa Street</p>	Dixie	We urge Members of Committee/Council to direct Staff to release the latest version of the Brampton Plan so that it can reviewed in its entirety.	Brampton Plan was released for public review.	No action required.
<p>Urban Strategies c/o QuadReal Property</p>	Dixie	While generally supportive of the policies directing intensification and transit-	For lands designated ‘Mixed-use’, ground floor retail is still required to be provided	No action required.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
Group 8 Silver Maple Court		supportive development in the Dixie MTSA as well as the proposed High-Rise Mixed-Use land use designation for 8 Silver Maple Court, we encourage the City to reconsider the approach to the Mixed-Use Areas policy regarding commercial and retail uses at grade along all Primary Urban Boulevards and Secondary Urban Boulevards. The following revisions are requested: <i>Commercial and retail uses are required encouraged to be provided at grade to activate the frontage along all Primary Urban Boulevards, Secondary Urban Boulevards and Corridors. Residential uses on the ground floor are permitted encouraged to be located along all other streets and along any rear/side property lines that do not have frontage on Primary Urban Boulevards, Secondary Urban Boulevards and Corridors.</i>	<p>within the portion of a building that has frontage along a Primary and Secondary Urban Boulevard.</p> <p>A new policy has been added to the Mixed-use (High-Rise) section to allow flexibility in the location of ground floor retail on a site provided that appropriate justification is provided to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere (other than along Primary and Secondary Urban Boulevards) on the site and that the general intent and purpose of the plan is maintained.</p>	
MHBC Planning Limited (August 25, 2023) c/o Morguard Corporation – Bramalea City Centre (BCC)	Dixie and Central Park	<p>Mixed-use Areas - We recommend the policy language include flexibility in locations where it is deemed not appropriate to provide ground floor retail along a Primary Urban Boulevard, Secondary Urban Boulevard, or Corridor. In a location such as BCC, where the Primary Urban Boulevard and Secondary Urban Boulevard are both 6 lanes with heavy vehicular traffic, it would be difficult to provide ground floor retail units and expect high foot traffic.</p> <p>Mixed-use Areas - A policy should be added to recognize that changes to the location of ground floor retail should not</p>	<p>For lands designated 'Mixed-use', ground floor retail is still required to be provided within the portion of a building that has frontage along a Primary and Secondary Urban Boulevard.</p> <p>A new policy has been added to the Mixed-use (High-Rise) section to allow flexibility in the location of ground floor retail on a site</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>require an amendment to the plan, provided that the ground retail requirement can be sufficiently provided elsewhere on the site and that the general intent and purpose of the plan is maintained.</p> <p>Landscape Buffer - The provision of a 15-metre landscape buffer is significant; the rationale regarding how this value was determined is requested. We believe a reduction in this requirement should be contemplated, as a reduced buffer would still provide adequate physical separation and visual screening from adjacent land uses. In addition, clarification regarding the location of the landscape buffers is requested.</p> <p>The Dixie Road Station Draft Land Use Plan proposes a neighbourhood park on the north-east corner of Dixie Road and Clark Boulevard. It should be clarified on the land use plan because this area is an existing drainage channel.</p>	<p>provided that appropriate justification is provided to demonstrate that the ground floor retail requirement can be sufficiently provided elsewhere (other than along Primary and Secondary Urban Boulevards) on the site and that the general intent and purpose of the plan is maintained.</p> <p>There are no ‘landscape buffer’ overlays that apply to the BCC lands.</p> <p>The applicable TRCA flood plain mapping has been added to the Dixie MTSA land use schedule. The location of the proposed neighbourhood park is depicted conceptually on the MTSA land use schedules. The size, configuration, function and location of these land use designations may be determined through future Secondary Plan/Precinct Planning and may be based on future needs identified by either the city or in conjunction with the processing of a development application.</p>	<p>No action required.</p> <p>Refer to Brampton Plan MTSA Schedule 13h.</p>
<p>KLM Planning (August 28, 2023) c/o Forestside Estates Inc. 4320 Queen Street E.</p>	<p>The Gore</p>	<p>For the Northwest quadrant of the Subject Lands, the draft schedule proposes “Mixed-Use (Mid-Rise)” and “Stormwater Management” designations. Given that only a private</p>	<p>Agreed. The ‘Stormwater Management Pond’ designation has been replaced with a Mixed-Use (Mid-Rise) designation.</p>	<p>Refer to Brampton Plan MTSA Schedule 13k.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>stormwater management pond is proposed in this location and acknowledging that the in-force site specific instruments do not identify the pond separate from the balance of the block, we request that a consistent approach be applied in the draft schedules to identify the entirety of this area as Mixed-Use (Mid-Rise)".</p> <p>For the Southeast and Southwest quadrants of the Subject lands, the draft schedule proposes "Mixed-Use (Mid-Rise)" and "Office Mixed-Use" designations. As office uses agreed to through the previous site-specific applications are currently permitted to locate at any location within these blocks fronting Queen Street East and considering that existing permissions for these blocks are for high density development of up to twenty-five (25) storeys in height, we request that a consistent approach be applied in the draft schedules to identify these blocks as "Mixed-Use (High-Rise)".</p> <p>We request revision to the proposed road network in the draft land use schedule to reflect completed and in process applications.</p> <p>We request that the lands immediately west of 4320 Queen Street East (owned by client) be designated as "Office Mixed-Use" as this designation would be more appropriate to achieve a use and</p>	<p>The property at the north-east corner of Queen Street and Palleschi Drive is shown as 'Office Mixed-Use', consistent with the Employment designation of Brampton Plan and the Region's Official Plan.</p> <p>The "proposed public or private street network" has been revised on land Use schedule to reflect the approved draft plan of subdivision.</p> <p>The lands immediately west of 4320 Queen Street East are shown as 'Prestige Industrial' on MTSA Schedule 13k, which still allows a wide range of employment uses, including office.</p>	<p>Refer to Brampton Plan MTSA Schedule 13k.</p> <p>Refer to Brampton Plan MTSA Schedule 13k.</p> <p>Refer to Brampton Plan MTSA Schedule 13k.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		building typology gradient, as well as a desirable transition between these uses along Queen Street East.		
<p>SGL Planning & Design Inc. (September 25, 2023) c/o 2706287 Ontario Inc. 8888 The Gore Road</p>	The Gore	<p>We object to the proposed Height Transition Area section now contained in the draft Special Policy Areas on the basis that the policy is not clear when an angular plane would be required.</p> <p>We recommend that the City incorporate a new policy to replace those currently proposed in the Height Transition Area as follows:</p> <p><i>“Proposed developments abutting low-rise residential uses will provide appropriate height transition measures as determined through the planning application process.”</i></p>	<p>The ‘Height Transition Area’ policies have been revised to state, <i>“an appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a “Height Transition Area” overlay shown on Schedules 13a - 13n. The appropriate height transition measures will be determined through the planning application process.”</i></p>	Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Height Transition Areas.
<p>MGP (August 25, 2023) TACC Holborn North-east Corner of Queen Street East and The Gore Road</p> <p>Urban Metrics (August 25, 2023)</p>	The Gore	<p>The land use for Block 140 should be changed from “Office Mixed-Use” to “Mixed Use.”</p> <p>The required jobs-to-population ratio of 1:1 for the Office Mixed-Use designation results in a substantial amount of employment GFA that is not attainable.</p> <p>The proposed MTSA population to job ratio policy will seriously undermine the City’s ability to deliver on its housing pledge.</p>	<p>The land use designation for Block 140 will remain as “Office Mixed-use”, as it is located within a regional employment area and designated as “Mixed-use Employment” on Schedule 2 – Designations of the proposed Brampton Plan.</p> <p>The required minimum jobs-to-population ratio of 1:1 for The Gore MTSA has been removed from the ‘Office Mixed-Use’ MTSA policies.</p> <p>The proposed population to job ratio was intended to apply to lands designated for employment uses, where the primary use is employment, not residential uses. The City has many strategic growth areas that</p>	<p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Office Mixed-use.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Office Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>There needs to be an understanding of whether or not office development is financially feasible in each of the MTSA.</p> <p>With the advent of telecommuting, flexible seating strategies, the elimination of interior offices, and the downsizing of unproductive space, we have found that the offices are being planned with between 75 and 150 square feet (7 to 15 sm) per employee, recognizing that many employees attached to the office may not have a permanent physical space. With an average of approximately 11 square metres per worker, this would reduce the overall space requirements by about 33%.</p> <p>A MTSA employment strategy should not be tied just to major office space, but should recognize the full range of work opportunities within the MTSA, including retail commercial units, home based employment, flex spaces, and other opportunities.</p>	<p>are not designated for employment purposes, where the City’s housing targets can be met. In addition, where appropriate, residential uses may too be permitted within the Office Mixed Use designation, thereby, also contributing to the housing pledge without impacting the City’s ability to achieve its employment targets.</p> <p>MTSAs are being planned with a 2051 and beyond planning horizon. While it is recognized that office market conditions changed due to the pandemic, there are no opportunities to designate new employment/office lands in the City, and therefore, there is a need to protect its current employment areas for the long term. In addition, Watson and Associates prepared an Office Market Analysis that estimates the floor area that can be accommodated in each of the 4 employment MTSAs over the planning horizon.</p> <p>The range of permitted uses within the ‘Office Mixed-use’ designation has been expanded to allow for a full range of employment uses. The “Office Mixed-use” policies include primary and secondary uses. The intent is that lands designated “Office Mixed-use” will develop with predominantly the primary uses.</p>	<p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Office Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
			<p>Secondary uses are to be integrated within the primary use building and are not permitted to be located in a stand alone building.</p>	
<p>GWD (July 31, 2023) c/o Choice Properties Limited Partnership and Loblaws Properties Limited South-west quadrant of Hurontario Street and Steeles Avenue West</p>	<p>Gateway</p>	<p>Choice/Loblaw continues to have concerns regarding the delineation and classification of land use designations on the subject site, the conceptual location of 'Proposed Public or Private Street Network', 'Mid-Block Connections' and 'Pedestrian Connections' through the subject site and has continued uncertainty regarding the extent of the applicability of potential angular plane development restrictions in connection with the proposed 'Height Transition Area' overlay.</p>	<p>The proposed 'Mixed-use (High-Rise)' and 'Mixed-use (Mid-rise)' land use designations on the Choice/Loblaw property reflect the desired built form that the City would like to achieve for this MTSA.</p> <p>The proposed public or private street network is 'shown conceptually' on the MTSA land use schedules. Changes to the location or alignment of the 'Proposed Public or Private Street Network' will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.</p> <p>Mid-block connections will be assessed through the development application process to determine the need, form and location of such connection.</p> <p>The 'Height Transition Area' policies have been revised to state, "<i>an appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a "Height Transition Area" overlay shown on Schedules 13a - 13n. The appropriate height transition measures will be determined through the planning application process.</i>"</p>	<p>No action required.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Transportation Network.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Potential Mid-block Connections.</p> <p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Height Transition Areas.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
GSAI (September 8, 2023) c/o Newmark Developments Limited 157 Steeles Avenue West	Gateway	Revise the MTSA plan to show the lands between Steeles Avenue and the private road as 'High-Density Plus'.	A 'High-Rise Plus' designation is no longer a land use designation in Brampton Plan.	No action required.
		Revise the MTSA plan to show the lands between the private road and the southerly public road as 'High-Density Plus'. If this is not agreeable, at minimum, we would like 'High Density' on these lands but there is merit in 'High-Density Plus' along Malta Avenue and Lancashire Lane.	The proposed Gateway MTSA land use schedule includes the highest density to be concentrated along the Steeles Avenue frontage, as you move away from Steeles Avenue, a mix of mid-rise built form is proposed to act as a transition between the existing low-rise built form to the south. No changes to the proposed land uses have been made on the subject site.	No action required.
		We are supportive of 'Mid-rise Residential' on the south side of Malta Avenue as shown on the City's MTSA land use plan.	Noted.	No action required.
		The north-south connector as shown on the City's MTSA land use plan should be flexible in its location as long as the intent of providing accessibility for pedestrians from Steeles Avenue to the future Neighbourhood Park is met; and,	Mid-block connections will be assessed through the development application process to determine the need, form and location of such connection.	No action required.
		We are agreeable to the conceptual private and public road alignment as shown on the City's MTSA land use plan.	Noted.	No action required.
GWD (July 18, 2023) c/o Soneil Markham Inc. 2 County Court Boulevard	Ray Lawson	The proposed policies and land use designation are inconsistent with the Soneil ZBA Application and are not supported by Soneil.	The proposed MTSA land use schedules reflect those development proposals that have received Council approval and building permits. The Soneil application does not propose any office space, and therefore it does not conform to the 2006 Official Plan, Brampton Plan and the Region's Official Plan as this property is	No action required.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
			designated employment. Furthermore, the Soneil ZBA Application has not received approval by Council.	
WND (August 25, 2023) c/o County Court Centre Ltd 200 County Court Boulevard	Ray Lawson	We formally request that the Committee incorporate the following revisions to Attachment 1 Draft Brampton Plan MTSA Policies and Land Use Schedules: 1. Eliminate the proposed Height Transition Area overlay from the southern portion of the Subject Site;	The proposed “Height Transition Area” overlay along the southern property limit is essential to ensure that there is an appropriate transition between any proposed high-rise built form and the adjacent 3-storey condominium townhouses, which are not likely to redevelop based on the condominium tenure. The ‘Height Transition Area’ policies have been revised to state, <i>“an appropriate transition in scale to both stable residential neighbourhoods and cultural heritage resources shall be provided on all properties subject to a “Height Transition Area” overlay shown on Schedules 13a - 13n. The appropriate height transition measures will be determined through the planning application process.”</i>	No action required.
		2. Revise the “Neighbourhood (Low-rise Residential)” designation for the lands adjacent to the south to “Neighbourhood (Mid-rise Residential)”; and	The ‘Neighbourhood (Low-Rise Residential)’ designation on the property to the south will remain as there are 3 storey condominium townhouses located on these lands. In accordance with Table 4 (Building Heights) of the proposed Brampton Plan, low-rise building typologies include heights up to an	No action required.

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>3. Revise the proposed "Office Mixed Use" designation for the Subject Site to "Mixed Use Areas (High Rise)".</p>	<p>including 3 full storeys. The current Secondary Plan "Medium Density Residential" designation applies to lands with existing townhouses (Section 5.2.4). The proposed 'Neighbourhood (Low-Rise Residential)' designation will not take away any permissions on these lands.</p> <p>The Hurontario-Main Corridor Secondary Plan will be amended to change the land use designation on these lands from "Medium Density Residential" to 'Neighbourhood (Low-Rise Residential)', so that it is consistent with the new terminology proposed in Brampton Plan.</p> <p>The land use designation for the subject site will remain as "Office Mixed-use" as it is located within a designated employment area. In order to achieve the City's employment targets, the predominant use of the land will be for employment uses. Residential uses may be permitted subject to the satisfaction of a number of criteria.</p>	<p>No action required.</p>
<p>KLM Planning Partners Inc. (August 25, 2023) c/o Metrus Central Properties (DG Group and Metrus Properties Inc.) 0 Steeles Ave W. and 1735 Steeles Ave W.</p>	<p>Steeles@Mississauga</p>	<p>We question why the jobs/resident ratio for the Steeles at Mississauga MTSA is substantially higher than the others identified, particularly when there are lands in the other MOE MTSA's with opportunities for significant MOE development i.e., Shoppers World and Downtown Brampton.</p>	<p>The minimum ratio of jobs/resident has been removed from the 'Office Mixed-use' MTSA policies. The City is still striving to achieve approximately 100,810 square metres of new office gross floor area in the Steeles@Mississauga MTSA to accommodate office employment to 2051. It is also noted that the other sites (Shoppers World, Downtown) are not located within an employment area, and therefore, not required to provide office/employment uses as part of redevelopment opportunities.</p>	<p>Refer to Chapter 4 - MTSA policies in Brampton Plan - subsection on Office Mixed-use.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>An Economic Analysis for the Steeles at Mississauga MTSA (the “Economic Analysis”) was prepared by Altus Group and submitted in connection with the Applications. The Economic Analysis concludes that any planning scenario depending on an office-oriented node to emerge in a timely manner is unrealistic.</p> <p>The Economic Analysis further concludes that there is a clear and demonstrable need to Page 5 of 7 to allow residential uses to achieve transit-supportive densities and efficiently use the land.</p> <p>We question the extent of the ‘Office Mixed-Use’ designation proposed for the Subject Lands as it conflicts with the land use plan submitted in connection with the Applications, and the proposed employment ratio given the lack of demand in this location.</p>	<p>MTSAs are being planned with a 2051 and beyond planning horizon. While it is recognized that office market conditions changed due to the pandemic, there are no opportunities to designate new employment/office lands in the City, and therefore, there is a need to protect its current employment areas for the long term. The Office Mixed Use designation allows the opportunity to develop transit-oriented densities and make an efficient use of land that is intended for employment/office purposes. Residential development, although permitted where appropriate within this designation, is not the only use that could facilitate transit supportive development within an MTSA.</p> <p>The entirety of the Steeles@Mississauga MTSA is located within a designated employment area. There are no as-of-right permissions for residential uses within this employment designation and may only be permitted subject to satisfying criteria in the Region of Peel’s Official Plan. Staff agree that non-employment uses, such as residential are essential to achieve transit-supportive densities, however, within the Steeles@Mississauga MTSA it is crucial that the City maintains land for employment uses to be able to meet its 2051 employment targets. It is not clear how the proposed land use plan submitted with these two applications proposes to address the criteria in the Region’s Official Plan given the amount of office being proposed.</p>	<p>No action required.</p> <p>Refer to Brampton Plan MTSA Schedule 13n.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
			<p>Economic Development has confirmed that this area of the City continues to attract significant amount of office space as proven by the development of adjacent office uses. In addition, Watson and Associates report concludes that this MTSA is the only area of the City that has demonstrated appeal for Class A office space.</p> <p>The extent of the 'Office Mixed-use' designation has been minimized on the subject lands. Watson's report concluded that the city would require 100,810 square metres of new office gross floor area in the Steeles@Mississauga MTSA to accommodate office employment to 2051. Notwithstanding the extent of the 'Office Mixed-use' designation on the MTSA land use schedule, the subject lands are still required to provide their proportionate share of jobs in this MTSA. Given the amount of developable area remaining in this MTSA, we calculate that the subject lands shall provide approximately 60,500 square metres of employment gross floor area to meet the City's employment targets. The City's Economic Development Office has indicated that there is a demand for a full range of employment uses in MTSA. To ensure that a full range of employment uses can be provided in this MTSA, the range of uses within the 'Office Mixed-use' designation has been expanded.</p>	

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>There should be no maximum height permission prescribed for lands within MTSA boundaries.</p> <p>We do not support the proposed Mid-Rise Mixed-Use designation for the Subject Lands nor the associated FSI.</p> <p>For the portion of the Subject Lands located on the south side of Steeles Avenue West, it does not appear that the City have proposed a land use designation for lands abutting properties located on the north side of Coastline Drive.</p> <p>We question whether all of the proposed street network and mid-block connections are feasible. A Traffic Brief was prepared by RJ Burnside & Associates Limited in connection with the Applications, which has identified that the access points as identified in the concept plan to the surrounding road network are appropriate from a traffic operations perspective.</p>	<p>There will be no maximum building height restrictions prescribed for lands within MTSA boundaries.</p> <p>The majority of the 'Mixed-use (Mid-rise)' designation has been replaced with a 'Mixed-use (High-rise)' designation. A 'Mixed-use (Mid-rise)' designation has been maintained along the Olivia Maria Road frontage to provide a transition to the low-rise built form on the north side of Olivia Maria Road.</p> <p>Noted. A 'Mixed-use (Mid-rise)' designation is now shown on these lands.</p> <p>The 'proposed public or private street network' has been revised on the Steeles@Mississauga MTSA land use schedule to remove some of the streets. The proposed public or private street network is 'shown conceptually' on the MTSA land use schedule. Changes to the location or alignment of the 'proposed public or private street network' can be confirmed through the submission of a Traffic Impact Study and if approved, changes to the street network will not require an amendment to this Plan provided that the general intent and purpose of this Plan is maintained.</p>	<p>No action required.</p> <p>Refer to Brampton Plan MTSA Schedule 13n.</p> <p>Refer to Brampton Plan MTSA Schedule 13n.</p> <p>Refer to Brampton Plan MTSA Schedule 13n.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Committer	MTSA	Comment Summary	Brampton Response	Brampton Action
		<p>We respectfully request that:</p> <p>a. The Draft Brampton Plan MTSA Policies and Land Use Schedules be revised in accordance with the concept plan included as part of the Applications;</p> <p>b. The jobs/resident ratios as identified above be removed, as these will artificially sterilize the MTSA lands as office market demand is transitioning; and,</p> <p>c. The proposed Land Use Schedules be deleted, and policies be introduced to identify that land use designations within the City’s MTSA boundaries are to be determined at the time of detailed site-specific development applications.</p>	<p>It is noted that in accordance with section 5.8.36 of the Region’s Official Plan, the introduction of residential uses within an employment MTSA, may only be permitted subject to the completion of the MTSA study. In the absence of the MTSA’s land use schedules, residential uses are not permitted on the subject sites. Land use designations for these MTSA’s cannot be identified as part of site-specific development applications, as they need to be implemented as part of a city-initiated study.</p> <p>The jobs/resident ratios have been removed from the ‘Office Mixed-use</p> <p>MTSA policies and the range of permitted uses within this designation have been expanded.</p> <p>According to Section 16 (17) of the <i>Planning Act</i>, Brampton City Council is required to adopt Official Plan policies for “Primary” (Protected) MTSA’s by November 4, 2023 (within 1 year after the approval of the Region’s Official Plan) that include:</p> <ol style="list-style-type: none"> 1. Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated in the area; 	<p>No action required.</p> <p>Refer to Brampton Plan Chapter 4 MTSA policies – Office Mixed-use section.</p> <p>No action required.</p>

Attachment 4 – Major Transit Station Areas - Response to Correspondence Received

Commenter	MTSA	Comment Summary	Brampton Response	Brampton Action
			<p>2. Identify the authorized uses of land and of buildings or structures on lands in the area; and</p> <p>3. Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.</p> <p>Based on the <i>Planning Act</i> requirements, land uses within MTSAs need to be approved by Brampton Council before November 4, 2023, and can not be determined at the time of a detailed site-specific development application. Brampton Plan includes both land use schedules for each “Primary” MTSA and the associated development policies.</p>	
<p>The Drew Family (August 25, 2023)</p>	<p>All</p>	<p>We support the improvements staff have made and are recommending where more intensification will now be possible, especially for downtown Brampton. We encourage staff and Council to consider the further requests in the written correspondence by others for additional updates and improvements for the downtown Brampton MTSA.</p> <p>It is recommended that the City Clerk forward the item 5.1 material to all Brampton MPs and MPPs as the federal and provincial governments have expressed interest, support, and potential funding for municipalities that approve and support housing supply near transit stations.</p>	<p>Noted.</p> <p>This was added to the list of recommendations for the MTSA Information Report that was approved by Planning and Development Committee on August 28, 2023, and ratified by Council on August 30, 2023.</p>	<p>No action required.</p> <p>Refer to Council meeting minutes of August 30, 2023.</p>

Attachment 4 - Major Transit Station Areas - Response to Region of Peel Comments

Division/Team	Commenter Name & Title	Review Theme	Policy Section #.# and Name and/or Schedule	Policy Number and/or Schedule	Preliminary Comment	City of Brampton - Staff Response	Action
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: General	Throughout Draft Policies	Throughout Draft Policies	It is unclear whether some preamble text is intended to be read as policy or as explanatory notes/preamble text. We have identified some preamble text in our comments below which may need to be converted into policies.	Noted. Changes to the preamble text and policies have been made, where deemed appropriate.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: General	Throughout Draft Policies	Throughout Draft Policies	Numbering of this section should be reviewed and improved for clarity. The way it is currently formatted, it seems odd to have the a) "Proposed Park" policy be a standalone section in "MTSA" "Land Uses", followed by other land uses described under b) which are not numbered and then also have subsections a), b) etc. Another example is when reviewing the "Minimum Density" and "Transition Policies" sections where the alignment of the policies are indented in the text making it unclear whether they fall under the "Transportation Network"/"Mid-Block Connections" section or are standalone sections.	A new section has been added called "Other Uses" where we have included the "proposed neighbourhood park" and "potential community hub" policies.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: General	Mixed-Use Areas	Throughout Draft Policies	There is a lack of clarity between the land uses noted in the MTSA Special Policies vs. other chapters of the Brampton Plan. Clarification is requested in understanding building typology ('low-rise', etc.) vs. land uses designations such as 'Mixed-use' and 'Neighbourhood' definition which appear throughout the Brampton Plan. For example, please confirm that the definition noted in MTSA section 'Mixed-Use Areas' is the same as in other sections of the Brampton Plan or whether it is specific to only MTSAs.	Yes, it is the intention that all of the 'Mixed-Use' policies of Brampton Plan would apply to the 'Mixed-Use' designations shown on Schedules 13a - 13n and would be read in conjunction with the site-area specific MTSA policies found in Chapter 4 of Brampton Plan. In addition, a new definition of "Mixed Use (Office)", has been added to the 4 MTSAs within employment areas. This designation will only apply to those MTSAs.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: General	Major Transit Station Areas	Major Transit Station Areas	It is unclear whether X. MTSA preamble is intended to be a policy. Parts of this section should explicitly be a policy to conform to RPOP 5.6.19.8. For example, "Until such time as Secondary Plan policies are implemented..." Further, it is unclear whether the following policy is referring to any site specific policies that may exist in the area where a Primary MTSA is identified, or whether it is supposed to refer to the general densities identified through the MTSA policies in this Site Specific chapter. "Until such time as Secondary Plan policies are implemented for each "Primary" MTSA, the policies in Chapter 4 take precedent over any land use and minimum density Secondary Plan policies..."	The preamble in Chapter 4 for MTSA has been revised as follows: " <i>The following policies are to be read in conjunction with all other Chapters of this Plan. Until such time as Secondary Plan and or Precinct Plan policies are implemented for each "Primary" MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall apply.</i> "	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Land Uses	Downtown Mixed-Use	Downtown Mixed-Use	The 'Downtown Mixed-Use' land use prioritizes institutional uses. Please clarify whether this designation is only intended to be in the Brampton GO MTSA (i.e., for the development of a future university) while still ensuring the Urban Growth Centre policies and land use designations beyond institutional are also prioritized within the Downtown Mixed-Use land use.	The Downtown Mixed-use designation only applies to the Brampton GO MTSA, specifically to Brampton's Four Corners where there are a number of buildings with civic and heritage value. To reinforce the integrity of Brampton's Four Corners, the 'Downtown Mixed-use' designation permits major office, cultural, civic, institutional, residential, retail and service commercial uses. It no longer prioritizes institutional uses.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Downtown Mixed-Use	Downtown Mixed-Use	Housekeeping - "The retention of existing dwellings and building facades are is encouraged." "Are" should be replaced with "is" in this sentence.	Change has been made.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Downtown Mixed-Use	Downtown Mixed-Use	"This designation permits primarily institutional uses that are supported by residential, office, retail and commercial uses." "Infill development shall be sympathetic to the established residential areas and cultural heritage resources. The retention of existing dwellings and building facades are encouraged." It appears that there is a preamble for this land use designation without associated policies. Please convert this preamble language to policies.	A preamble for the Downtown Mixed-use designation has now been included as follows: <i>Downtown is Brampton's economic, cultural, institutional, and transit hub, which comprises the historic core of the city, referred to as the Four Corners. The 'Downtown Mixed-use' designation applying to the Four Corners represents a number of buildings of heritage and civic value. The remaining section has been edited as policies.</i>	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Office Mixed-Use	"Over the long term, a large portion of Brampton's major office employment (MOE) will be located in the office-focused MTSAs, which includes Steeles at Mississauga, Ray Lawson, Bramalea GO and The Gore. Collectively, these four MTSAs are to accommodate approximately 285,000 sq.m (3,068,000 sq.ft.) of new office gross floor area over the 2021 to 2051 period." "In order to achieve the City's target for office within 4 of its "Primary" MTSAs, a minimum ratio of jobs shall be provided in accordance with Table 1 on all properties designated 'Office Mixed-Use' on Schedules 13a through 13n. The ratio of jobs may also include Population Related Employment, in order to assist the City in achieving its employment targets." It appears that there is a preamble for this land use designation without associated policies. Please convert this preamble language to policies.	The 'Office Mixed-Use' designation has been revised substantially. Refer to the Office Mixed-use MTSA policies found in Chapter 4 of Brampton Plan.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Office Mixed-Use	Housekeeping - "In order to achieve the City's target for new office gross floor area within 4 of its "Primary" MTSAs..." Instead of "target for office", suggest stating "target for new office gross floor area" or something similarly more specific.	The 'Office Mixed-Use' designation has been revised substantially. Refer to the Office Mixed-use MTSA policies found in Chapter 4 of Brampton Plan.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Office Mixed-Use	"The ratio of jobs may also include Population Related Employment, in order to assist the City in achieving its employment targets." It may be helpful to define "Population Related Employment" to help readers understand the type of jobs this term is referring to.	The permitted uses in the 'Office Mixed-use' designation have been classified as primary and secondary employment uses and a list of the type of permitted uses have been provided.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Table 1: Population to Job Ratio	Suggest including ratios in the column 'Jobs to Population Ratio' - i.e., "6.3 to 1" or "6.3:1" instead of simply stating "6.3".	The minimum jobs to population ratios have been deleted from the 'Office Mixed-use' designation.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Table 1: Population to Job Ratio	Consider removing specific land area from the 'Office Mixed-Use' policy. If specific targets are to be established, it is recommended that this be done for each MTSA, not just the four employment MTSAs. All MTSAs should accommodate some office growth. Consider expanding Table 1 to include the jobs being allocated to other MTSAs and revising the preamble/policy under 'Office Mixed-Use' to speak to office development also taking place in other Strategic Growth Areas.	The minimum jobs to population ratios have been deleted from the 'Office Mixed-use' designation. The Mixed-Use Office designation preamble has been revised as follows: " <i>The objective of this Plan is to maintain a diverse and balanced land supply to serve the employment needs of the City and to ensure there are sufficient areas in the City available to accommodate employment growth now and into the future. Major office uses shall play a fundamental role in supporting and increasing the ridership of the City's rapid transit network and shall be located in the City's strategic growth areas located along planned or existing high-order transit corridors.</i> "	

Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Land Uses	Office Mixed-Use	Table 1: Population to Job Ratio	Table 1 Population to Job Ratio title should be at the top of the table unless it is speaking to specific policies a) and b) below it. The title should also be consistent with what is in table. Consider adjusting it to state 'Employment/Jobs to Residents Ratio'.	The minimum jobs to population ratios have been deleted from the 'Office Mixed-use' designation.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Height Transition Area	Height Transition Area	"Notwithstanding the applicable land use designation, the maximum building height within the 'Height Transition Area', may be limited by a plane that extends from the centre of street, rear lot line and/or side lot line, as appropriate, at a 45 degree angle up towards the building." Please convert this preamble language to a policy.	A new preamble has been added to the Height Transition Area section as follows: "Appropriate fit and transition are achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings and reinforce the broader city structure. Buildings should provide horizontal separation and transition down to lower-scale buildings and open space and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties. 'Height Transition Areas' have been designated on Schedules 13a – 13n adjacent to low rise buildings or designated cultural heritage resources." Additional sections have been added as policies.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Land Uses	Height Transition Area	Height Transition Area	There is no "Height Transition Area" in the Brampton GO MTSA near the low-rise residential on Mill St. South and Elizabeth St. south of Queen portions adjacent to the designated mixed use high rise. There seems to be a missed opportunity to ensure an appropriate transition of heights in the downtown area adjacent to the residential. Consider adding this designation to this area to support RPOP 5.6.17.8.	A height transition area has been adjacent to the existing low-rise areas south of Queen Street between Elliott Street and Elizabeth Street.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Landscape Buffer	Landscape Buffer	"The 'Landscape Buffer' may function as a dual-purpose area and may include hard and soft landscaping elements such as, but not limited to, private passive outdoor amenity area, public art, landscaping (plants, berms, fences or walls) and for low impact development stormwater management purposes. Parking areas, active outdoor amenity areas and buildings are not permitted within the 'Landscape Buffer'." It appears that there is a preamble for this land use designation without associated policies. Please convert this preamble language to policies.	The preamble and policies for the Landscape Buffer has been revised.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Transportation Network	Transportation Network	"To achieve a healthy and livable community, the transportation system shall be designed to reduce reliance on the automobile in favour of more sustainable forms of connective transportation. Planning and development within MTSAs will be based on the principles of transit oriented development (TOD), where active transportation is supported through safe, well-designed and direct connections between and amongst uses and high order transit stations or stops." Please convert this preamble language to a policy by adding specific language to implement active transportation and TOD policies which are noted in the second paragraph and to address RPOP 5.6.9.15.	The preamble language for the Transportation Network section has been converted to a policy.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Land Uses	Transportation Network	Transportation Network (d)	Housekeeping - "For all a private roads, the applicant shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City." "A" should be removed between "for all" and "private roads". Suggest defining "Floor Space Index" for increased clarity.	Change has been made.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Minimum Density	Minimum Density	Table 2: Minimum Floor Space Index (FSI)	Similar comment as previously noted around clarifying definition of land use designations. The 'Downtown Mixed-Use' FSI appears significantly low for an Urban Growth Centre and MTSA that is intended to accommodate jobs and residents. Clarification is also requested on the FSI for 'Mixed-Use (Mid-Rise)' at 0.5 FSI within an MTSA. Any background data on how minimum densities and FSIs are established for each MTSA would be helpful.	A floor space index definition has been added to subsection a) and means the total area covered by all the floors of the buildings, divided by the total area of the plot on which these buildings are constructed.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Minimum Density	Minimum Density	Table 2: Minimum Floor Space Index (FSI)	Similar comment as previously noted around clarifying definition of land use designations. The 'Downtown Mixed-Use' FSI appears significantly low for an Urban Growth Centre and MTSA that is intended to accommodate jobs and residents. Clarification is also requested on the FSI for 'Mixed-Use (Mid-Rise)' at 0.5 FSI within an MTSA. Any background data on how minimum densities and FSIs are established for each MTSA would be helpful.	The Downtown Mixed-use designation only applies to the Brampton GO MTSA, specifically to Brampton's Four Corners where there are a number of buildings with civic and heritage value that are encouraged to be retained. To reinforce the integrity of Brampton's Four Corners, the 'Downtown Mixed-use' designation has a lower minimum FSI as we want to concentrate the growth in the areas that are designated as Mixed-use Mid-rise and Mixed-use High-Rise, which have a higher FSI requirement	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Transition Policies	Transition Policies	Transition Policies (d) to (g)	Housekeeping - (e) to (g) should be nested under (d) as they are criteria for recognizing existing industrial uses on lands that are designated for non-employment uses.	The Transitional Policies have been revised.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transition Policies	Transition Policies	Transition Policies (g)	The "Transition Policies" subsection g) proposed expansion not exceeding 10% of the total GFA requires some clarification in terms of what the GFA is in reference to.	Subsection g) has been removed from the Transition Policies.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transition Policies	Transition Policies	Transition Policies (a)	Section "Transition Policies" a) speaks somewhat to redevelopment of lands within MTSAs. However, policy is limited to uses noted in Schedules. Consider adding to RPOP policy 5.6.19.13 to speak to lands with limited redevelopment potential to be improved through multi-modal access and connectivity.	Reference to multi-modal access and connectivity has been added to Transition Policy subsection a).	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transition Policies	Transition Policies	Transition Policies	While there are general policies speaking to limiting or not permitting truck trailer parking, reduced parking standards and parking areas, a general policy does not exist that speaks to surface parking lots to address RPOP 5.6.19.14. Please add a policy to the "Transition" section under a) or 5.7.1 that addresses the redevelopment of existing surface parking lots to satisfy 5.6.19.14.	Subsection c) Existing surface parking lots are encouraged to redevelop in accordance with the land use designations shown on Schedules 13a - 13n has been added to Transition Policies.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transition Policies	Transition Policies	Transition Policies (a)	Section "Transition Policies" a) speaks somewhat to redevelopment of lands within MTSAs. However, the policy is limited to uses noted in Schedules. Consider adding to this policy to speak to lands with limited redevelopment potential to be improved through multi-modal access and connectivity as per RPOP 5.6.19.13.	Same as comment #26 above.	
Policy Development, Planning & Development Services	Ivana Osojnicki	Growth Mgmt - MTSAs: Secondary Planning	Future Policies	Future Policies	The MTSA policies should speak to the implementation plan of growth to ensure infrastructure and services are delivered in an orderly and coordinated manner. Policies relating to phasing MTSAs specifically were not evident in the Brampton Plan. As such, please include policies that address RPOP 5.6.17.9 d) and 5.6.19.10 (a) to (p) accordingly.	Brampton Plan now includes the MTSA policies that were adopted by Council in May 2023. Refer to sections 5.7.2 and 5.7.3 of Brampton Plan that speak to phasing of MTSAs.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transportation Network	New Policy	New Policy	It is unclear how GTA West policies will be addressed in the Brampton Plan. As such, consider including a policy relating to the future identification of additional transit stations to support MTSAs as noted in RPOP 5.6.19.19.	Brampton Plan Section 2.1.2.30 c) speaks about potential new MTSAs based on transit infrastructure.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Zoning By-Laws	New Policy	New Policy	There are no specific policies on RPOP 5.6.19.11. Please add to Chapter 5, section 5.9 of Brampton Plan speaking specifically to the 3 year update of ZBL and other relevant policies from RPOP 5.6.19.9-10.	This has been included in the version of Brampton Plan that is seeking Council adoption.	

Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Transition Policies	New Policy	New Policy	Please add the status of transit stations along side 'Transit Station' land use designation, according to Figure 11 of the RPOP and policy 5.6.19.12 and 5.6.19.16. Further, there are no specific policies on the status of transit infrastructure as it relates to Figure 11 in the RPOP. A general policy on funding to support transportation infrastructure specifically when accommodating development in MTSAs should be considered. For example, adding a policy that speaks to funding for Queen St. BRT would also better support the phasing of appropriate growth and long range planning in MTSAs.	The Transit Station land use designations have been removed from the MTSA land use schedules. A new policy on transit infrastructure as it relates to Figure 11 in the RPOP has been included in the version of Brampton Plan that is seeking Council adoption.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Precinct Plan Context	New Policy	5.5.23	It is unclear whether policy 5.5.23 Precinct Plan Context is intended to address some of the MTSA specific policies in RPOP 5.6.19.18. A separate policy framework should be established that addresses this RPOP policy specific to MTSAs. Policy 2.2.1.2 in the Brampton Plan is too limited in scope and should be expanded upon in either Chapter 2 or in the MTSA Special Policy section.	Brampton Plan will include policies for Protected (Primary) MTSAs in accordance with Planning Act Section 16(16), so Brampton staff don't believe that it is necessary to expand on Brampton Policy 2.2.1.2.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Mapping	Legend	Legend notes "Potential Community Hub" on Schedule for Rutherford Rd Station vs "Proposed Community Hub" in policies. Please clarify.	All MTSA schedules have been amended to refer to "potential community hub"	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Mapping	Legend	Please clarify whether there is a difference between "Proposed Park" in policies and "Proposed Neighbourhood Park" in schedules.	References to parks are "Proposed Neighbourhood Park" or "Planned Neighbourhood Park". "Planned Neighbourhood Parks" are parks where their locations have already been approved through the development approval process (i.e. subdivision).	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Mapping	Legend	"Existing Bus Terminal" or "Proposed Bus Terminal" are used in mapping. For consistency purposes, could this be revised in the schedule to reflect Transit Station or is there a purpose to the differentiation in some schedules legend?	All references to existing or proposed bus terminals have been removed from the MTSA land use schedules.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Mapping	Legend	Attachments do not have schedule numbers associated with them – only names of stations. Please update so they align with the appropriate schedules. Also consider adding the key map/insert map that exists in the previously submitted Brampton Plan as a standalone figure/schedule instead of an insert map.	All MTSA land use schedules have been updated with Schedule numbers (13a - 13n). A new Schedule 1b has been added to Brampton Plan	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Mapping	Major Transit Station Areas	Requesting shapefiles to ensure boundary delineation and land uses align with RPOP schedules and policy 5.6.19.9. Additional time will be needed to review and provide comments.	Still working on creating GIS shapefiles. Will be provided to the Region when available.	
Policy Development, Planning & Development Services	Virpal Kataure	Growth Mgmt - MTSAs: Mapping	Major Transit Station Areas	5.5.20	In policy 5.5.20, Schedule 3B does not show MTSAs. Same as previous comment on creating a separate schedule showing all MTSAs in Brampton.	Brampton Plan Team addressed the comment about the schedule reference in 5.5.20 through the final draft. A separate Schedule (1B) has been added to Brampton Plan to show the Primary MTSAs. An amendment to Schedule 1B will be required in the future once the delineation and classification of the Planned MTSAs has been approved.	
Public Health, Health Protection	Meagan Tibbits, Research & Policy Analyst	Public Health - Built Form	MTSA Policies: "Landscape Buffer"		Consider use of plants native to the area. Also consider types of plants included within the buffer area, to not introduce added aeroallergens that could contribute to poor air quality and to limit and negatively impact health of residents. Use landscape management strategies to limit ticks and human contact with ticks by creating clear pathways through the area using hardscaping materials, selecting deer resistant plants, and limiting dense ground cover and shrub density in frequently travelled areas of the property.	This can be addressed in development design or landscape guidelines for MTSAs.	
Public Health, Health Protection	Meagan Tibbits, Research & Policy Analyst	Public Health - Built Form	MTSA Policies: "Mid-block Connections"		Consider distinct and separate connections for active transportation (e.g., walking, biking) to encourage use of safe walk/bike paths, and reduce reliance on vehicular transport, which benefits air quality.	Mid-block connections in MTSAs may be provided as additional public or private streets, pedestrian or bicycle paths or as other publicly accessible connections or laneways, if detailed transportation studies deem them warranted. The purpose of the mid-block connections as described in the preamble is to create smaller block dimensions, which increases the number of multi-modal linkages and supports transit ridership by providing more access routes to the station.	
Public Health, Health Protection	Meagan Tibbits, Research & Policy Analyst	Public Health - Built Form	MTSA Policies - General Comments		Consider opportunities to increase heat resiliency by incorporating measures to manage heat in urban settings. For example, purposefully designing outdoor areas to include shaded areas (e.g., tree coverage, awnings, etc.) and utilize reflective materials and/or porous pavement to reduce the urban heat island effect.	This level of detail can be provided in the future design guidelines for MTSAs.	
Public Health, Health Protection	Sarah Powell, Health Planning Facilitator	Public Health - Built Form	MTSA Policies- overall comment		After review of the policy and the mapping schedules, we are supportive of the mid-block connections street network design. A dense site network provides the greatest freedom of movement and the more direct routes to destinations which can offer promote active modes of transportation.	Noted.	
Public Health, Health Protection	Sarah Powell, Health Planning Facilitator	Public Health - Built Form	MTSA Policies- Transportation network		Overall, we are supportive of the policies outlined in this section. We recommend a policy speaking to the provision for sidewalks to be located on both sides of the street which are a minimum 1.5 m in width.	This level of detail can be provided in the future development design guidelines for MTSAs.	
Public Health, Health Protection	Kayle McMillen, Research & Policy Analyst	Public Health - Built Form	MTSA Policies- Transportation network		Consider including the provision of bicycle parking facilities for residential, employment, transit and institutional buildings within the MTSAs to support active travel within the area and to/from transit.	This will be included as a zoning provision when we pre-zone the Primary MTSAs.	
Public Health, Health Protection	Kayle McMillen, Research & Policy Analyst	Public Health - Built Form	MTSA Policies- Transportation network		Consider using language that would apply the Complete Streets Guidelines to new as well as any updated to existing streets. E.g. Transportation Network a. "All proposed new and updated (e.g. retrofitted, resurfaced etc....) streets will be developed applying Brampton's Complete Streets Guidelines" .	The Transportation Network Policies have been amended to apply the Complete Street Guidelines to new streets as well as to any retrofits to existing streets.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	General Comments		The Research and Analysis Team provide the following comments on the City-initiated draft Official Plan Amendment (OPA) that proposes changes to Brampton's Official Plan applying to 'Primary' Major Transit Station Areas (MTSAs). The proposed OPA provides a policy framework for the Primary MTSAs with land use schedules, minimum densities, general policies as well as direction for the preparation of detailed secondary plan policies as the next phase of MTSA planning. The OPA policies are to be adopted in November 2023 and form part of the new Brampton Plan.	Noted.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	General Comments – Flooding Hazards		A number of the MTSAs include lands that are subject to flooding and erosion hazards and are located within the Regulatory Floodplain and Regulated Areas of the Credit River Valley Conservation Authority and Toronto and Region Conservation Authority. Please note that the Conservation Authorities (CAs) provide comments in accordance with Ontario Regulation 686/21 under the Conservation Authorities Act (mandatory programs and services) to ensure that decisions under the Planning Act are consistent with the natural hazards policies of the Provincial Policy Statement (PPS) and conform to any natural hazards policies in a provincial plan, and on behalf of the Region of Peel in accordance with the Protocol for Plan Review and Technical Clearance with Peel Region and the CAs.	A new section on Flood Plain and Special Policy Areas will be included in Brampton Plan - Chapter 4 - MTSA Policies.	

Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	General Comments – Flooding Hazards		Regional staff will rely on the comments and direction of the CAs on matters relating to natural hazards as they apply to the draft MTSA policies and land use schedules. The following comments should be reviewed and addressed by the City in consultation with the TRCA, CVC and Region prior to finalizing the OPA for adoption.	Noted.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Draft MTSA Policies- Addition of Natural Hazards and Natural System Policies		The draft land use policies currently provide no reference to the Brampton Plan's Natural Hazard or Natural System policies or objectives. Additional land use policies should be added to ensure any new development within Special Policy Areas subject to flooding and erosion hazards would only be permitted on the basis of appropriate technical studies demonstrating that development of the lands would not result in any unacceptable increased risk of natural hazards, including flooding or erosion hazards, and that any required mitigation to address the hazards will be constructed prior to development proceeding.	A new section on Flood Plain and Special Policy Areas will be included in Brampton Plan - Chapter 4 - MTSA Policies.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Draft MTSA Policies- Addition of Natural Hazards and Natural System Policies		It is also recommended that policy direction be included to provide for the further identification, protection, restoration and enhancement of the City's Natural Heritage and Water Resource Systems, including promoting the enhancement of natural linkages where possible, recognizing that opportunities for enhancement of the Natural System will be limited in many MTSA areas.	For natural system features in MTSAs, the natural system policies in Brampton Plan will apply.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Draft MTSA Land Use Schedules (all schedules)	All Schedules	Staff recommend adding TRCA and CVC floodplain mapping information to the Centre Street Station, Steeles Avenue West - Mississauga Road Station and Mt. Pleasant Station Draft Land Use Plans to identify where lands within the MTSAs are subject to the natural hazards policies of the Brampton Plan. The flood line mapping information is currently missing on the noted MTSA land use plans but are included on other MTSA land use schedules. It is also recommended that the floodplain information shown on the MTSA schedules be revised to identify the areas located within mapped floodplain limits with a hatch symbol to better illustrate the extent of the lands subject to flooding constraints.	The flood plain mapping has been added to the applicable MTSA land use schedules.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Brampton GO MTSA Draft Policies and Land Use Plan		Portions of the Brampton GO Station Land Use Plan are located within the Etobicoke Creek floodplain and subject to the Special Policy Area 3 (SPA 3) policies of the Downtown Brampton Secondary Plan. The SPA 3 policies set limits on the amount of development permitted and technical requirements relating to public health and safety, including flood proofing, which must be satisfied prior to development proceeding. Regional staff recommend appropriate transition policies and notations be included in the MTSA policies and land use schedules to reference that the SPA 3 policies of the Downtown Brampton Secondary Plan remain in effect. Based on the draft preamble for the new Primary MTSA policy section, it is unclear if the MTSA policies override the Downtown Brampton SPA 3 land use and density policies applying within the floodplain. Similar recommendations are provided for the Bramalea GO MTSA below.	Noted. The preamble of the MTSA policies found in Chapter 4 of Brampton Plan have been amended to state, "Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each "Primary" MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply."	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Brampton GO MTSA Draft Policies and Land Use Plan		It is also recommended that City's proposed Natural Heritage System (NHS) land use designation be added to the land use schedule to be consistent with the designation of the NHS on the adjacent Centre Street Station MTSA Draft Land Use Plan, which borders the Brampton GO MTSA along Etobicoke Creek, and the approach being implemented to similarly designate the NHS on other MTSA land use maps. The designation of the Natural Heritage System is consistent with the proposed policy direction in the Draft Brampton Plan and the direction in the Region of Peel Official Plan.	The applicable natural system features are shown on the MTSA land use schedules.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Bramalea GO MTSA Policies and Land Use Plan		The Bramalea GO MTSA includes lands adjacent to Spring Creek along its westerly boundary that are subject to flooding and located within the Regulatory Floodplain and Regulated Area of the Toronto and Region Conservation Authority. These lands are also identified within the Avondale Special Policy Area in the Highway 410 - Steeles Secondary Plan due to potential flooding risks with specific policy that provides for the redevelopment of employment uses.	Noted. This SPA is now shown on the Bramalea GO MTSA land use schedule 13a.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Bramalea GO MTSA Policies and Land Use Plan		The Draft OPA indicates that until Secondary Plan policies are implemented for each Primary MTSA, the MTSA's new proposed land use designation and density policies in Chapter 4 will take precedence over the general land use designations of the Brampton Plan and the current secondary plans that apply to the lands located within the MTSAs. The Draft OPA is proposing to change the land use designations in the westerly portion of the MTSA currently subject to the Highway 410 - Steeles Secondary Plan from General Employment 1 to Office Mixed-Use, Mixed Use (Mid-Rise) and Neighbourhood (Mid-Rise Residential) (refer to Attachment 1 – Bramalea GO Station MTSA Land Use Plan).	Noted. The preamble of the MTSA policies found in Chapter 4 of Brampton Plan have been amended to state, "Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each "Primary" MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply."	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	Bramalea GO MTSA Policies and Land Use Plan		In accordance with the Provincial Policy Statement, any change or modification to the Avondale Special Policy Area policies, land use designations or boundary will require approval by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority for the MTSA OPA approving the change or modification. Accordingly, the existing Highway 410 and Steeles Secondary Plan's SPA boundaries, land use designations and policies should remain in effect until such time that Ministerial approvals for the proposed land use redesignations are obtained.	New Flood Plain and Special Policy Area MTSA policies have been added to address this comment.	
Research & Analysis team	Mark Head, Manager, Research and Analysis	Natural Heritage and Related Policies	General		Regional staff recommend further discussion with Toronto and Region Conservation Authority and City staff to determine what appropriate revisions are needed to the draft OPA policies and mapping to ensure the existing Hwy 410 and Steeles designations, SPA policies and boundaries apply until such time the approvals to remove or modify the SPA are received.	We have received comments from TRCA and will circulate the revised MTSA policies to them for review.	
Transportation	Afroz Hasan	Transportation	General		Transportation has no further comments to offer at this time.	Noted.	
Housing Policy	Paul Lewkowicz	Housing			Housing Policy has no comments.	Noted.	

Attachment 4 - Major Transit Station Areas - Response to Region of Peel Comments

Division/Team	Commenter Name & Title	Review Theme	Policy Section #.# and Name and/or Schedule	Policy Number and/or Schedule	Preliminary Comment	City of Brampton - Staff Response	Action
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	Office Mixed Use a)	Clarification required as to what a Market Study would entail. Suggest having a terms of reference to ensure the study is done in a manner that would not impact achieving applicable employment targets. A commercial market analysis is noted under Background Studies in Chapter 5 Secondary Level Plans - 5.5.10.	The 'Office Mixed-Use' policies have been revised substantially. Please refer to the revised MTSA policies found in Chapter 4 of Brampton Plan. There is no longer a reference to a 'Market Study' in the 'Office Mixed-Use' policies.	
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	Employment (Prestige Industrial) a)	Term "ancillary" is used but not defined in the Chapter 5 Glossary. Recommend using "ancillary" instead of "accessory" so term is not confused with "accessory use". Other policies also use "ancillary".	Brampton staff has clarified in the 'Prestige Industrial' MTSA policies that ancillary office, institutional, retail and service commercial uses means up to 15% of the total gross floor area of a prestige industrial building.	
	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	Employment (Prestige Industrial) a)	Clarification on what would be considered "heavy industrial uses"	The terminology of heavy industrial uses is referenced in Brampton Plan. Heavy industrial uses are typically any use permitted within either a Class II or III in accordance with the D-6-1 Industrial Categorization Criteria of the Provincial D-6 Guideline.	
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	Employment (Prestige Industrial) c)	"Accessory" is used which is not consistent with b) where "ancillary" is used. See above suggestion regarding the term.	Ancillary uses have been defined in the 'Prestige Industrial' MTSA policies found in Chapter 4 of Brampton Plan. The reference to 'accessory' is referring to outside storage, including truck and trailer parking which are only permitted as an accessory to a permitted prestige industrial use.	
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	General	Suggest adding a policy to better protect protected employment areas that overlap an MTSA and not listed in RPOP 5.8.36 - County Court and Ray Lawson MTSA's. Suggest adding something along the lines that new MTSA policies and designations overlapping an employment area should prevail in the event of a conflict with previous local official plan and secondary plan policies.	The MTSA preamble in Chapter 4 of Brampton Plan states, "Until such time as Secondary Plan and/or Precinct Plan policies are implemented for each "Primary" MTSA, the MTSA policies in Chapters 2 and 4 of this Plan take precedent over any land use and minimum density existing Secondary Plan policies, except in cases where a property is located in a Provincial Special Policy Area, the applicable Special Policy Area policies shall continue to apply." We feel this statement addresses this comment, in addition to having a new Official Plan that will be adopted shortly.	
	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	Office Mixed Use Section and MTSA Schedules	Suggest using min building heights within mapping together with job ratio and FSI to ensure employment targets in MTSA's will be met.	Minimum building heights for MTSA's may be added at a later date once we complete the urban design guidelines for MTSA's.	
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	MTSA Schedules	Further comments on MTSA land use schedules will be provided once requested overlay mapping has been provided to Region staff.	Noted.	
	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	MTSA Schedules	Suggest leaving lands within MTSA's that overlap Region Employment Areas as Mixed Use Employment or Employment on "Schedule 2 - Designations" and showing more detailed designations permitting mixed use within MTSA schedules. OP can reference the "Site and Area Specific Policies" MTSA section for more detailed designations.	This comment has been addressed on Schedule 2 - Designations of Brampton Plan.	
Policy Development, Planning and Development Services	Ricardo Razao Principal Planner	Employment	Site and Area Specific Policies - MTSA	MTSA Schedules	Neighbourhood designation is not permitted within MTSA's. See RPOP Policy 5.8.36 which requires satisfaction of policy criteria prior to permitting mixed use within Employment Areas.	Brampton staff has made this change on the land use schedules for those MTSA's that are located within a regional employment area. Please refer to revised MTSA land use schedules and policies.	

Attachment 4 – Major Transit Station Areas - Correspondence Received

Thirty-one (31) letters of correspondence were received at the August 28, 2023, Planning and Development Committee (PDC) Meeting in response to the MTSA Information Report that presented the draft MTSA land use schedules and policies. This correspondence can be found online, on the City's Council and Committee and Agendas webpage: <https://www.brampton.ca/EN/CITY-HALL/MEETINGS-AGENDAS/Pages/welcome.aspx> (refer to the August 28, 2023 PDC 7:00 p.m. agenda – Item 11.4).

Additional public and stakeholder correspondence to that received at the August 28, 2023, PDC meeting, is included in Attachment 4. Staff's response to all correspondence received is included in Attachment 4.

September 11, 2023

CFN 69895

BY E-MAIL ONLY (claudia.larota@brampton.ca)

Claudia LaRota, MCIP, RPP
Principal Planner/Supervisor, Policy
Integrated City Planning
City of Brampton
2 Wellington Street West

Re: Information Report - Major Transit Station Areas, Draft Brampton Plan Policies, City-wide

Thank you for the opportunity to comment on the above-noted City of Brampton Information Report. Toronto and Region Conservation Authority (TRCA) understands that the proposed Major Transit Station Areas (MTSAs) land use policies and schedules provide conformity with provincial plans, the Region of Peel's Official Plan (ROP), and are intended to guide development within the MTSAs to accommodate future growth until 2051 and beyond. The proposed MTSA policies and schedules will be incorporated into the Brampton Plan through a future Official Plan Amendment (OPA) and brought forward to Council for adoption in November 2023.

GENERAL COMMENTS

We note that a number of the MTSAs contain TRCA regulated areas subject to flooding and erosion associated with valley and stream corridors and wetlands of the Etobicoke Creek watershed. Moreover, some MTSA lands are subject to flood plain "spills" whereby flood waters spill out into urban areas and their extent and severity need to be determined through flood studies. A coordinated approach to development or redevelopment in these areas is ideal, for assessing flood plain spills and identifying mitigation and/or remediation measures, ensuring no increased risk to new development within these MTSAs.

We appreciate that some schedules demarcate the flood plain, the City's Natural Heritage System land use designation, and that the Brampton GO MTSA schedule delineates a Special Policy Area (SPA). We note, however, that watercourses are not shown on the schedules and where the flood plain overlay is shown, it is inconsistent across the various schedules (e.g., labels, colour, fill, hatched, flood plain vs. TRCA Floodline).

TRCA is concerned the land use designations as proposed show intensification and land use changes within hazardous lands, which is inconsistent with the Provincial Policy Statement (PPS) and the Region of Peel Official Plan. TRCA staff do not support new or intensified development within hazardous lands, where it poses an increase in risk.

Further, we note that on page 22 of the Information Report, the Special Policy Area section states, "Until such time as Secondary Plan policies are implemented for each "Primary" MTSA, the policies in Chapter 4 take precedent over any land use and minimum density Secondary Plan policies that apply to the lands located within a "Primary" MTSA." In accordance with Section 3.1.4 of the PPS, any change or modification to official plan policies, land use

designations, or boundaries applying to Special Policy Area lands (SPAs), must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications.

We provide the following comments specific to some of the proposed MTSA schedules:

Centre Street Station

This MTSA is traversed by a stream corridor of Etobicoke Creek and its associated flood plain and wetlands, west of Kennedy Road South.

- Please delineate the flood plain on the proposed Centre Street Station MTSA land use schedule.

Central Park Drive Station

TRCA staff recently provided comments in response to Site Plan Application #2021-0268, which proposes four high-density residential towers at 25 Peel Centre Drive. To remove 25 Peel Centre Drive from the flood plain and be consistent with provincial policies, the applicant proposed improvements to a tributary adjacent to their property. While the proposed improvements would remove 25 Peel Centre Drive from the flood plain, they would not remediate a substantial portion of the MTSA from the flood plain hazard, including lands that are now proposed for residential intensification. In addition, there would still be concerns with safe access to many properties within the MTSA during a regulatory flood event. Further, the improvements have not yet been completed or permitted by TRCA under Ontario Regulation 166/06. We also note that the proposed University designation at 150 Central Park Drive is located within the flood plain and does not have safe access.

Lands within the flood plain or those that do not have safe access during a flood event should maintain existing land uses to be consistent with Section 3 of the PPS. It would be prudent to undertake an assessment of options for flood plain or access mitigation within the MTSA through an Environmental Assessment (EA) or equivalent, to identify the feasibility of remediation and potential growth areas throughout the MTSA. Until such an assessment and subsequent remediation occur, new development or intensification within the flood plain is not consistent with the PPS and therefore not supported by TRCA.

- As such, please revise the land use schedules to remove new development, land uses or intensification from sites located within the regulatory flood plain.

Bramalea GO Station

This MTSA is traversed by a flood plain associated with Etobicoke Creek, partially contained within the Avondale SPA. The land use schedule for the Bramalea GO MTSA proposes to change the land use designation within a portion of the Avondale SPA.

TRCA notes that in 2019 the City of Brampton initiated proposed amendments to the Bramalea Mobility Hub Secondary Plan. The intent of the 2019 amendment was to provide an interim policy framework to allow for the future master plan to be developed at the conclusion of the Region's MTSA study. The proposed amendment initially included the northern portion of Victoria Crescent, 376 Orenda Road, 379 Orenda Road, and a portion of 383 Orenda Road, within the provincially approved Avondale SPA. TRCA staff provided comments regarding the required SPA provincial approvals prior to municipal land use changes. After discussion with City staff, the amendment was revised to exclude the lands within the SPA.

- Therefore, the existing Highway 410 and Steeles Secondary Plan's SPA boundaries, land use designations and policies should remain in effect until such time that Ministerial approvals for the proposed land use redesignations are obtained.
- Please delineate the Avondale SPA, watercourse, and flood plain on the land use schedule or on a separate schedule (similar to the Brampton GO MTSA schedules) and remove the proposed new designations within the SPA lands.

GENERAL RECOMMENDATIONS

In accordance with Peel's ROP 2.16 (Natural and Human-made Hazards) policies and Brampton OP 2.2.9.89 (Natural Hazards) policies, TRCA recommends that the currently proposed MTSA policies and land use schedules are revised to:

- Provide a consistent illustration of features and hazards across all the proposed MTSA land use schedules including delineating Etobicoke Creek watercourses, associated flood plain and wetlands. Additionally, the term "flood plain" (as opposed to "TRCA flood line") should be used for consistency with the text of the Brampton Official Plan.
- Prohibit development and intensification within hazardous lands and hazardous sites for consistency with the PPS and Policy 5.6.19.10 in the Region of Peel's OP.
- Require development and site alteration to be appropriately setback from the greatest extent of natural hazards and regulated features (e.g., wetlands, watercourses, flood plain, valleylands, stable slope).
- Encourage municipally led coordination of development and redevelopment applications to identify flood plain spills and seek mitigation and remediation opportunities for reducing flood risk in spill areas in consultation with TRCA and the City of Brampton.

We trust these comments are of assistance. Should you have any questions, please contact Heather Rodriguez at heather.rodriquez@trca.ca, Jason Wagler at jason.wagler@trca.ca, or the undersigned at maryann.burns@trca.ca.

Sincerely,



Mary-Ann Burns, MCIP, RPP
Senior Manager, Planning Policy and Regulation

cc: Michelle Gervais, Policy Planner, Integrated City Planning, City of Brampton
Mark Head, Manager, Research and Analysis, Region of Peel
Jason Wagler, Senior Manager, Development Planning and Permits, TRCA
Heather Rodriguez, Policy Planner, Planning Policy and Regulation, TRCA

MX Comments – August 25, 2023 – City of Brampton - MTSA

Item	MX Team		Policy or Plan # (If applicable)	Comments
1	Stations Planning			<ul style="list-style-type: none"> Regarding this direction: <i>“To that end, planning and development within MTSA’s will be based on the principles of transit-oriented development (TOD), where active transportation is supported through safe, well-designed and direct connections between and amongst uses and high order transit stations”</i>, please consider expanding on the last point of the sentence to emphasize that all planning and development within MTSA’s shall be designed to provide active modes with convenient and direct connections to/from higher order transit stations. Wayfinding to aid in this connection is also recommended.
2	Project Planning			<ul style="list-style-type: none"> For attachment 1 (Site and Area Specific Policies): <ul style="list-style-type: none"> The Land Use Plans included at the end of this document for primary MTSA’s include a significant amount of land designated for “Neighborhood Low Rise” land usage. To support transit projects in these areas, such as the future Queen BRT, consider a change to medium or high-density land use designation. Provisions could also be made for recognizing the existing character of these neighbourhood while supporting their transition. This comment applies especially to MTSA’s on Queen at intersecting streets such as Main, Centre, Kennedy, Rutherford, West, Dixie, Central Park Drive, Bramalea and the Gore. Future stops for the Queen BRT west of Main Street are not included as planned MTSA’s. MTSA’s should be considerate future stops including Queen and McMurphy, McLaughlin, Chinguacousy, James Potter, Creditview, and Mississauga Road.
3	Heavy Rail (Existing Stations)			<p>Within Attachment 1: Chapter 4 Site and Area Specific Policies:</p> <ul style="list-style-type: none"> Mount Pleasant Station Draft Land Use Plan (page 23 of the pdf): It is noted that Metrolinx-owned parcel PIN 143640067 does not have any land use designation beyond the 30m rail buffer. Metrolinx requests that the entire property be designated as Mixed-Use (High-rise) to encourage and promote transit-oriented development around the GO station. Additionally, Metrolinx requests PIN 142540220 (Mx owned property) to be included within the MTSA boundary and be designated as Mixed-use (high-rise). Together these properties would provide the greatest flexibility for future TOC/Development potential. Bramalea GO Station Draft Land Use Plan (page 24 of the pdf): Metrolinx encourages consideration for the highest density land use category in the immediate vicinity of the Bramalea GO Station. Metrolinx owned-lands (PINs 140280153 and 140280447) are currently proposed to be designated as 'Transit Station' and 'Office Mixed Use' and Metrolinx recommends that they be redesignated as 'Mixed-Use (High Rise)'. Flexible high density land uses create the conditions for future transit-oriented development that unlocks station integration and the delivery of transit requirements.

From: Lingard, Norman <norman.lingard@bell.ca>
Sent: 2023/09/18 1:59 PM
To: MTSA
Subject: [EXTERNAL]Draft Site and Area Specific Policies for Primary MTSA's

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon,

Thank you for circulating Bell Canada on the above noted. Bell appreciates the opportunity to engage in infrastructure and policy initiatives across Ontario.

While we do not have any specific comments or concerns pertaining to this initiative at this time, we would ask that Bell continue to be circulated on any future materials and/or decisions related to this matter.

Please forward all future documents to circulations@wsp.com and should you have any questions, please contact the undersigned.

Have a great week.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ? 365.440.7617

Please note that WSP operates Bell Canada's development, infrastructure and policy tracking systems, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

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klmplanning.com

August 28, 2023

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

Attention: Claudia LaRota

**Re: Item 5.1, August 28, 2023 PDC Meeting
MTSA's, Draft Brampton Plan Policies
Forestside Estates Inc.
4320 Queen St. E.
City of Brampton, Region of Peel**

Ms. LaRota,

KLM Planning Partners Inc. represents Forestside Estates Inc. ("Client"), owner of the lands located within the northwest quadrant near the intersection of Queen Street East and the Gore Road ("Subject Lands"), at 4320 Queen St. E. in Brampton. The subject lands are approximately 6.13 hectares (15.16 acres) in area, having frontage of approximately 195 metres (640 feet) on the north side of Queen Street East, and frontage of approximately 255 metres (837 feet) on the south side of Attmar Drive.

The Subject Lands currently have site specific Official Plan policies and Zoning permitting high and mid-rise buildings in stand-alone residential and mixed use format, with heights of five (5) to twenty-five (25) storeys. To formalize these permissions and advance towards development of the lands, a number of site-specific applications have previously been submitted and approved, or are currently in process, over an extended timeframe.

- April 27 2017 – City Council adopted an Official Plan Amendment (OPA 129) to permit medium and high-density residential uses in a mixed-use form including office uses;
- March 2, 2022 - City Council adopted a Secondary Plan Amendment (OPA 208) and a Zoning By-law Amendment (By-law 42-2022) to implement the Official Plan;
- June 23, 2022 – City Staff approved by delegated authority the Draft Plan of Subdivision comprising four (4) development blocks and an extension of Palleschi Drive;
- January 24, 2023 – Committee of Adjustment approved Minor Variances to introduce site specific parking provisions;

- Present – detailed engineering design for the subdivision is underway, northeasterly Block 1 site plan process is complete pending agreement drafting, northwesterly Block 2 has an active site plan application.

The Subject Lands are within a regionally designated Major Transit Station Area (MTSA) and note that the current process intends on incorporating specific designations and policies for these MTSA's into Brampton's new draft Official Plan as part of the ongoing Municipal Comprehensive Review (MCR) process. We have reviewed the draft policies and schedules, and believe that certain modifications to the Gore Road Station Draft Land Use Plan should be made in order to reflect the application activity as follows:

- For the Northwest quadrant of the Subject Lands, the draft schedule proposes "Mixed-Use (Mid-Rise)" and "Stormwater Management" designations. Given that only a private stormwater management pond is proposed in this location, and acknowledging that the in-force site specific instruments do not identify the pond separate from the balance of the block, we request that a consistent approach be applied in the draft schedules to identify the entirety of this area as Mixed-Use (Mid-Rise)".
- For the Southeast and Southwest quadrants of the Subject lands, the draft schedule proposes "Mixed-Use (Mid-Rise)" and "Office Mixed-Use" designations. As office uses agreed to through the previous site-specific applications are currently permitted to locate at any location within these blocks fronting Queen Street East, and considering that existing permissions for these blocks are for high density development of up to twenty-five (25) storeys in height, we request that a consistent approach be applied in the draft schedules to identify these blocks as "Mixed-Use (High-Rise)".
- The draft schedule includes east-west public/private road segments through and extending beyond the site, however through the processes conducted only private roads internal to the lands which do not extend beyond the east and west limits have been agreed to. Again for consistency, we request revision to the road network in the draft schedule to reflect completed and in process applications.
- Our client owns other lands immediately west of, and abutting, the subject lands which also have frontage on Queen Street East, and which are also part of the same draft schedule that proposes an "Employment (Prestige Industrial)" designation similar to a larger collection of parcels further west owned by others. While this is consistent with existing policy, this parcel has a lesser land area when compared to parcels contiguously making up the balance of the designation, and will also represents a transitional parcel between the "Mixed Use (High Rise)" and "Employment (Prestige Industrial)" designations. Considering this, we request that these lands be designated as "Office Mix-Use" as this designation would be more appropriate to achieve a use and building typology gradient, as well as a desirable transition between these uses along Queen Street East .

We welcome the opportunity to discuss the suggested revisions with staff. Please also consider this letter as our formal request to be circulated on all future meetings, events, and reports related to this matter going forward.

Yours truly,

KLM PLANNING PARTNERS INC.



Marshall Smith, BES, PMP, MCIP, RPP
Associate

cc: Forestside Estates Inc.
Brampton City Clerks Office

September 25, 2023

Project: LU.BR

VIA EMAIL

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

Re: Major Transit Station Study Area Study – Preliminary Land Use Plans – The Gore MTSA

Thank you for the opportunity to provide comments on the Draft Land Use Plan for The Gore Road Primary Major Transit Station Area (MTSA). We represent 2706287 Ontario Inc., the owner of 8888 The Gore Road (the “Subject Site”). The Subject Site is located generally north of Queen Street East, on the west side of The Gore Road, as shown on **Figure 1** (Red Star identifies Subject Site). The Subject Site is within The Gore Road Primary Major Transit Station Area (MTSA), as shown on **Figure 1**.

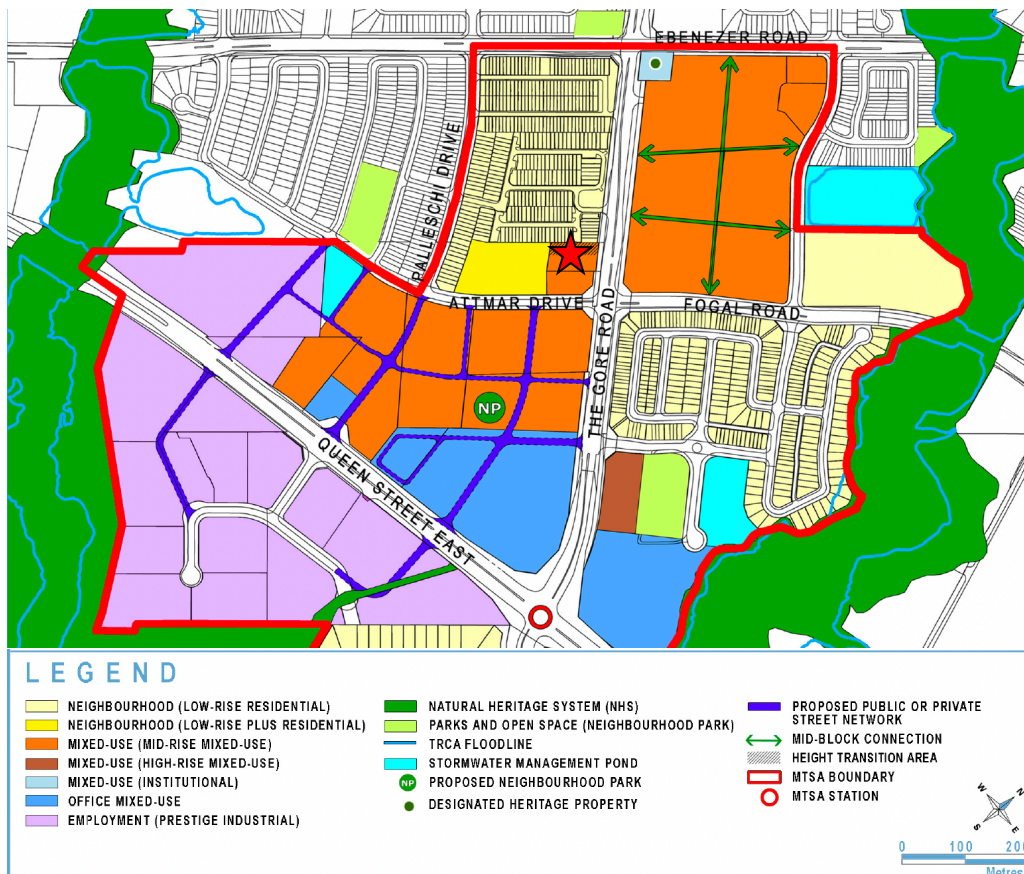


Figure 2: The Gore Road Draft Land Use Plan Extract - dated August 2023

We have followed the City's ongoing Official Plan Review and participated in the Major Transit Station Areas Study, and submitted a letter on the Draft Interim MTSA Policies in March 2023. We did not submit a letter on the previous Draft Gore Road MTSA Land Use Schedule as we were satisfied with Subject Site's land use designation.

The Gore Road Draft Land Use Plan, dated August 2023, designates the Subject Site as "Mixed-Use (Mid-Rise Mixed-Use)", as shown on **Figure 1**. We continue to support this designation of the Subject Site, as it will assist in the realization of a mix of uses, and housing options in the area, as well as support the viability of the existing and planned rapid transit in the MTSA.

The Gore Road Draft Land Use Plan, dated August 2023, introduces a "Height Transition Area" along the north property line of the Subject Site, as shown on **Figure 1**. We realize the importance of providing an appropriate transition between low to mid-rise built forms and it is for this reason that our current proposal for the Subject Site has taken the transition between sites into account as part of the design.

We object to the proposed Height Transition Area section now contained in the draft Special Policy Areas on the basis that the policy is not clear when an angular plane would be required. In addition, the policy overlooks other urban design approaches for facilitating a compatible built form. In our opinion, appropriate transition and compatible design, can include considerations for but not limited to angular plane, which should be determined through the development approvals process. As such, we recommend that the City incorporate a new policy to replace those currently proposed in the Height Transition Area as follows:

Proposed developments abutting low-rise residential uses will provide appropriate height transition measures as determined through the planning application process.

Should you have any additional questions or clarification, we would be happy to discuss them.

Yours very truly,
SGL PLANNING & DESIGN INC.



Tim Cane, MCIP, RPP
Senior Associate



Raymond Ziembra, MCIP, RPP
Senior Planner

cc: Michelle Gervais, City of Brampton
Harpreet Singh Luthra
Paul Wright, ACI Architecture



Augusta National Inc. 178 Main Street, Suite 300, Unionville, Ontario L3R 2G9

Tel: (905) 944-9709

Email: everard@rogers.com

Fax: (905) 944-9710

www.augustanational-inc.ca

Cell: (416) 464-0145

September 21, 2023.

MTSA Team
Ms. Michelle Gervais, RPP.,
Policy Planner,
Planning and Development Department,
City of Burlington.

Re: **August 28, 2023, Statutory Public Meeting**
Major Transit Station Areas
Draft Brampton Plan Policies

Further to our attendance at the above-noted Statutory Public Meeting, please be advised that the urban planning consulting firm, Augusta National Inc., is retained by 2707193 Ontario Inc. (a.k.a. 'Bank Bros.') located at 109 East Drive, Brampton, as indicated on the attached Land Use Schedule (the "**Subject Site**"). This letter provides our client's initial comments and concerns with the ongoing process to introduce proposed Major Transit Station Area ("**MTSA**") land use policies and land use schedules in to the City of Brampton Official Plan (the "**Draft MTSA Policies**").

Background:

The Subject Site is located within the proposed Bramalea Go Station Brampton Major Transit Station Area (the "**Bramalea GO MTSA**") and is one of many existing and flourishing employment industrial uses within the area currently identified as Employment Areas and Industrial in the City of Brampton Official Plan at Schedule 1 – City Concept and Land Use Schedule A respectively. For the past twenty (20) years, 'Bank Bros.' have been operating a significant industrial facility employing over 80 people in the processing of edible fats, oils and proteins at the Subject Site. At this time, 'Bank Bros.' intend to continue to use the Subject Site for their existing processing facility and may expand their operations in the near future.

Protecting Existing Employment Uses and Ensuring Compatibility:

As stated in the May 19, 2023, recommendations report entitled "Recommendations Report - "Primary" Major Transit Station Areas – Preliminary Land Use Plan – City-wide" (the "**May Staff Report**") one the of key principles that guides the development of healthy complete transit-oriented communities in MTSA's is ensuring "compatible land uses adjacent to industrial facilities to ensure their long term viability". It is therefore essential that the Draft MTSA

Policies protect existing facilities within the Bramalea Go MTSA, including the facility currently operating on the Subject Site, from the introduction of incompatible uses. In addition, existing facilities must not be precluded from expanding and altering their operations in ways that would allow them to continue to flourish and contribute to the Brampton economy.

Although the August 15, 2023 Information Report entitled “Information Report - Major Transit Station Areas (MTSA), Draft Brampton Plan Policies, City-wide” (the **August Staff Report**) states that the purpose of the transition policies included in the Draft MTSA Policies is to provide a “specific framework for industrial uses to operate and expand, while ensuring redevelopment, reconstruction and expansion of existing uses does not inhibit or preclude desirable and planned future development or redevelopment of the MTSA” we are concerned that the transition policies provided in Attachment 1 do not appropriately ensure the compatibility protections required to meet the goals set out in the May Staff Report and primarily focus on the introduction of sensitive uses into the employment area rather than protecting the viability of the existing area and the facilities within it.

The Subject Site and the Long Term Viability of the MTSA:

The May Staff Report provides that another guiding principle of a healthy complete transit oriented community is to include a mix of uses to ensure the long-term viability of an MTSA as a place to work and live. To that end, the proposed Bramalea GO Station MTSA Draft Land Use Plan is proposing to transition a number of the industrial lands surrounding the Subject Site to permit mixed-use development.

As part of this transition the Bramalea GO Station MTSA Draft Land Use Plan, proposes to designate the Subject Site ‘Employment (Prestige Industrial)’. In our opinion, this proposed designation is inappropriate and does not reflect the guiding principles set out in the May Staff Report and the goals of a transit-oriented community in an MTSA. At this moment in time, an Employment (Prestige Industrial) designation does not accord with the existing use of the Subject Site. The existing facility is an operating industrial facility that processes edible fats, oils and proteins and accommodates outside storage, including truck and trailer parking and truck loading operations. The facility is not at this time, nor is it ever intended to function as a use that would fall within the stated policies applicable to an Employment (Prestige Industrial) designation. As well, any subsequent rezoning that rendered the current use non-conforming would be unacceptable.

In the future, should the existing facility choose to relocate or cease operations, it is not clear why the Subject Site would not be appropriate for a Mixed Use (High Rise Mixed Use) designation as has been proposed for industrial lands to the west of the Subject Site. Instead, the Subject Site is unfairly being used to provide a land use buffer (including a Landscape Buffer and Mid-Block connection) providing transition between the lands to the south and east that are to remain designated Employment Industrial and the lands to the west that are proposed to be transitioned to Mixed Use.

This current approach is arbitrary at best, in terms of assigning a proposed designation that does not reflect the current use of the Subject Site and unfair and short sighted at worst, by assigning a proposed designation that ignores the future potential of the Subject Site and instead uses it to provide a land use buffer between proposed and existing uses.

There is an inherent unfairness in the Draft MTSA Policies. Today, this community enjoys general compatibility of uses. The Draft MTSA Policies introduce incompatibility of uses, and then visit the burden of this incompatibility arbitrarily on a small number of private landowners. That is unfair.

There has been insufficient thought given to the designation of the Subject Site in the Bramalea GO Station MTSA Draft Land Use Plan. The Subject Site is substantial in size and there are several appropriate and fair Official Plan land use designation options available, including Mixed-Use.

Thank you for your consideration in this matter.

Regards:

A handwritten signature in cursive script that reads "Mike Everard".

Mike Everard, M.Sc., RPP.,
Principal.

Copy: Mark Bank, 'Bank Bros.'
Anne Benedetti & Allan Leibel, Goodmans.

September 8, 2023

GSAI File: 1387-001

Michelle Gervais, MCIP, RPP

Policy Planner, City Planning & Design
Planning, Building and Growth Management Department
Sent via email: michelle.gervais@brampton.ca

Claudia LaRota, MCIP, RPP

Principal Planner/Supervisor, Policy
Integrated City Planning
Planning, Building and Growth Management
Sent via email: Claudia.LaRota@brampton.ca

Re: MTSA Review
Gateway MTSA Land Use Schedule – Requested Revisions
Owner: Newmark Developments Limited
157 Steeles Avenue West
City of Brampton

Glen Schnarr & Associates Inc. (“GSAI”) represents one of the four landowners within the attached Tertiary Plan area within the Gateway Station Major Transit Station Area (“MTSA”). We have been engaged with City staff to advance the Tertiary Plan prior to the City advancing the MTSA land use plan process for this area.

We are advancing the tweaking of the attached Tertiary Plan which also requires the revision to the MTSA land use plan affecting the Tertiary Plan area. We have been in discussions with Edwin Li and Steve Ganesh regarding the landowners’ request for the MTSA land use plan revision and it was recommended that we also submit our comments to the MTSA policy group.

A summary of the revisions the owners are requesting to the Gateway Station MTSA land use plan is as follows (attached Tertiary Plan for reference):

1. Revise the MTSA plan to show the lands between Steeles Avenue and the private road as ‘High-Density Plus’;
2. Revise the MTSA plan to show the lands between the private road and the southerly public road as ‘High-Density Plus’. If this is not agreeable, at minimum, we would like ‘High Density’ on these lands but there is merit in ‘High-Density Plus’ along Malta Avenue and Lancashire Lane;
3. We are supportive of ‘Mid-rise Residential’ on the south side of Malta Avenue as shown on the City’s MTSA land use plan;

4. The north-south connector as shown on the City's MTSA land use plan should be flexible in its location as long as the intent of providing accessibility for pedestrians from Steeles Avenue to the future Neighbourhood Park is met; and,
5. We are agreeable to the conceptual private and public road alignment as shown on the City's MTSA land use plan.

We would be happy to discuss our comments above in detail. We look forward to continuing to work with staff on the MTSA review and the broader Official Plan review. Thank you for the opportunity to provide these comments.

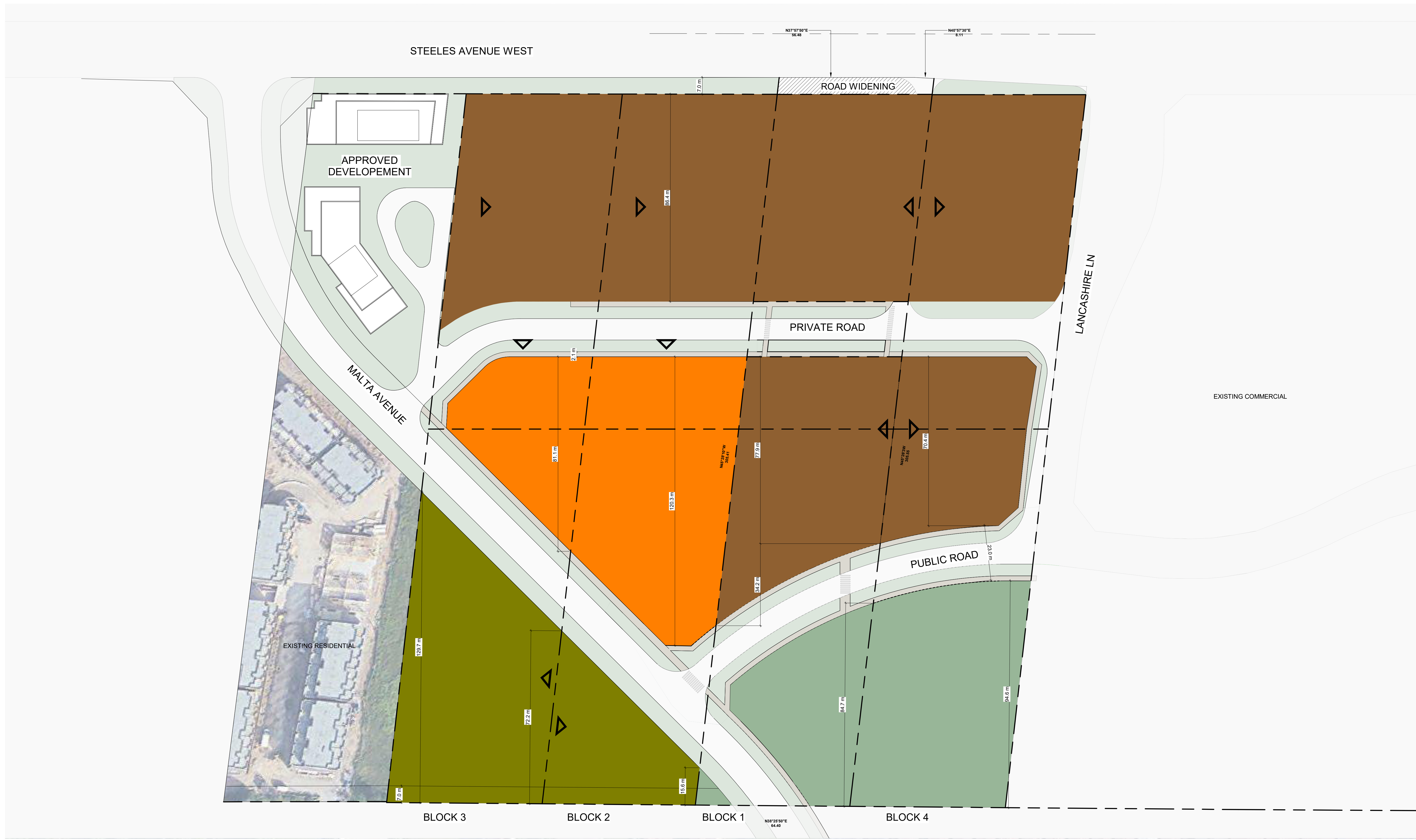
Sincerely,

GLEN SCHNARR & ASSOCIATES INC.



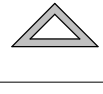

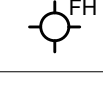
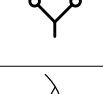
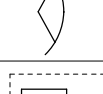
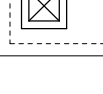

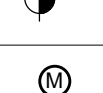
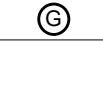


Colin Chung, MCIP, RPP
Managing Partner





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LEGEND

-  PRIMARY RESIDENTIAL ENTRANCE
-  SECONDARY RESIDENTIAL ENTRANCE
-  RETAIL ENTRANCE
-  EXIT
-  FIRE HYDRANT
-  SIAMESE CONNECTION
-  CONVEX MIRROR
-  TRANSFORMER WITH CLEARANCES
-  FIRE ROUTE SIGN
-  000.00 SPOT ELEVATION
-  GAS/HYDRO METER

PROPOSED DEVELOPMENT DESIGNATION

-  HIGH RISE MIXED-USE DEVELOPMENT
-  MID-RISE MIXED-USE DEVELOPMENT
-  MID-RISE RESIDENTIAL DEVELOPMENT
-  PROPOSED PUBLIC PARK DEVELOPMENT

#	DATE	DESCRIPTION	BY

PROJECT
137 Steeles Avenue West
Brampton, ON

DRAWING
MASTER BLOCK PLAN

PROJECT NO.
21.185RZ
PROJECT DATE
DRAWN BY
Author
CHECKED BY
Checker
SCALE
As indicated

N



DRAWING NO. **RZ2006a** REV.

① RZ-MASTER BLOCK PLAN
1 : 750

Gervais, Michelle

Subject:

FW: [EXTERNAL]Brampton Plan - Comments on Final Draft Official Plan

From: Tatjana Trebic <ttrebic@urbanstrategies.com>

Sent: Friday, October 6, 2023 5:14 PM

To: Brooks, Shannon <Shannon.Brooks@brampton.ca>; LaRota, Claudia <Claudia.LaRota@brampton.ca>; OP Review <OPReview@brampton.ca>; MTSA <MTSA@brampton.ca>

Cc: Christine Fang-Denissov <cfang@urbanstrategies.com>

Subject: [EXTERNAL]Brampton Plan - Comments on Final Draft Official Plan

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good afternoon,

I would like to submit the following comment on the draft MTSA policies being incorporated into Chapter 4 of the Final Draft Official Plan.

Organization	Commenter	MTSA	Section or Policy Reference	Nature of Comment	Comment
Urban Strategies c/o QuadReal Property Group 8 Silver Maple Court	Tatjana Trebic	Dixie	Special Land Use Policy Areas - Major Transit Station Area Policies – Land Uses	Revision Requested	While generally supportive of the policies directing intensification and transit-supportive development in the Dixie MTSA as well as the proposed High-Rise Mixed-Use land use designation for 8 Silver Maple Court, we encourage the City to reconsider the approach to Mixed-Use Areas policy (b) regarding commercial and retail uses at grade along all Primary Urban Boulevards and Secondary Urban Boulevards. In our opinion the forthcoming updates to the Queen Street Corridor Secondary Plan would present a more appropriate opportunity to study and specify the extent of mandatory commercial and retail frontages along Boulevards in a context-specific manner such that site-specific conditions are considered and other block-level approaches to public realm activation are not precluded. Rather than applying a uniform approach and requirement along all boulevards through Brampton Plan, this would allow for a more nuanced

				<p>consideration of opportunities and challenges for commercial and retail activation along the Queen Street corridor. To this end the following revisions are requested:</p> <p><i>Commercial and retail uses are required encouraged to be provided at grade to activate the frontage along all Primary Urban Boulevards, Secondary Urban Boulevards and Corridors. Residential uses on the ground floor are permitted encouraged to be located along all other streets and along any rear/side property lines that do not have frontage on Primary Urban Boulevards, Secondary Urban Boulevards and Corridors.</i></p>
--	--	--	--	--

Please let me know if you have any questions or would like to discuss the request further.

Thank you,
Tatjana

Tatjana Trebic MCIP, RPP, MCP, B.Eng. (she/her)
Senior Associate

URBAN STRATEGIES INC.
197 Spadina Ave. Suite 600, Toronto ON Canada M5T 2C8
ttrebic@urbanstrategies.com Tel: 416 340 9004 x 357
www.urbanstrategies.com

Written with gratitude from the traditional territory of the Anishinaabe, including the Mississaugas of the Credit, Haudenosaunee, and Huron-Wendat (Wyandot), who have stewarded these lands with care since time out of mind
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