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GSAI File: 446-006

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Re: City-initiated Amendment to the Official Plan – Major Transit Station Areas (Staff Report: Planning, Bld & Growth Mgt – 2023-239) & Brampton Official Plan Review (December 2022 Draft) 100 West Drive (Laurelcrest MTSA) Owner: CPVC 100 WEST NOMINEE INC. (Crestpoint Real Estate Investments Ltd.) City of Brampton

Glen Schnarr & Associates Inc. (“GSAI”) are the planning consultants to Crestpoint Real Estate Investments Ltd., owners of 100 West Drive (herein referred to as the “Subject Property”). The Subject Property is located on the west side of West Drive, north of Clark Boulevard. The Subject Property is currently being used for industrial purposes.

In the current City of Brampton Official Plan (September 2020), the Subject Property is designated as “Central Area”. In the Queen Street Corridor Secondary Plan, the Subject Property is designated as “Industrial” and “Special Study Area 2”. Furthermore, on the Queen Street Corridor Secondary Plan Land Use Schedule there is a conceptual Arterial Road shown across the Subject Property, with the “Central Area Mixed Use” designation over the same area. The Subject Property is adjacent to Provincially Significant Employment Zone 14, on the south side of Clark Boulevard.

The Subject Property is within the Laurelcrest Major Transit Station Area (“MTSA”), a “Primary” MTSA, which was delineated by the Region of Peel in their updated Official Plan (approved with modifications on November 4, 2022). GSAI has previously provided comments to staff regarding the Subject Property, dated February 28, 2023.

Major Transit Station Area Review and City-initiated OPA

We have reviewed the Recommendation Report for the City-initiated Official Plan Amendment – Major Transit Station Areas – City Wide (Report Number: Planning, Bld & Growth Mgt-2023-239) and are pleased to provide the following comments in *bold and italicized* font:

“3.2.5.1 Lands within “Primary” MTSA shall be developed in accordance with the applicable Secondary Plan designation to generally meet the following objectives:

...

e) Provide a variety of institutional, employment and commercial opportunities;”

GSAI notes that this draft policy formerly referred to only employment uses and we support the inclusion of institutional and commercial uses.

“h) Provide an adequate amount of public or private park and open spaces that integrate with and enhance the existing city-wide parks and open space system;”

GSAI notes that the language has been broadened to include private and public spaces and we support this revision.

“l) Stage development to ensure that the appropriate infrastructure services and amenities are delivered in a manner that supports the development of complete communities; and

m) Contribute to building resilient, low-carbon, and green communities;”

GSAI notes these policies are new since the previous draft and have no concerns or objections with these additions.

“3.2.5.2 Each “Primary” MTSA will have a specific set of policies that are applicable to its boundaries based on its particular characteristics and environments. To determine the appropriate MTSA area specific policies, the City will undertake a detailed comprehensive MTSA planning study for each designated “Primary” MTSA shown on Schedule 1b. The specific policies for each “Primary” MTSA will be implemented through amendments to the applicable Secondary Plan to the satisfaction of the Region of Peel, and will generally address among others...

d) Appropriate transitions in height and density to adjacent established low-density residential uses;”

GSAI notes that the inclusion of the word “established” is new and we support this addition.

“e) Appropriately managing expansions and redevelopment of existing land uses while they transition to meet the MTSA objectives of this Plan;”

GSAI notes this policy has been added since the last draft and we are in support of this policy.

“f) Inclusionary Zoning may apply to specific “Primary” MTSA’s to increase housing affordability;”

GSAI notes this policy is an addition since the last draft and acknowledges that inclusionary zoning policies are required for Major Transit Station Areas.

“3.2.6 “Primary” MTSA Tertiary Plan - Each “Primary” MTSA consists of many development blocks that collectively, when developed, shall achieve the minimum density targets outlined in Table 1. These minimum densities are required to create a critical mass of people and jobs essential to making existing and planned rapid transit viable and to create a compact urban form with a diverse mix of land uses, housing types, job opportunities, and amenities. In accordance with Section 5.35.2 6) of this Plan, the City may require the applicant to prepare a Tertiary Plan in the event that a new higher order transit station is proposed or the site is adjacent to an existing higher order transit station.”

GSAI is in support of the wording of this policy. We acknowledge that the language has changed since the last draft and the “Block Concept Plan” has been replaced with “Tertiary Plan” as per the Tertiary Plan policies in the parent Official Plan.

“3.2.6.1 A Tertiary Plan in accordance with Section 5.35 of this Plan may be required for an application submitted within a “Primary” MTSA. The boundaries of the Tertiary Plan will be determined at the Pre- Consultation Application stage.

3.2.6.2 A Tertiary Plan may not be required for development applications located within either a draft approved Plan of Subdivision or an approved Block Plan area.

3.2.6.3 To ensure co-ordination between applications in the same Tertiary Plan area, applicants will be advised through the Pre-consultation Application process if there are other development applications submitted within the same Tertiary Plan area. All applications within the same Tertiary Plan area will be required to submit one joint Tertiary Plan.

3.2.6.4 If a Tertiary Plan has been approved in accordance with Section 5.35 of this Plan, amendments to the Tertiary Plan can be requested by an applicant through the submission of a Pre-consultation Application. The requested amendments will be evaluated to ensure that they do not impact the overall objectives of the “Primary” MTSA as set out in this Plan. Notwithstanding Section 5.35.5 of this Plan, if the amended Tertiary Plan is deemed acceptable by the Director, Development Services it shall be approved by Council in conjunction with the development application.”

GSAI notes that this policy has been revised as per the updated terminology for Tertiary Plan replacing Block Concept Plan. The previous policy in the draft OPA specified that Block Plan could be required at the time of development application, whereas the revised policy is not as specific as to when a Tertiary Plan could be required. However, we note that in the parent Official Plan (2020), policy 5.35.1 states that a Tertiary Plan could be required as part of a complete development application. We also wish to note the revised OPA removed the policy stating owners need to work together and we are in support of the that removal. While we understand the requirements and triggers for a Tertiary Plan are outlined in the parent Official Plan, we would like to state on record, we do not agree with Tertiary Plans being required for as-of-right development and site plan and minor variance applications. Perhaps these policies will be explored through the broader Official Plan review.

Draft policy 3.2.6.5 outlines the requirements for a Planning Justification Report. GSAI has no comments or objections to this draft policy and agrees with the intent.

“3.2.7.3 Through the planning application process, owners may be required to contribute to the delivery of public uses by providing a minimum amount of gross floor area for on-site public uses as defined in Section 4.9 of this Plan. Such contributions will be in accordance with the in-effect regulatory regimes, including the Development Charges By-law, the Community Benefit Charges By-law and the Parkland Dedication By-law.”

GSAI questions the necessity and appropriateness of this policy. This potential requirement should already be covered by the respective Development Charges By-law, Community Benefits By-law and Parkland Dedication By-law.

“3.2.7.7. Land use compatibility considerations may influence the ability for residential and other sensitive land uses from being introduced within some “Primary” MTSAs. All development shall have regard for existing industrial areas in the vicinity, and the development of sensitive land uses will be mitigated from an air and noise quality perspective and/or phased accordingly to ensure land use compatibility can be maintained as the mixed use areas transition over time in accordance with requirements of the Provincial Policy Statement and provincial guidelines, standards and procedures.”

GSAI notes this policy has been revised to specify “from air and noise quality perspective” and we have no concerns with this revision.

We acknowledge that the draft land use plans for the individual MTSAs are not part of this OPA/Recommendation Report and look forward to reviewing the revised land use plans before they go to Planning and Development Committee/Council for approval.

Official Plan Review

Thank you for the opportunity to review the draft Official Plan (December 2022 version). We have reviewed the draft Special Land Use Policy Area 2 policy and recommend the following revisions (showing removals with strikeout text and additions with red text):

“2. Special Land Use Policy Area 2: Clark Boulevard / West Drive

*The Special Land Use Policy Area in the vicinity of Clark Boulevard and West Drive identifies an area with long term potential for high density residential development. a) Notwithstanding the Neighbourhood designation of those lands within the Special Land Use Policy Area designation on Schedule 12 of this Plan, within the vicinity of Clark Boulevard and West Drive, ~~only~~ **the continuation and expansion of industrial uses** will be permitted until such time as the predominant existing uses have been relocated or are proposed to be relocated or to cease operations. b) At such time as the predominant existing industrial users have indicated their intention to relocate or cease operations, the City will consider **development of the Neighbourhood designation** ~~an amendment to this Plan~~, subject to appropriate studies, to provide for the transition of this site to an appropriate mix of higher order uses.”*

We do not think that an Official Plan Amendment should be required to fulfil the MTSA vision of mixed-use and/or residential land uses on our clients’ lands, when an OPA is not required for the balance of the MTSA lands. We therefore request the MTSA land use designation of High/Medium Density Mixed-Use for the Subject Lands with the Special Land Use Policy Area (as per our revised wording above) as an overlay.

Summary of April 3, 2023 Meeting with Staff

On April 3 2023, GSAI and our clients met with staff virtually to discuss our comment letter dated February 28, 2023. During that call the following was discussed:

1. The potential and planning rationale behind adding more intensive land use permissions along the Highway 410 corridor, similar to other high-density developments we see along highways in multiple municipalities (along the Gardiner Expressway in downtown Toronto, Highway 401 in Scarborough, etc.). We also encourage City staff to carry the high-density designation on the MTSA land use plan south to encompass the entirety of our clients’ lands. Staff advised they would take this back to their team to discuss internally.
2. Seeking clarification as to whether the open space on the draft land use plans is intended for private or public space. We believe this should be counted towards parkland dedication. We understand there is an expectation this could be private, and it might be removed from the land use plan. Staff advised they would take this back to their team to discuss internally.
3. The refinement of the special policy protecting current industrial land use permissions and addressing transition on the client’s lands (noted above).



4. We encourage and support the City's current position of not including maximum building heights.

If staff could please provide us with an update/response to points #1-3 above, that would be appreciated. We would like to thank staff for the discussions we have had to date, the continued dialogue, as well as commend staff for the work that has been done to date on both the MTSA review and the Official Plan review. Thank you for the opportunity to provide these comments. Please do not hesitate to contact the undersigned to discuss this further.

Sincerely,

GLEN SCHNARR & ASSOCIATES INC.

Jennifer Staden, MCIP, RPP
Associate