



Agenda
Planning & Development Committee
The Corporation of the City of Brampton

Date: Monday, February 10, 2025
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in 4th Floor Boardroom – City Hall
Members: Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8
Mayor Patrick Brown (ex officio)

Accessibility of Documents: Documents are available in alternate formats upon request. If you require an accessible format or communication support contact the Clerk's Department by email at gagandeep.jaswal@brampton.ca or 905-874-2116, TTY 905.874.2130 to discuss how we can meet your needs.

Note: This meeting will be live-streamed and archived on the City's website for future public access.

1. Call to Order

2. Approval of Agenda

3. Declarations of Interest under the Municipal Conflict of Interest Act

4. Consent Motion

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. General Delegations

6. Statutory Public Meetings

6.1 File: OZS-2024-0057 - Public Meeting

Application to Amend the Official Plan, Zoning By-law and Draft Plan of Subdivision

Applicant/Consultant: Syed Sarwar (Umbria Developers), Glen Schnarr and Associates Inc.

Purpose: To permit seven (7) detached residential dwellings, thirteen (13) part lots and extension to a public road.

Location: 3827, 3847, and 3863 Castlemore Road, Ward 8

6.1.1 Staff Presentation by Nicole Hanson, Planner, Development Services

6.1.2 Delegations

6.1.3 Correspondence

Recommendation

7. Planning Applications

7.1 File: City-initiated - Report 2025-072

Official Plan Amendment to the Region of Peel Official Plan Schedule E-4

Applicant/Consultant: City-initiated

Purpose: To propose an administrative amendment to Schedule E-4 of the Region of Peel Official Plan to remove the “Employment” designation from the subject lands to reconcile the Plan with current zoning permissions and intended development forms for “Live-Work” townhouse dwellings.

Location: west side of Sky Harbour Drive and south of Financial Drive; the three parcels comprising the lands includes the easterly portion of 8383 Mississauga Road, and the small parcel located immediately to the north and to the south of it.

7.1.1 Staff Report by Yin Xiao, Planner, Development Services

7.1.2 Delegations

7.1.3 Correspondence

Recommendation

8. Staff Reports

8.1 Staff Report and Presentation by David de Groot, Urban Design Manager, Development Services, re: Uptown Steeles Avenue Urban Streetscape Improvements Plan and Feasibility Study - Wards 3 and 4

8.2 Staff Report by Ross Campbell, Manager, Zoning and Sign By-law Services, re: Additional Residential Unit (ARU) Registration Process - Electrical Safety Code Compliance – All Wards

8.3 Staff Report by Damanpreet Mathouda, Planner, Downtown Revitalization, re: Building and Façade Improvement Grant Programs Close-Out - Wards 1 and 3

Note: To be distributed prior to the meeting.

9. Committee Minutes

10. Other Business/New Business

11. Referred/Deferred Matters

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

12. General Correspondence

13. Councillor Question Period

14. Public Question Period

15 Minute Limit (regarding any decision made at this meeting)

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at cityclerksoffice@brampton.ca, to be introduced during the Public Question Period section of the meeting.

15. Closed Session

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

16. Adjournment

Next Regular Meeting: Monday, February 24, 2025 at 1:00 p.m.

Date: 2025-02-10

City File: OZS-2024-0057

Subject: **Information Report – Application to Amend the Official Plan, Zoning By-Law and Draft Plan of Subdivision**
To permit seven (7) detached residential dwellings, thirteen (13) part lots and extension to a public road.
Syed Sarwar (Umbria Developers) c/o Glen Schnarr & Associates
3827, 3847, and 3863 Castlemore Road
Ward: 8

Contact: Nicole Hanson, Principal Planner, Development Services,
Alex Sepe, Manager (Acting), Development Services

Report number: Planning, Bld & Growth Mgt-2025-056

RECOMMENDATIONS:

1. That the presentation from Nicole Hanson, Principle Planner, Development Services and Design to the Planning and Development Committee Meeting of February 10th, 2025, re: **Information Report – Application to Amend the Official Plan, Zoning By-law and for a Draft Plan of Subdivision, Syed Sarwar (Umbria Developers) c/o Glen Schnarr & Associates**, File OZS-2024-0057, 3827, 3847, and 3863 Castlemore Road, Ward 8, be received.

Attachments:

- Statutory Public Meeting Presentation

APPLICATION TO AMEND THE OFFICIAL PLAN, ZONING BY-LAW AND DRAFT PLAN OF SUBDIVISION

FOR A DRAFT PLAN OF SUBDIVISION, OFFICIAL PLAN, AND ZONING BY-LAW AMENDMENT TO FACILITATE SEVEN DETACHED RESIDENTIAL DWELLINGS, 13 PART LOTS AND A PUBLIC ROAD.

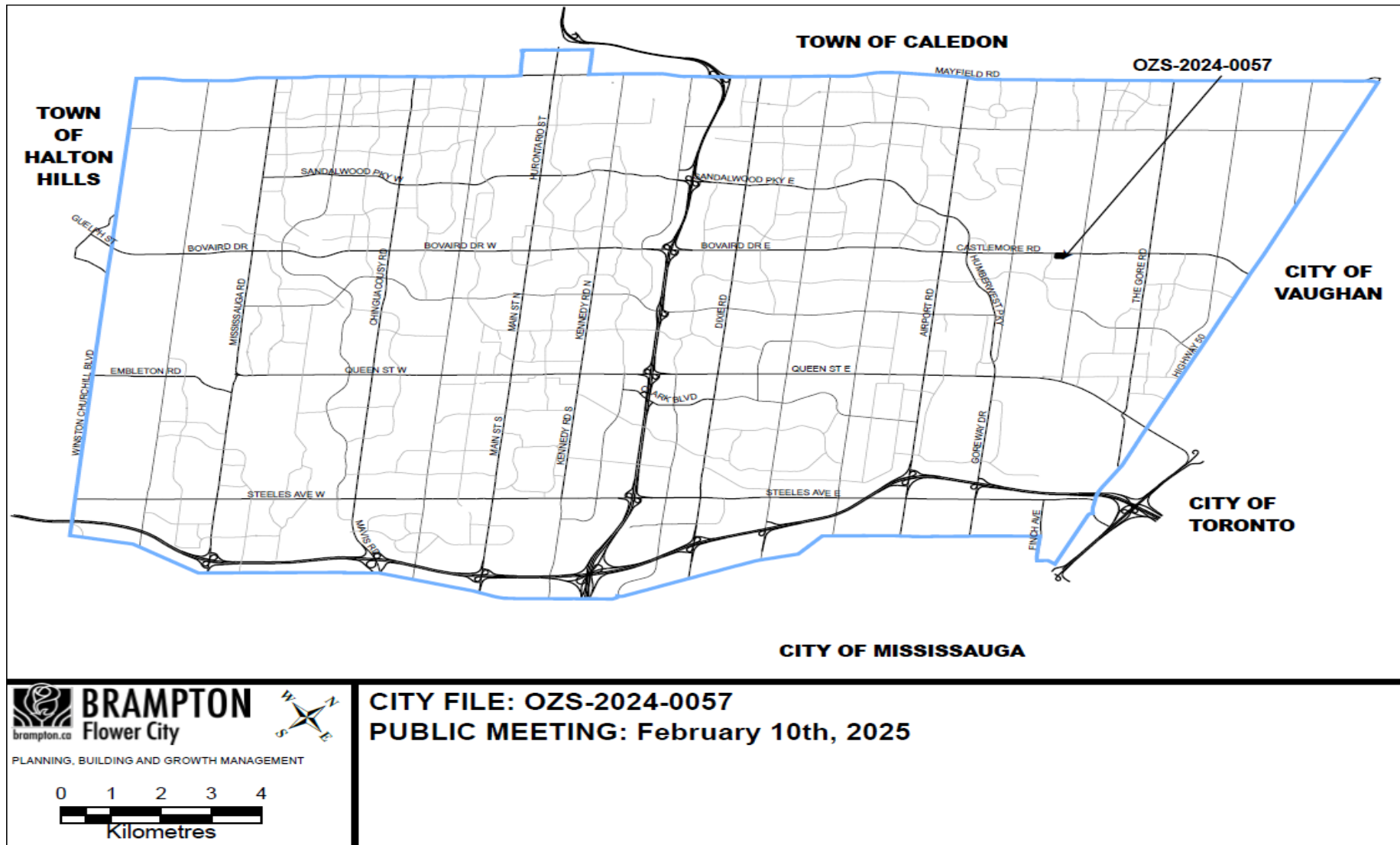
3827, 3847, 3863 Castlemore Road
City of Brampton File : OZS-2024-0057

Application by:
Glen Schnarr & Associates on behalf of **Umbria Developers Inc.**

WARD : 8

REGIONAL COUNCILLOR: Rod Power
CITY COUNCILLOR: Pat Fortini

LOCATION OF SUBJECT PROPERTY



AREA CONTEXT

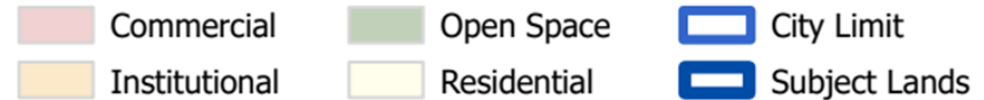


North: Residential estate lots.

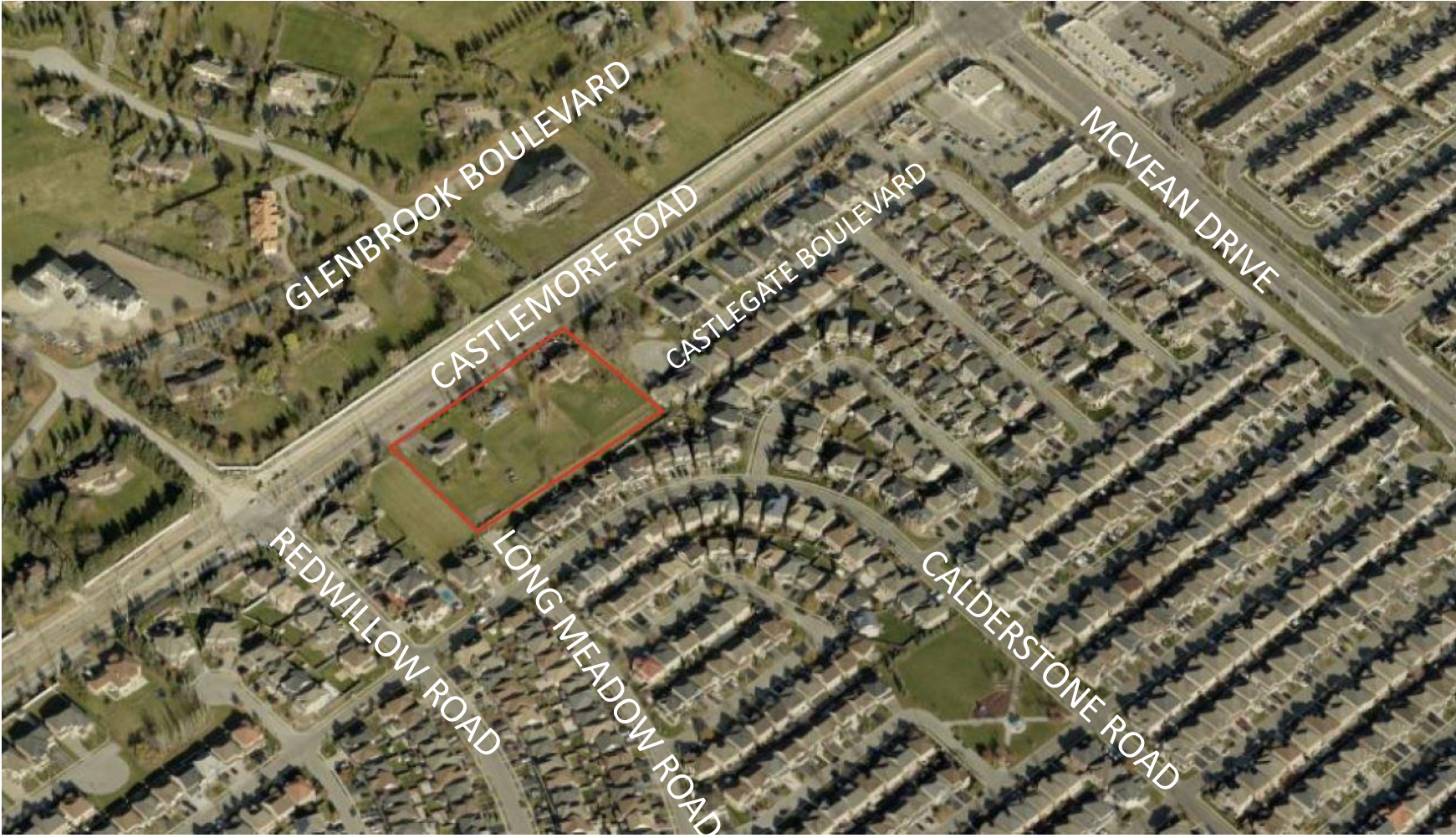
South: Residential single detached.

East: Residential and commercial uses fronting McVean Drive.

West: Residential single detached.



Aerial View



Subject Lands

SITE VISIT



Viewpoint west from Castlegate Blvd



Viewpoint west from Castlegate Blvd



Viewpoint west from Castlemore Road



Viewpoint east on Castlemore Road



Viewpoint south on Castlemore Road

DEVELOPMENT PROPOSAL

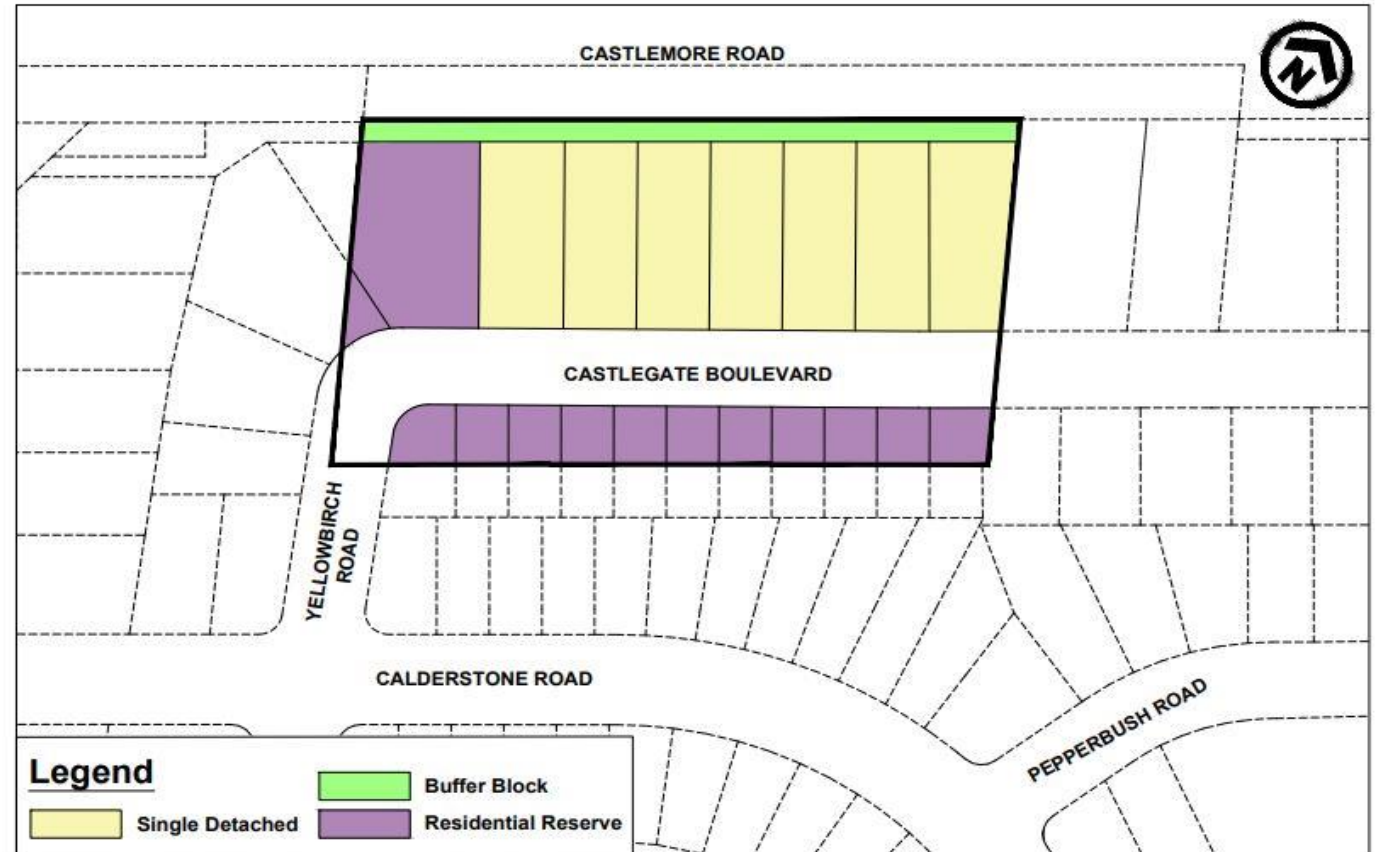
An application for a Draft Plan of Subdivision, Official Plan, and Zoning By-law Amendment to facilitate seven (7) detached residential dwellings, thirteen (13) part lots and an extension to a public road.

Description & Stats

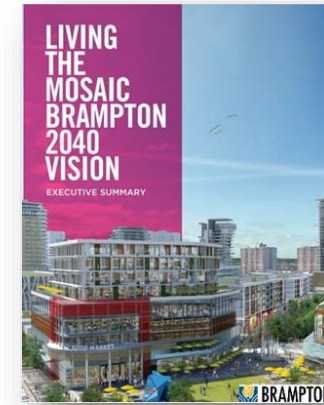
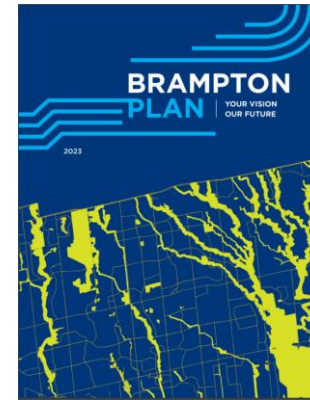
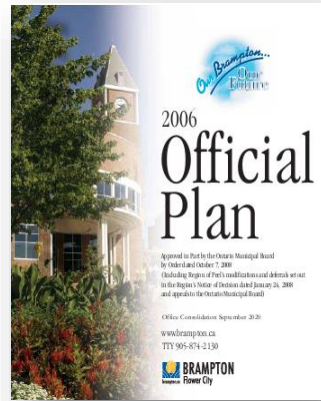
LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
17.70m (58') DETACHED	1-7	0.07	0.17	1
15.24m (50') DETACHED		0.39	0.96	6
RESIDENTIAL RESERVES	8-20	0.27	0.67	
BUFFER BLOCK	21	0.06	0.15	
ROAD WIDENING	22	0.01	0.02	
17.0m ROW (152m)		0.25	0.62	
TOTAL	22	1.05	2.59	7

- Six (6) detached dwellings will have a lot width of 15.24 and one (1) will have a lot width of 17.57 m.
- Access, will be provided from the an extension of an existing roadway that will connect with Yellow Birch Road.



PLANNING FRAMEWORK SUMMARY



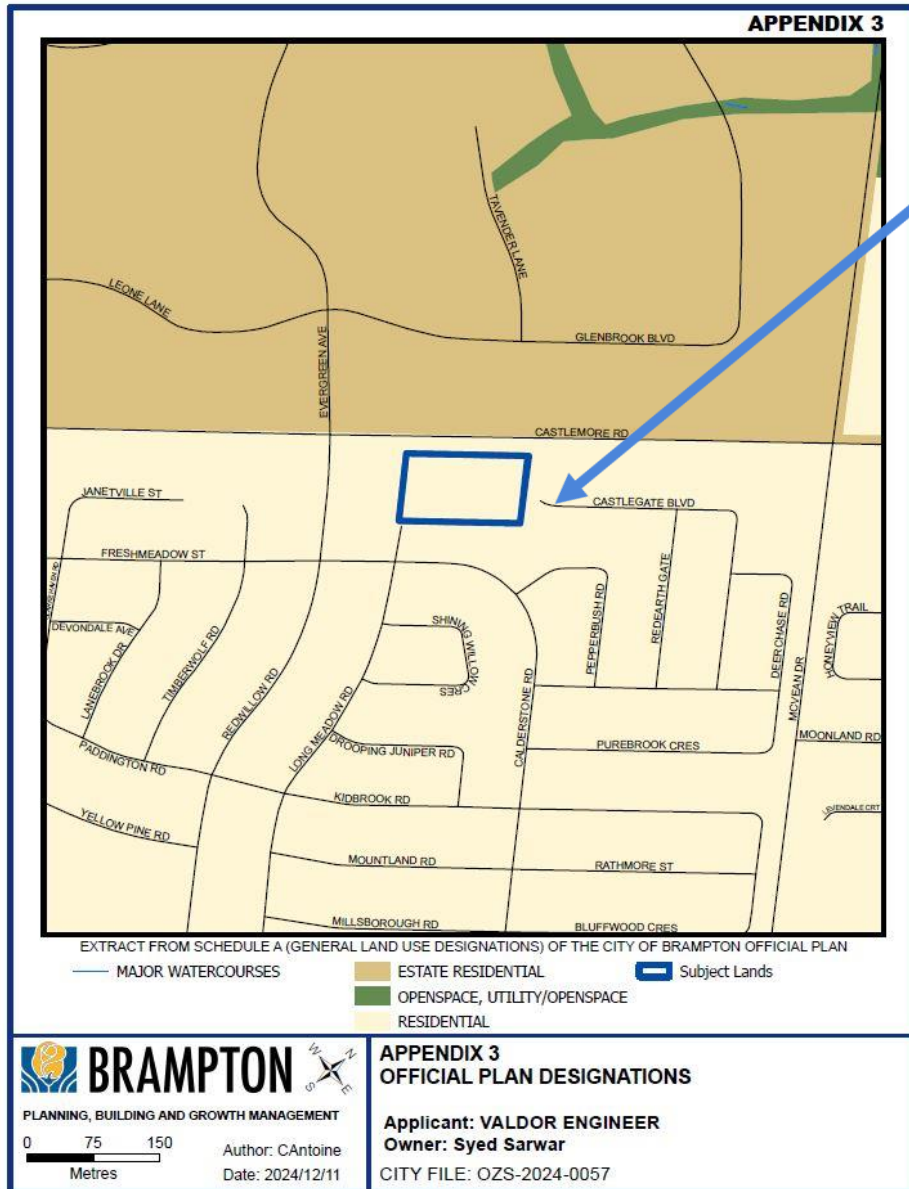
The application will be evaluated based on:

- The *Planning Act*
- Provincial Planning Statement (2024)
- City of Brampton Official Plan (2006)
- Brampton Plan (2024)
- Bram East Secondary Plan Area 41

Also following the principles of:

- Brampton 2040 Vision

CURRENT PLANNING CONTEXT: OFFICIAL PLAN (2006)



Land Use Designation: Residential

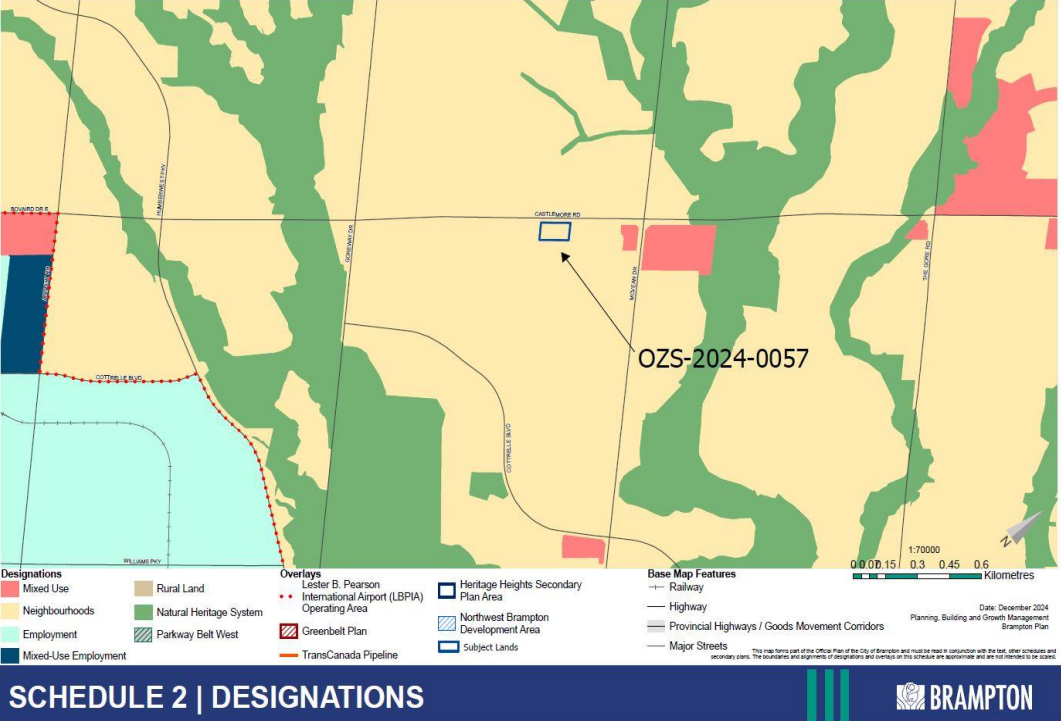
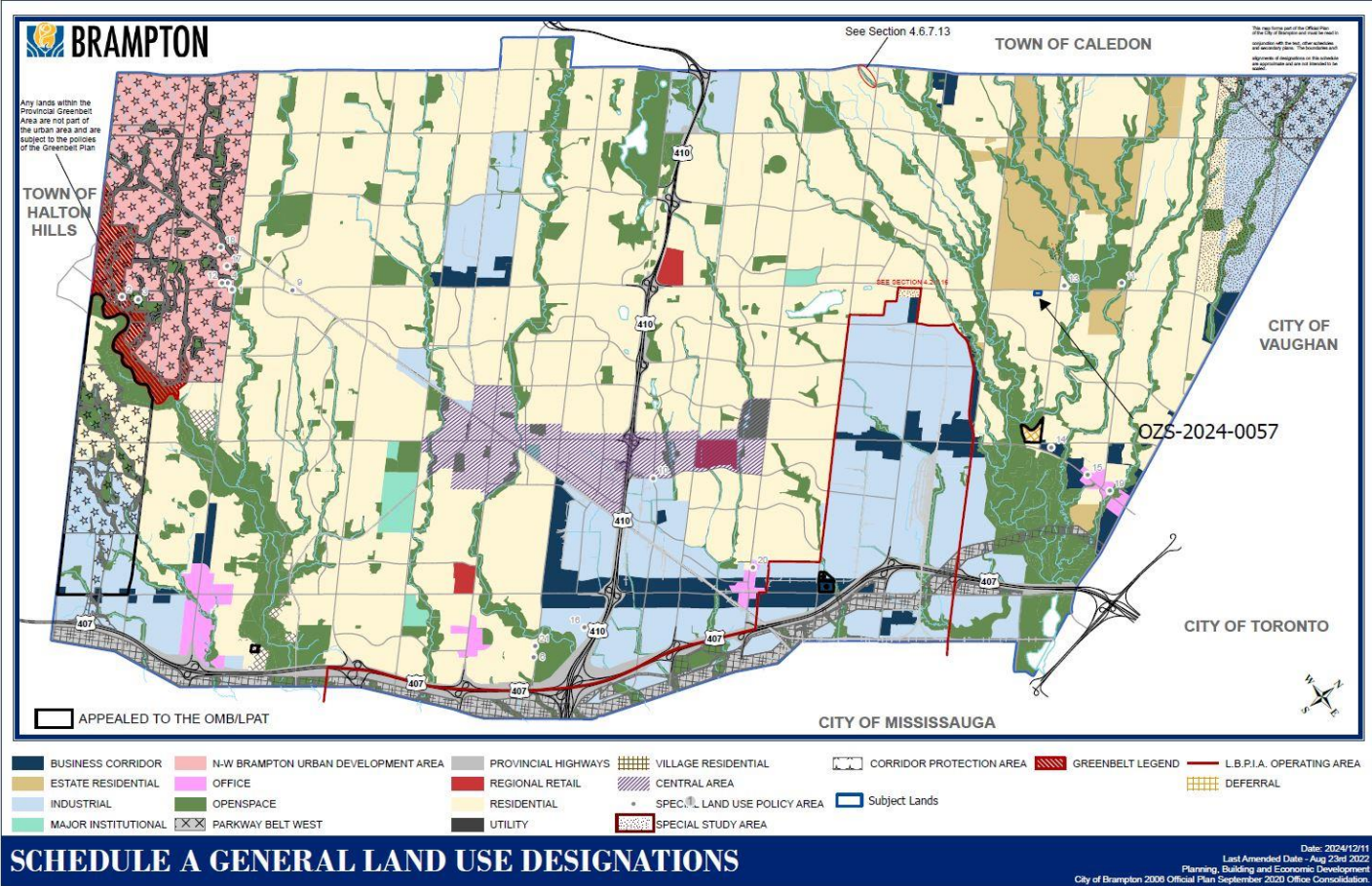
- **Permitted Uses:** a full range of residential dwelling types ranging from single detached houses to high-rise apartments.
- Complementary uses such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

An amendment to the Official Plan is **not required** to facilitate the development.



CURRENT PLANNING CONTEXT: BRAMPTON PLAN (2023)

- The subject site is designated as “Residential” on Schedule A – General Land Use Designations.
- The subject site is also located within the “Neighbourhoods” on Schedule 2 – Designations.



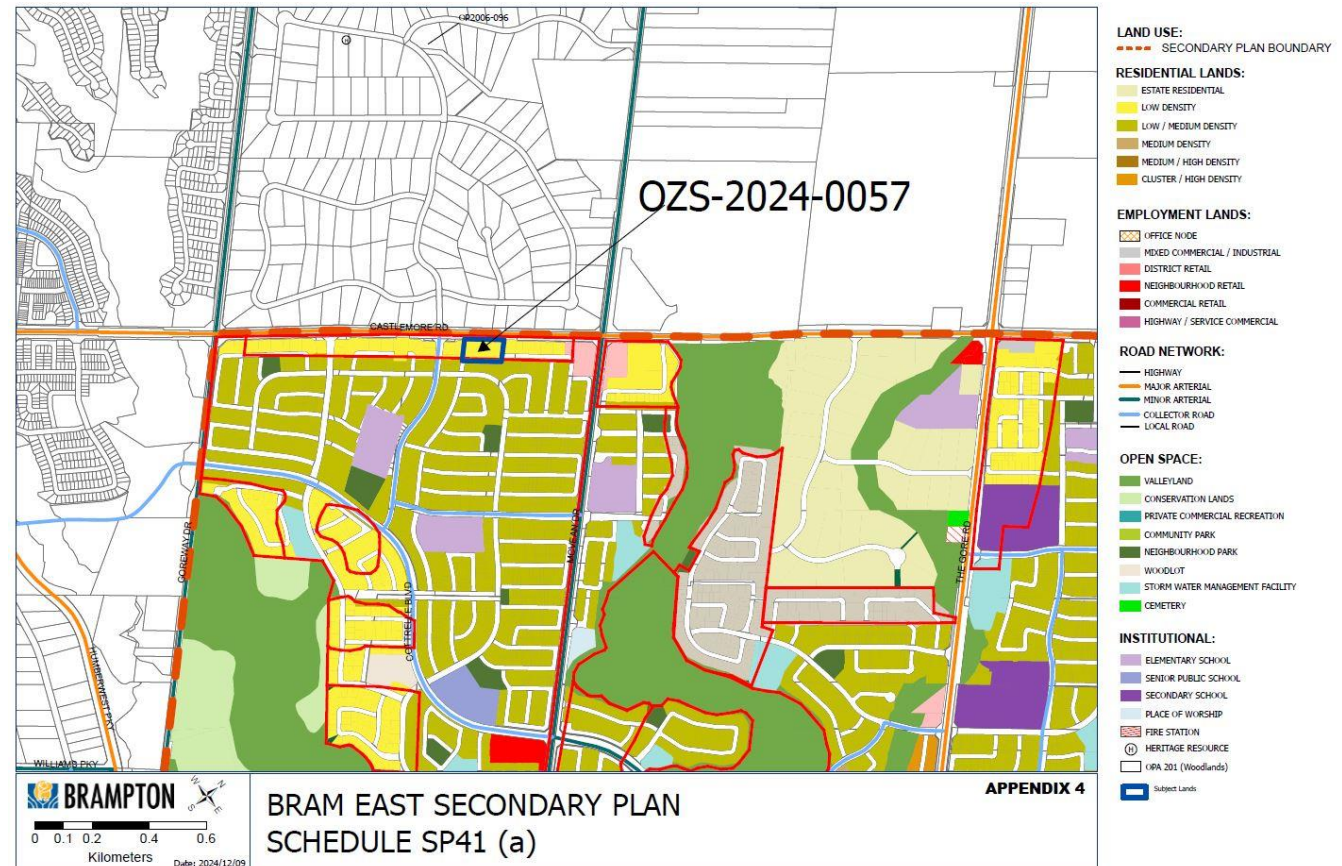
CURRENT PLANNING CONTEXT: SECONDARY PLAN DESIGNATION

Bram East Secondary Plan Area 41

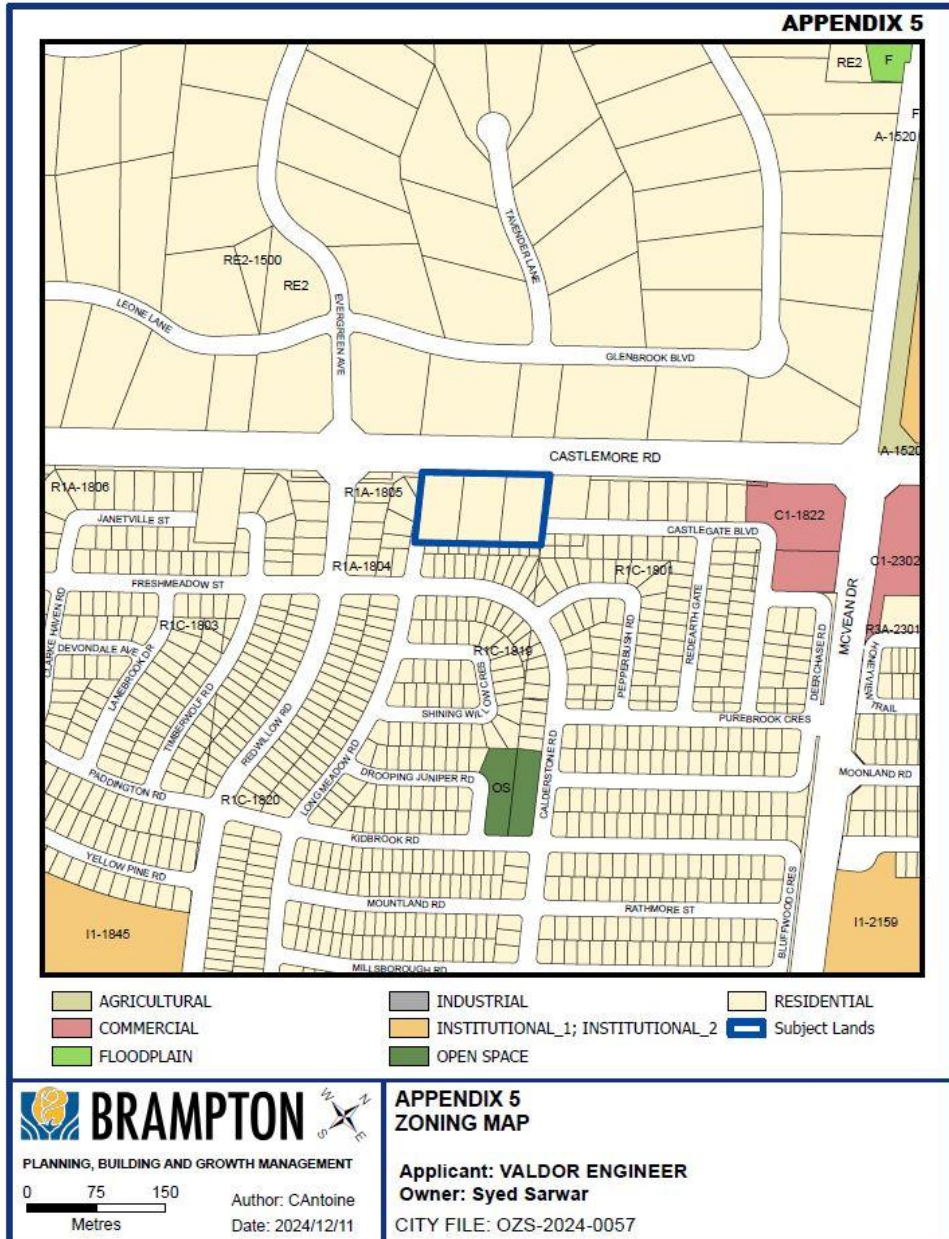
The property is designated Low Density Residential, subject to Special Policy Area 4B which states:

- i) only single detached homes shall be permitted
- ii) lots shall have a minimum lot frontage of 21 metres (70 feet) and a minimum lot depth of 42.5 metres (140 feet)
- iii) a high quality of architectural design will be required.

An amendment to the Secondary Plan **is required** to facilitate the proposed development.



CURRENT PLANNING CONTEXT: ZONING BY-LAW



The subject site is zoned Residential Rural Estate Two (RE2).

Permitted uses in the Residential rural Estate Two Zone include

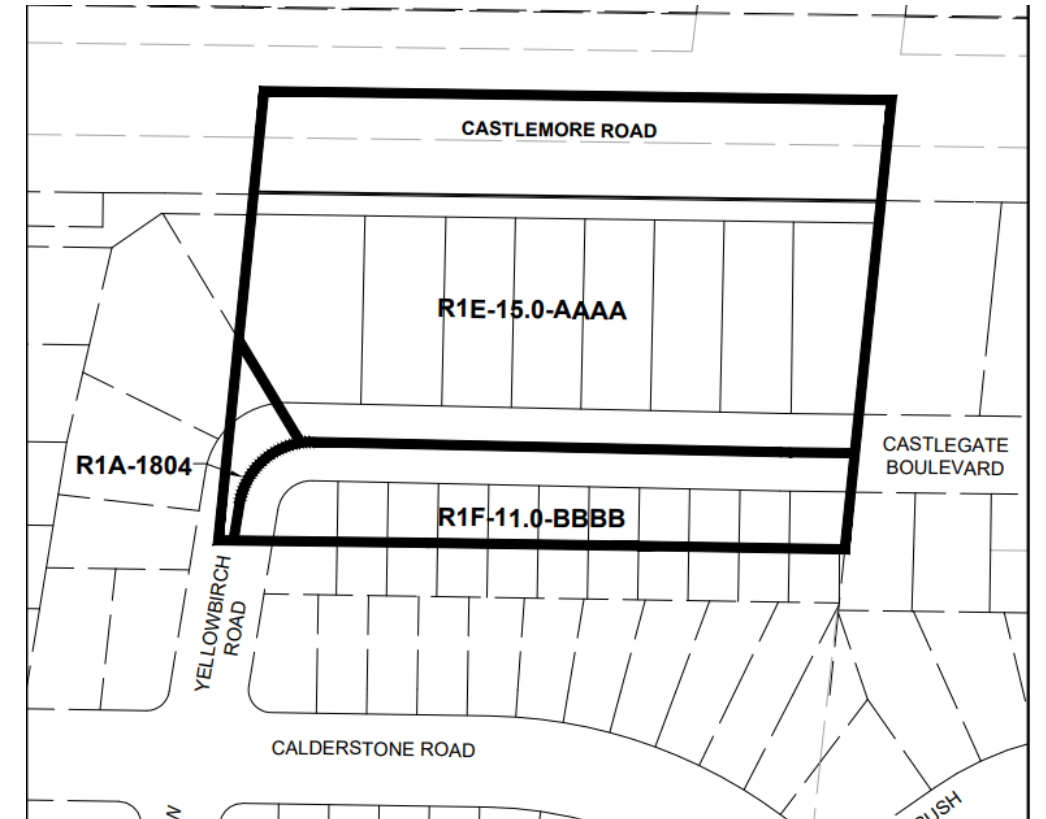
- single detached dwelling
- supportive housing residence Type 1
- non-residential purposes accessory to the other permitted purposes

A Zoning By-Law Amendment **is required** to facilitate the development.



PROPOSED PLANNING CONTEXT: ZONING BY-LAW AMENDMENT

Proposed Zone	Highlight of proposed Zone
RESIDENTIAL SINGLE DETACHED E – R1E-15.0- AAAA	Single detached lots will have a frontage of 15.24 metres, lot depth of approximately 41 metres, and rear yard depth or 7.5 metres.
RESIDENTIAL SINGLE DETACHED F – R1F-11.0-BBB	A minimum rear yard depth of 7.5 metres. A maximum building height of 10.6 metres.
RESIDENTIAL SINGLE DETACHED A – R1A-1804	Part lots will have a lot frontage between 11.00 metres – 12.78 metres.



KEY ISSUES / CONSIDERATIONS

Land Use Compatibility

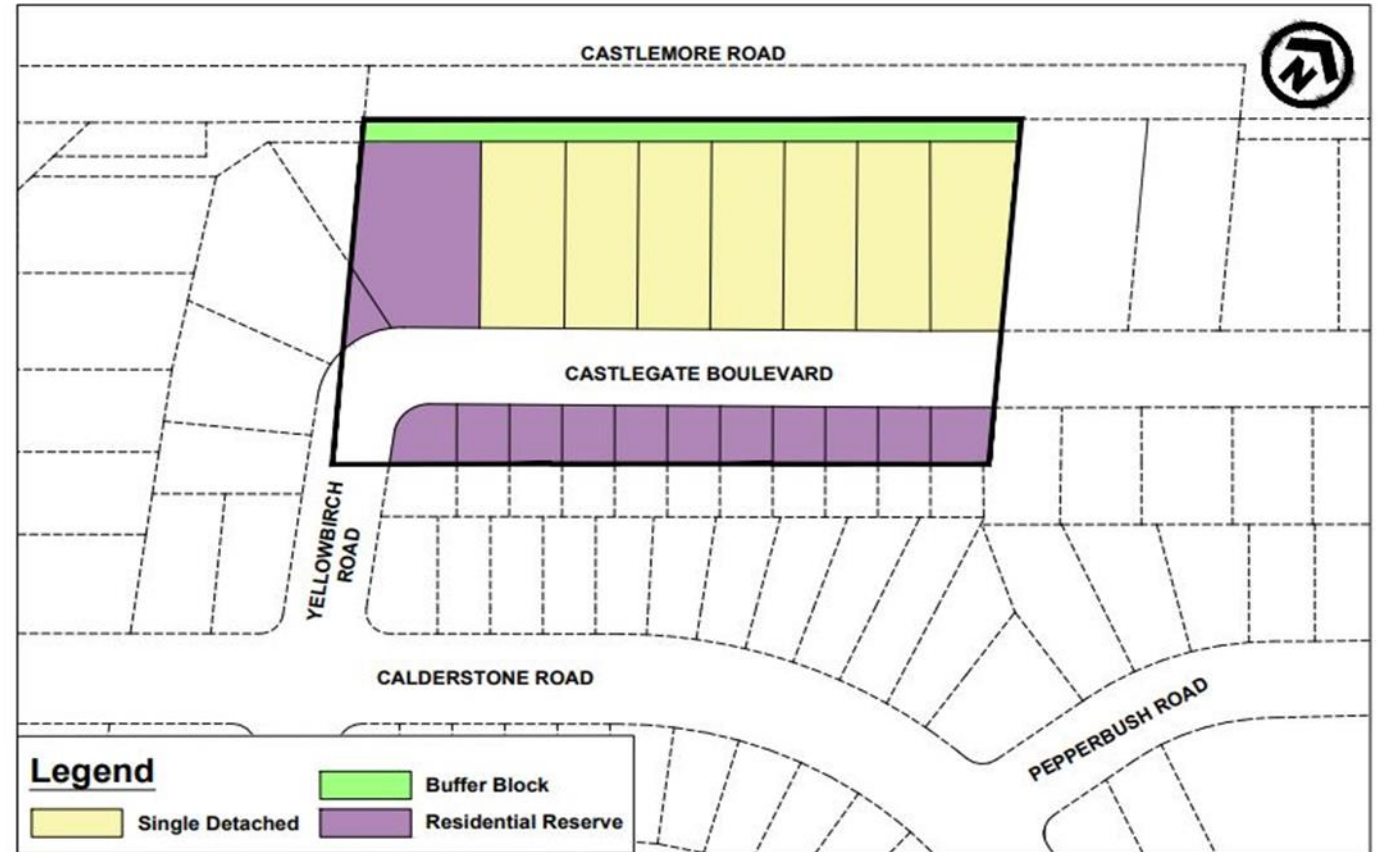
- The development is adjacent to existing low-rise residential uses.
- The part lots will be developed in the future. There is no set time as to when the owner of the part lots will coordinate with the owner of this application.

Building Height, and Setbacks

- Appropriate height and building setbacks will be confirmed and recommended through a future zoning by-law amendment.

Technical Issues

- Matters such as the adequacy of traffic, servicing (water, sewer, stormwater), will be confirmed through the review of the application.



NEXT STEPS

Notice of complete application – November 6, 2024

Circulation to departments and agencies

Notice of public meeting

Public Meeting (We are here)

The public meeting is to share information with members of the public on the application, and give them the opportunity to express their perspectives and opinions for consideration in the decision making process.

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period

ACCESS THE DEVELOPMENT APPLICATION

1. Click the [BramPlan Online](#) link:

<https://planning.brampton.ca/CitizenAccess/Default.aspx>

2. Click the [Search for An Application](#) link:

<https://planning.brampton.ca/CitizenAccess/Case/CapHome.aspx?module=Planning&TabName=Planning>

3. Type the [file number](#) in the required field:

File Number: OZS-2024-0057

4. On the [OZS-2024-0057 file page](#) click:

The File Info Tab, and click documents to review all application drawings and documents.

The image shows two screenshots of the BramPlanOnline web application. The top screenshot is the login page, which includes a search bar, navigation tabs for Home and Planning, the BramPlan Online logo, and a login form with fields for User Name or E-mail and Password. A CAPTCHA and a 'Remember me' checkbox are also present. The bottom screenshot shows the file details page for 'File OZS-2024-0032: OPA ZBA Subdivision', which is in 'Submitted' status. It features a 'Documents' tab and a table with columns for Name, File Number, Type, Size, Latest Update, Upload Date, and Action.

CONTACT INFORMATION

The report and presentation associated with tonight's meeting can be found online at www.brampton.ca on the **MEETINGS** and **AGENDAS** page.

- **City Planner contact:**

Nicole Natalie Hanson
Principal Planner/Supervisor
Nicole.Hanson@brampton.ca

- **Applicant contact:**

Herman Wessels
Planner
Glen Schnarr & Associates Inc.
Hermanw@gsai.com

Thank you!



Report
Staff Report
 The Corporation of the City of Brampton
 2/10/2025

Date: 2025-01-17

Subject: **Recommendation Report – City Initiated Official Plan Amendment to Region of Peel Official Plan Schedule E-4**

Contact: Yin Xiao, Principle Planner/ Supervisor, Development Services and Design
 Mana Zavalat, Manager, Development Services and Design

Report number: Planning, Bld & Growth Mgt-2025-072

RECOMMENDATIONS:

1. That the report from Yin Xiao, Principle Planner/ Supervisor, to the Planning and Development Committee Meeting of February 10, 2025, re: Recommendation Report – City-Initiated Official Plan Amendment to the Region of Peel Official Plan Schedule E-4, be received;
2. That a Public Meeting be held to consider the proposed removal of the ‘Employment Area’ Designation on Schedule E-4 of the Region of Peel Official Plan from the subject lands, as shown in Attachment 1; and,
3. That staff report back to Planning and Development Committee following the Public Meeting to share feedback received, as well as recommendations for consideration.

OVERVIEW:

- **This report recommends a public meeting be held for a City-initiated administrative amendment to the Region of Peel Official Plan to remove the “Employment” designation from the subject lands (comprised of three small parcels (portion of one parcel)) to reconcile the Plan with current zoning permissions and intended development forms for “Live-Work” townhouse dwellings.**
- **The subject lands are located on the west side of Sky Harbour Drive and south of Financial Drive. The three parcels comprising the lands includes the easterly portion of 8383 Mississauga Road (subject to City file: OZS-2023-0007), and the small parcel located immediately to the north and to the south of it.**

- **The subject lands are currently zoned for ‘Agricultural’ and ‘Live-work Townhouse Dwellings’. Specifically, the portion of the lands municipally known as 8383 Mississauga Road, which are subject to development application File: OZS-2023-0007 are zoned ‘Agricultural’; and the lands located to the north and south are currently zoned ‘Live-work’.**
- **Staff will report to the Committee the results of the public meeting and follow up with any additional engagement, if needed, prior to bringing forward a Recommendation Report.**
- **A comprehensive review and update of employment area mapping for Schedule E-4 of the Region of Peel Official Plan will be presented to Council at a later date.**

BACKGROUND:

The subject lands are located on the west side of Sky Harbour Drive and south of Financial Drive, and are comprised of three separate properties, which includes the easterly portion of 8383 Mississauga Road (subject to City development file: OZS-2023-0007), and the small parcel of land located immediately to the north, and the small parcel to the south of it. The lands are situated within the Credit Manor Heights Block Plan (Block 40-1), which was approved in 2008.

The noted northerly and southerly parcels are owned by DG Group, previously zoned to permit “Live-Work” units, and are blocks on the approved plan of subdivision 43M-1886, identified as Block 266 and 267, which was assumed in 2021. Those lands are currently vacant.

The remaining middle parcel of the subject lands is owned by Patel Land and Developments Ltd, and has not previously been zoned for development and contains a single detached dwelling.

8383 Mississauga Road - Active Development Application (File: OZS-2023-0007)

An application to amend the Zoning By-law has been filed with the City to facilitate the development of a 10 storey office building with commercial space on the ground floor at 8383 Mississauga Road. The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on Monday, June 05, 2023. That application does not currently propose any “Live-Work” townhouse dwellings. However, during the review of the proposal, it was noted in the comments that live-work townhouses would be the most suitable use for the eastern portion of the property. This approach would help to ensure an appropriate interface and transition between the

employment lands and the existing residential area while also enhancing the development potential of the neighboring 'Live-work' zoned parcels. Development Services and Design staff are in discussion with the applicant about the addition of permissions for "Live-Work" units, which would be accommodated by this recommended amendment to the Regional Official Plan.

Region of Peel Official Plan Designation

The Region of Peel Official Plan (RPOP) designates employment areas and identifies policy criteria for local municipalities to implement regarding employment area planning, set out in section 5.8 of the RPOP and Schedule E-4 (Attachment 2). Bill 185, the Cutting Red Tape to Build More Homes Act, removed planning authority and relevant responsibilities provided through the Planning Act from the Region of Peel and transferred this authority to local municipalities and the Province, effective July 1, 2024. Previously, legislative changes put forward through Bill 23, the More Homes Built Faster Act stated that the Region of Peel Official Plan (RPOP) would become an Official Plan of the lower-tier municipality and that the lower-tier Official Plan shall conform with the RPOP. As of July 1, 2024, the City is now responsible for all aspects of implementation of the RPOP until such a time that it is revoked and/or amended. As such, the City is currently required to administer the provisions of the RPOP and ensure applications conform to it.

The new Provincial Planning Statement, 2024 (PPS 2024) came into effect on October 20th, 2024. Previously, employment land conversion requests were submitted through a Municipal Comprehensive Review process undertaken by the Region of Peel. The PPS 2024 removes this requirement, and now, the City is required to conduct this process to remove lands from employment areas through a set of criteria outlined in PPS 2024 policy 2.8.2.5.

As the Region of Peel was previously responsible for employment area planning and employment land conversions, the employment area mapping in the RPOP is currently the prevailing schedule and policy framework that the City must amend if it seeks to remove lands from designated employment areas.

CURRENT SITUATION:

The recommended City-initiated Official Plan Amendment aims to align the existing Region of Peel Official Plan mapping for "Employment Area." With the City's existing zoning and planned uses. In particular, the Region's Employment Area designation, as shown on Schedule E-4, overlaps with some non-employment zoned land uses along Sky Harbour Drive. The recommended amendment is an administrative measure intended to address a mapping inconsistency and accurately reflect the current land use conditions.

Provincial Policy Statement (2024)

In light of the provincial changes to employment area planning, notably the removal of the Municipal Comprehensive Review process, Section 2.8.2.5 of the PPS 2024 identifies four criteria that set the minimum requirements for planning authorities to meet to justify the removal of lands from employment areas. The four criteria are outlined below, with a response demonstrating a justification for the removal of the employment area.

2.8.2.5 a) there is an identified need for the removal and the land is not required for employment area uses over the long term;

2.8.2.5 b) the proposed uses would not negatively impact the overall viability of the employment area by: 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5; 2. maintaining access to major goods movement facilities and corridors;

2.8.2.5 c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and,

2.8.2.5 d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The subject site is located within Block 40-1 and has been intended for live-work townhouse use through the previous Official Plan Amendment process to approve the Block Plan. While the northerly and southerly parcels of the subject lands are zoned for Live-Work Townhouse Dwellings, the remaining (middle) parcel (8383 Mississauga Road) is zoned Agricultural.

The implementing studies associated with the Block Plan Official Plan Amendment have satisfied the requirements for infrastructure and public service facilities. These studies also demonstrated how the employment targets for the Secondary Plan area can be achieved.

However, the "Employment Area" designation in the Region's Official Plan is inconsistent with the intended land use established during the block planning exercise. This inconsistency was not addressed at the time of the Block Plan approval. The proposed amendment aims to resolve this discrepancy by removing the Employment Area designation from the subject lands.

Staff are of the opinion that the removal of the Employment Area designation is warranted. These lands are not required for employment purposes, as the municipality has sufficient employment lands to accommodate projected growth. Additionally, removing the designation will not compromise the overall viability of the Employment

Area. Furthermore, existing or planned infrastructure and public service facilities are adequate to support the proposed uses.

City of Brampton Official Plan 2006

The subject lands are designated 'Employment' in Schedule 1 – City Concept and 'Business Corridor' in Schedule A – General Land Use Designation of the 2006 Official Plan. A portion of the subject lands were zoned for Live Work Townhouse Dwellings. The encroachment of residential uses within the Employment Designation represents a refinement of the interface between uses provided. The intent of the City's Official Plan objectives to retain and enhance business and employment opportunities within Brampton are met. An Official Plan Amendment is not required.

Brampton Plan, 2023 (under appeal)

Schedule 2 of Brampton Plan, 2024 is consistent with the employment designation in Schedule E-4 of the RPOP. As Brampton Plan remains under appeal, Schedule 2 of Brampton Plan is intended to be updated at a later date to reflect the proposed removal of the employment designation for the subject lands.

Bram West Secondary Plan

The subject lands are designated 'Specialty Office and Service Commercial'. Live Work Townhouse Units are permitted use. Removing the Employment Designation from the subject lands has no impact on the Secondary Plan Designation and Policies.

Credit Manor Heights Block Plan (Block 40-1)

The subject lands are designated as 'Mixed Use' within the Credit Manor Heights Block Plan. The accompanying Community Design Guidelines include a concept plan for the site, which envisions a block of live-work townhouses. Removing the Employment Area designation from the subject lands will enable a subsequent zoning amendment for the portions currently zoned Agricultural. This amendment will help realize the planning vision outlined in the Block Plan and Community Design Guidelines.

Financial Implications:

There are no financial implications at this time.

Other Implications:

Other technical planning and development implications will be discussed within the future Recommendation Report.

STRATEGIC FOCUS AREA:

This report and associated recommendations support the Strategic Focus Area

“Growing Urban Centres & Neighbourhoods” by creating strong and connected communities and “Health & Well-being” by focusing on citizens’ belonging, health, wellness, and safety.

CONCLUSION:

This report seeks Council’s direction for holding a Public Meeting to consider an Official Plan Amendment to remove the subject lands from the ‘Employment Area’ Designation in Schedule E4 of the Region of Peel Official Plan. The proposed amendment is consistent with the Provincial Planning Statement, conforms to the City’s Official Plan and the Secondary Plan. It represents an administrative amendment that reconciles the Regional mapping with the existing zoning and intended land use for the subject lands.

Authored by:

Reviewed by:

Yin Xiao, Principle Planner/
Supervisor,
Development Services & Design

Allan Parsons, MCIP, RPP
Director,
Development Services & Design

Approved by:

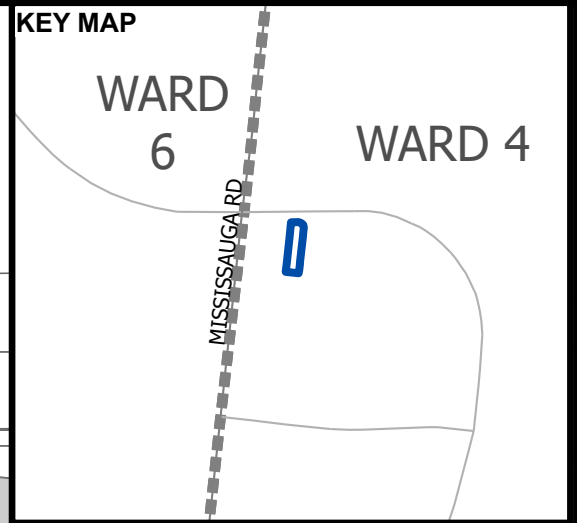
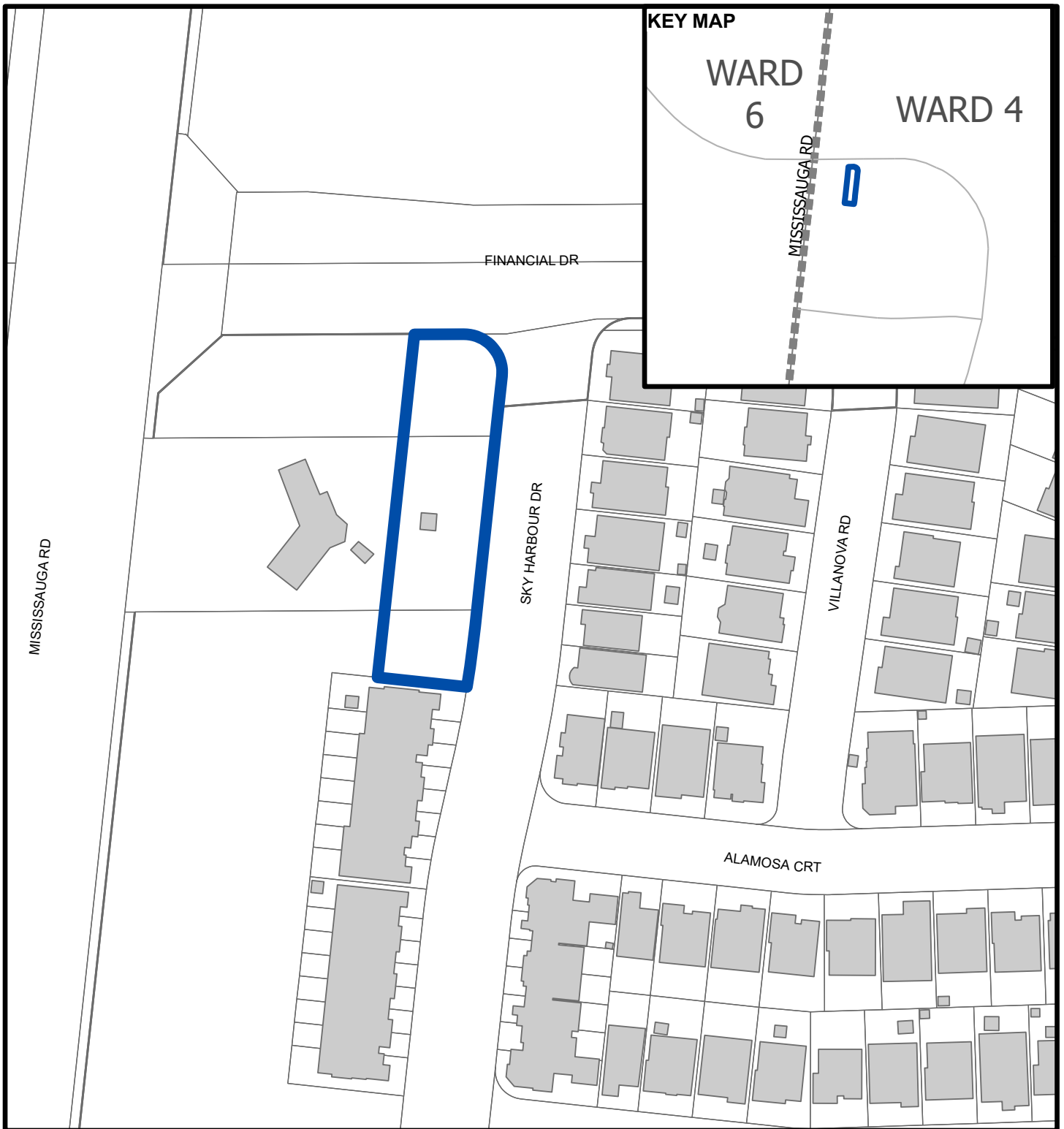
Approved by:

Steve Ganesh, RPP, MCIP
Commissioner, Planning, Building &
Growth Management

Marlon Kallideen Chief Administrative
Officer

Attachments:

Attachment 1 Location Map
Attachment 2 Aerial and Existing Land Use
Attachment 3 Official Plan Designation
Attachment 4 Brampton Plan Designation
Attachment 5 Secondary Plan Designation
Attachment 6 Block Plan Designation
Attachment 7 Regional Official Plan Designation
Attachment 8 Proposed Regional Official Plan Amendment

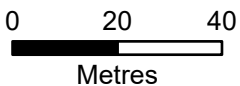


 Subject Lands  Buildings  Parcel Fabric



BRAMPTON

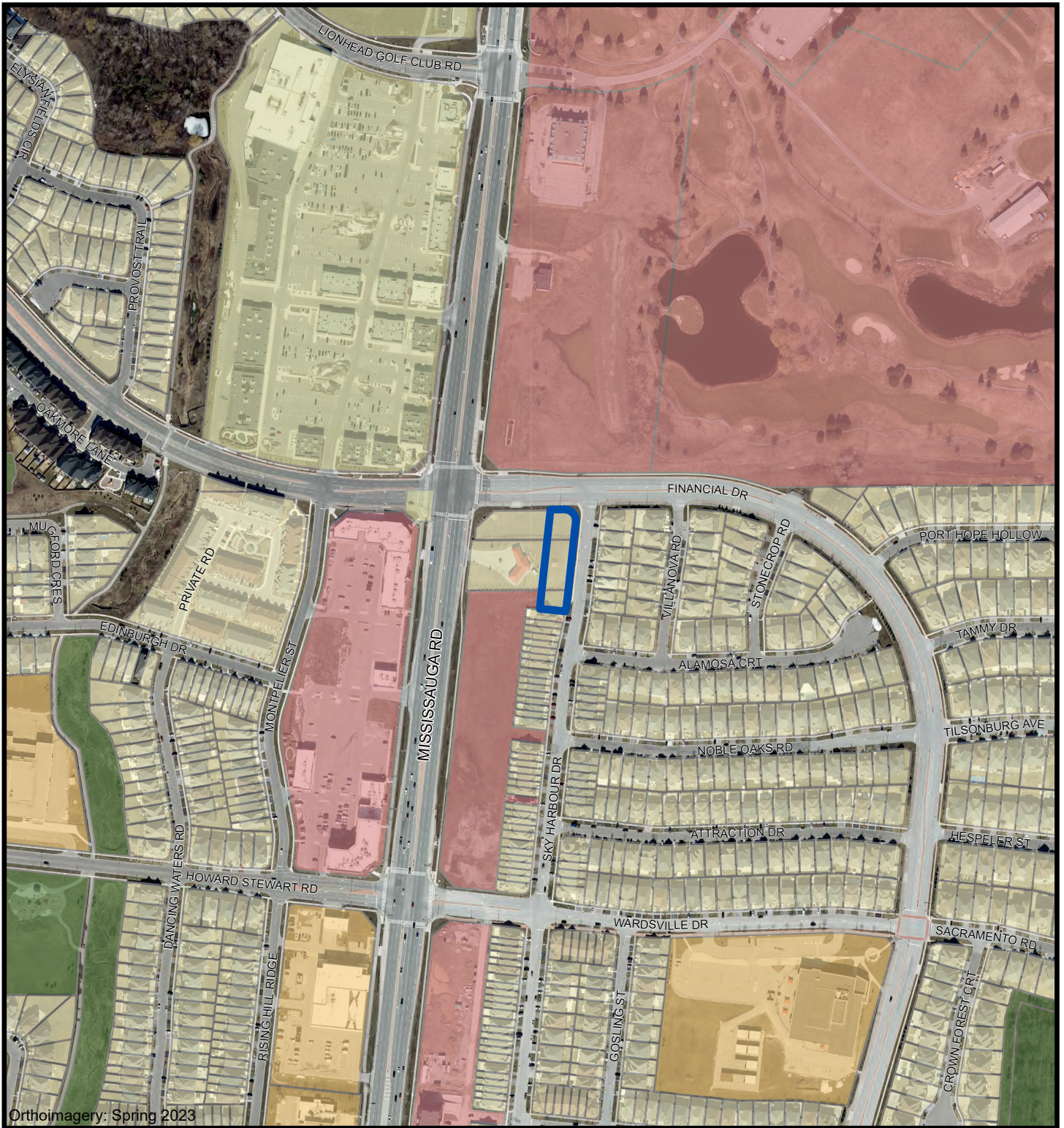
PLANNING, BUILDING AND GROWTH MANAGEMENT



Metres

Date: 2025/01/21

**ATTACHMENT 1
LOCATION MAP**



- | | | | |
|---|--|---|--|
|  Subject Lands |  Commercial |  Institutional |  Residential |
|  Agricultural |  Industrial |  Open Space |  Utility |



PLANNING, BUILDING AND GROWTH MANAGEMENT

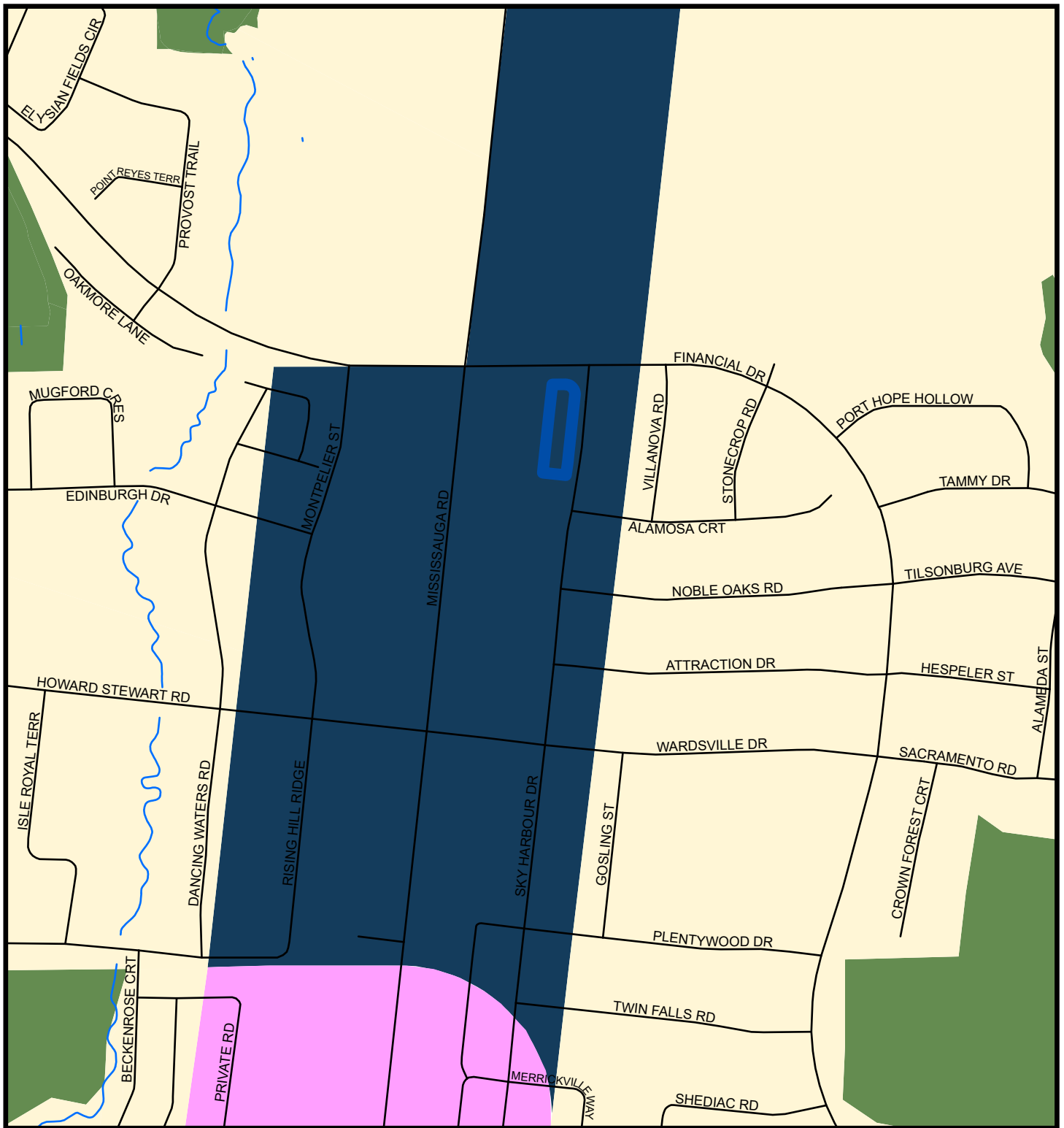
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Metres

Date: 2025/01/21

**ATTACHMENT 2
AERIAL & EXISTING LAND USE**

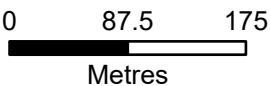


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- Subject Lands
- BUSINESS CORRIDOR
- OFFICE
- OPENSACE, UTILITY/OPENSACE
- RESIDENTIAL
- MAJOR WATERCOURSES

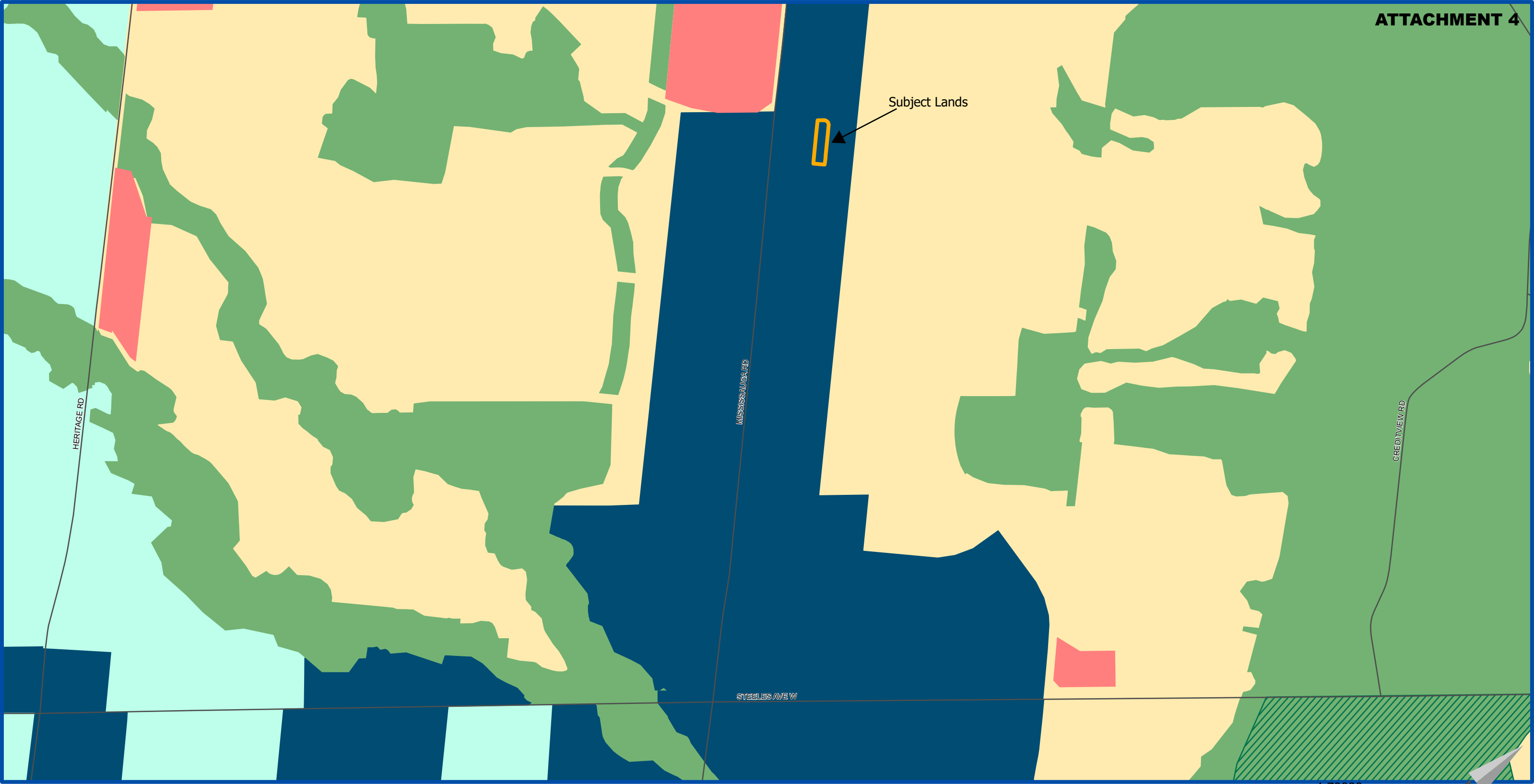


PLANNING, BUILDING AND GROWTH MANAGEMENT

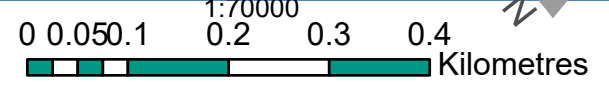


Date: 2025/01/21

**ATTACHMENT 3
OFFICIAL PLAN DESIGNATIONS**



Designations Mixed Use Neighbourhoods Employment Mixed-Use Employment		Overlays Rural Land Natural Heritage System Parkway Belt West Lester B. Pearson International Airport (LBPIA) Operating Area Greenbelt Plan TransCanada Pipeline		 Heritage Heights Secondary Plan Area Northwest Brampton Development Area Subject Lands		Base Map Features Railway Highway Provincial Highways / Goods Movement Corridors Major Streets	
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Date: January 2025
 Planning, Building and Growth Management
 Brampton Plan

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations and overlays on this schedule are approximate and are not intended to be scaled.

Subject Lands

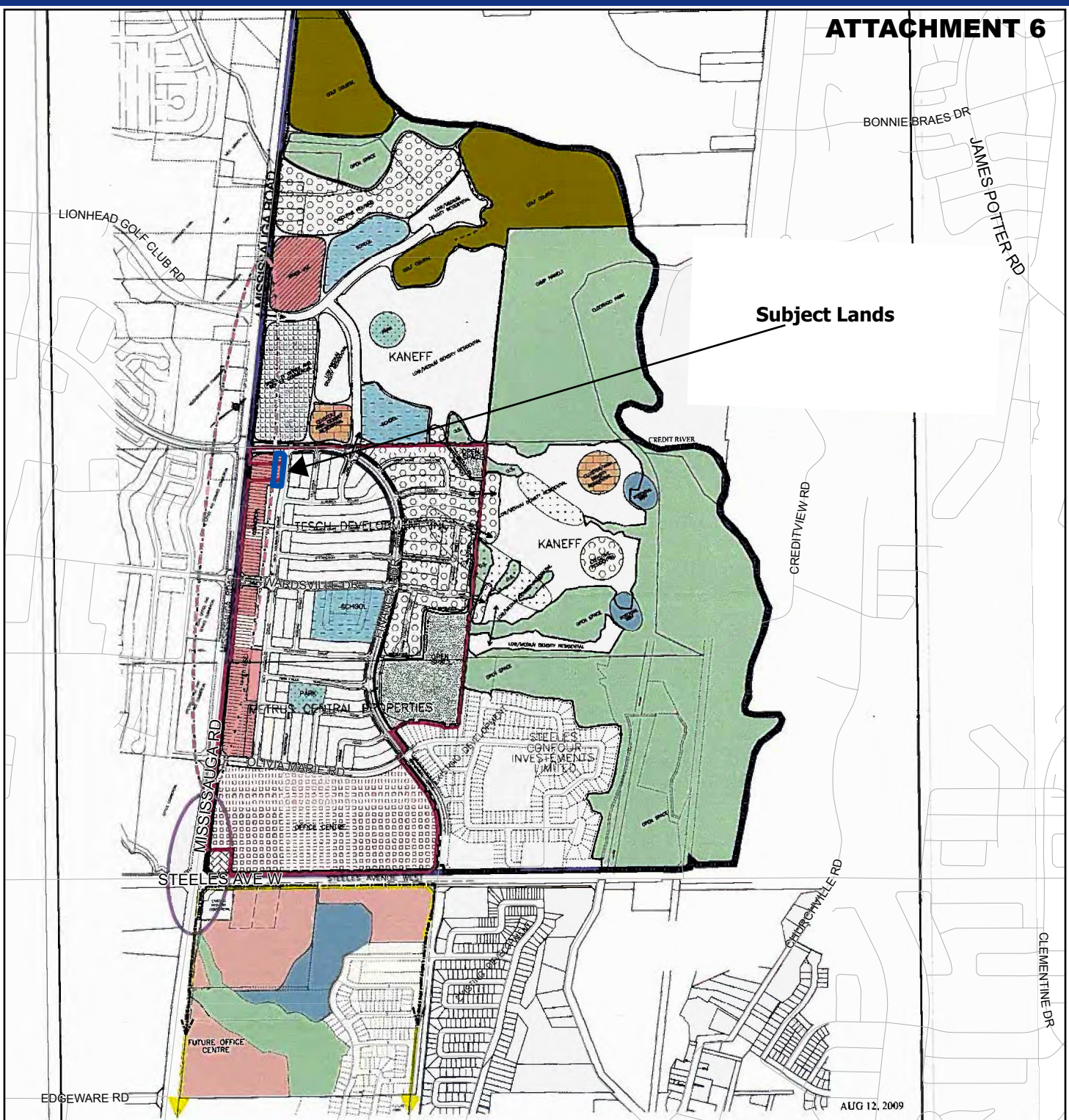
WARDSVILLE DR

SES

RESIDENTIAL	EMPLOYMENT	INSTITUTIONAL	OPEN SPACE	ROAD NETWORK	UTILITIES AND
EXECUTIVE RESIDENTIAL	PRESTIGE INDUSTRIAL	SECONDARY SCHOOL	VALLEYLAND	MINOR COLLECTOR ROAD (23-26 METRES)	INTERCHANGE
LOW / MEDIUM DENSITY	NEIGHBOURHOOD COMMERCIAL	SENIOR ELEMENTARY SCHOOL	CITY WIDE PARK	MAJOR COLLECTOR ROAD (26-30 METRES)	SECONDARY PLAN AREA BOUNDARY
MEDIUM DENSITY	SERVICE COMMERCIAL	ELEMENTARY SCHOOL	NEIGHBOURHOOD PARK	MINOR ARTERIAL ROAD (36 METRES)	PARKWAY BELT
VILLAGE RESIDENTIAL	CONVENIENCE COMMERCIAL	PLACE OF WORSHIP (RESERVE)	PARKETTE	MAJOR ARTERIAL ROAD (45-50 METRES)	HYDRO ONE CORRIDOR
CLUSTER / HIGH DENSITY	HIGHWAY & SERVICE COMMERCIAL	Subject Lands	CEMETERY	PROVINCIAL HIGHWAY	L.B.P.I.A OPERATING AREA BOUNDARY
CHURCHVILLE HERITAGE CONSERVATION DISTRICT	SPECIALTY OFFICE AND SERVICE COMMERCIAL		WOODLOT	HIGHWAY No. 407	ORANGEVILLE RAILWAY DEVELOPMENT CORPORATION
	OFFICE CENTRE		WETLAND	PRIMARY GATEWAY	
			SWM FACILITIES (QUANTITY)	SECONDARY GATEWAY	

BRAMPTON

0 0.03 0.06 0.11 0.17
Kilometres

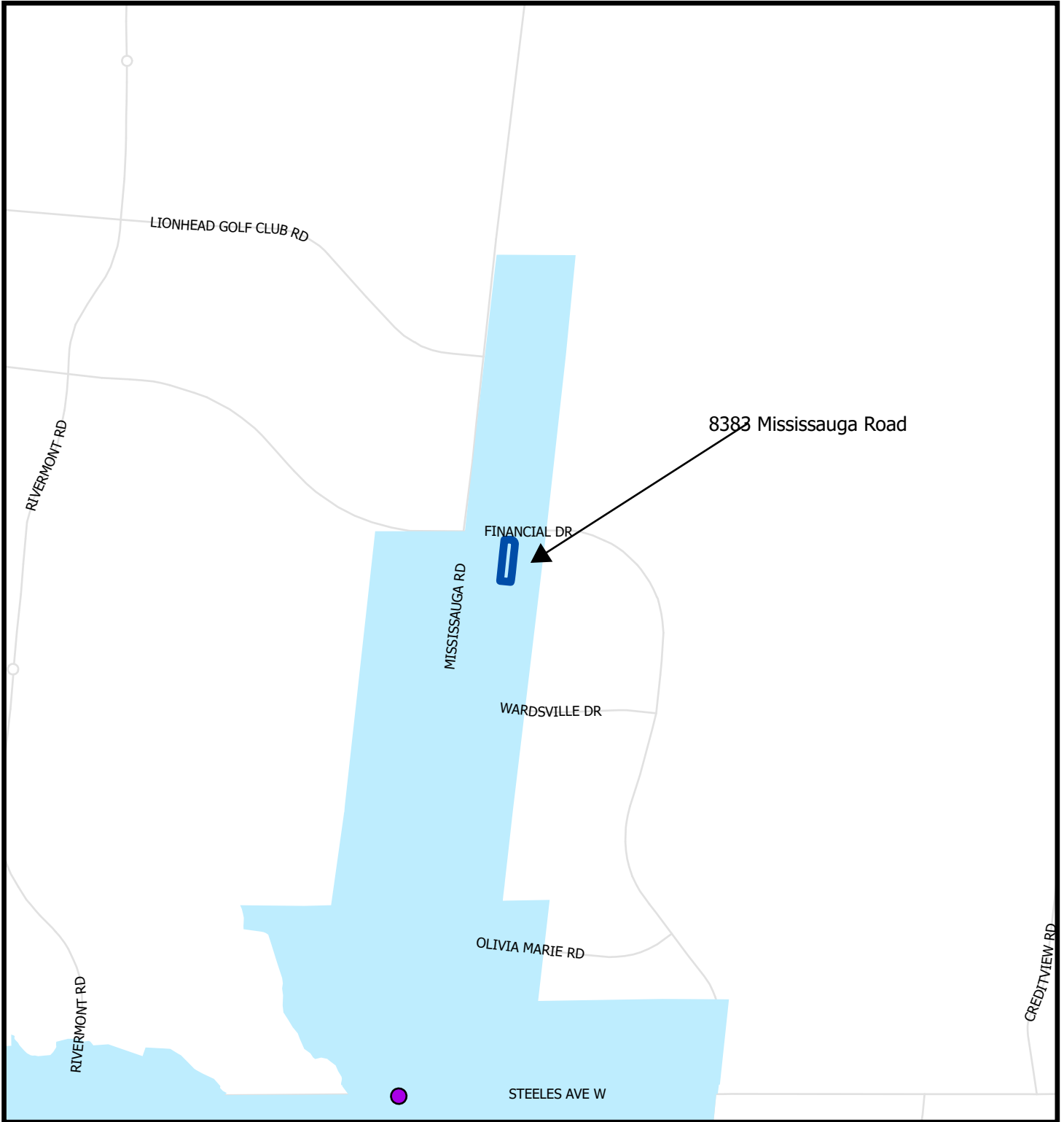


LEGEND

LOW DENSITY RESIDENTIAL	MIXED USE	LIMIT OF SUB AREA 40-1
EXISTING DEVELOPMENT	OFFICE CENTRE	SUB AREA 40-1 - PHASE 1
CLUSTER HIGH DENSITY RESIDENTIAL	EXISTING SERVICE STATION	LIMIT OF SUB AREA 40-2
POTENTIAL STORM WATER MANAGEMENT	EXECUTIVE RESIDENTIAL	BIKE PATH
OPEN SPACE	SPECIALITY OFFICE & SERVICE COMMERCIAL	DRIP LINES STAKED ON MAY 20, 2008
PARK	POTENTIAL SERVICE STATION	DRIP LINES STAKED ON MAY 28, 2008
LIONHEAD LEGENDS GOLF COURSE	POTENTIAL ROAD CONNECTION	PRIMARY GATEWAY
SCHOOL	EXISTING ROAD CONNECTION	MISSISSAUGA ROAD STREETScape ENHANCEMENT
LANDS SUBJECT TO REFINEMENT, PENDING CREDIT VALLEY CONSERVATION AUTHORITY'S REVIEW AND ENDORSEMENT OF THE E.I.R. FOR THE 40-1 BLOCK PLAN PRIOR TO DRAFT PLAN APPROVAL OF SUBDIVISION 21T-07007B.		

NOTE: THIS DEVELOPMENT PLAN IS CONCEPTUAL ONLY, AS THE FINAL ALIGNMENT OF FINANCIAL DRIVE IS PRESENTLY UNKNOWN.

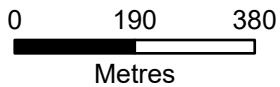
THE DEVELOPMENT CONCEPT WILL BE AMENDED TO REFLECT THE ALIGNMENT DETERMINED BY THE EA PROCESS AND OTHER MATTERS DETERMINED THROUGH THE PUBLIC PLANNING PROCESS.



- Employment Areas
- Major Transit Station Areas Subject to a Flexible Employment
- 8383 Mississauga Road

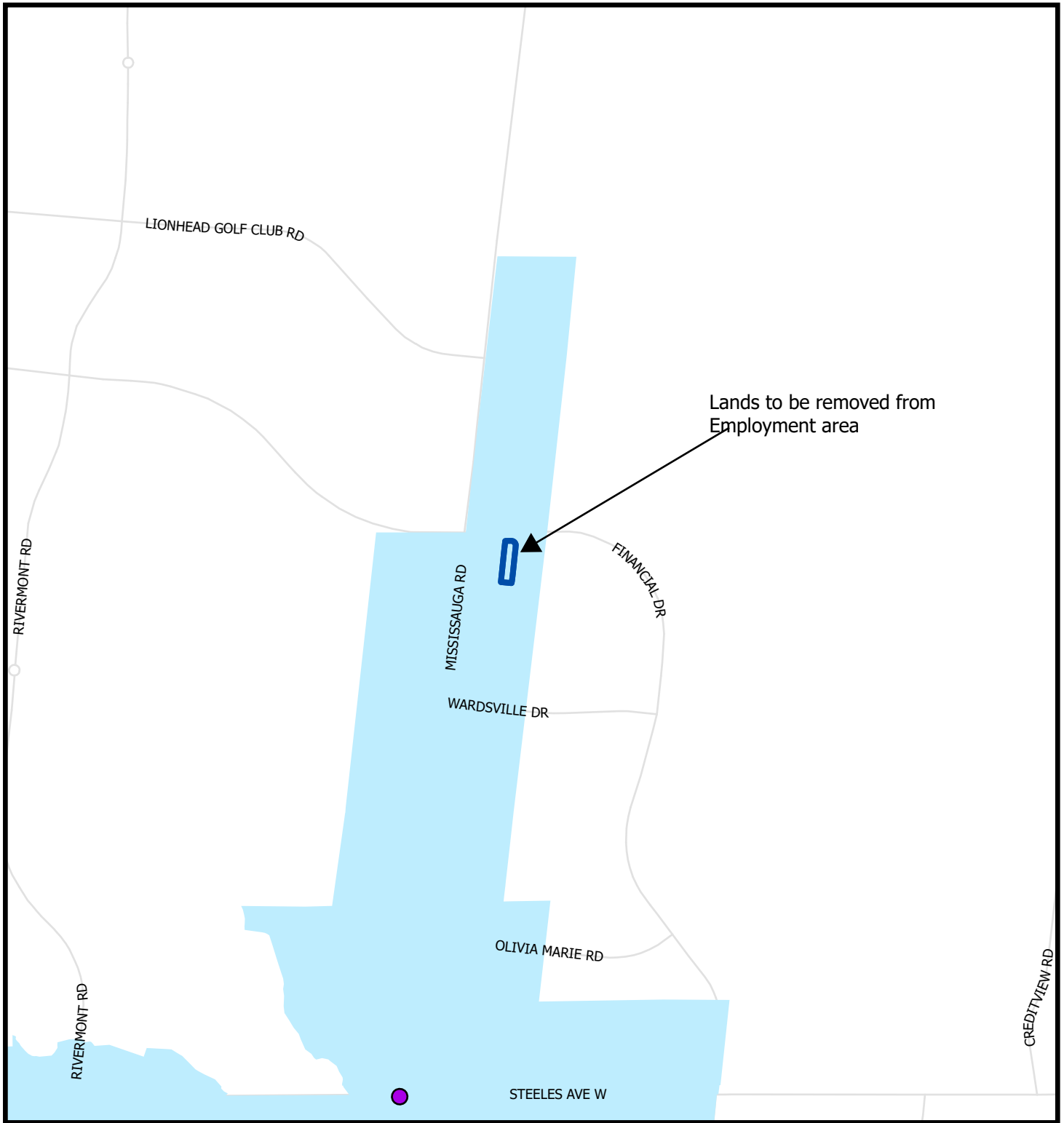





PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/01/20

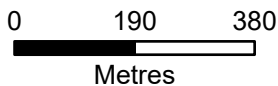
ATTACHMENT 7
Region of Peel Official Plan Schedule E4 Overlay



-  Subject_Lands
-  Major Transit Station Areas Subject to a Flexible Employment
-  Employment Areas



PLANNING, BUILDING AND GROWTH MANAGEMENT



Author: CAntoine
Date: 2025/01/21

ATTACHMENT 8
Proposed Region of Peel Official Plan Amendment

Date: 2025-01-17

Subject: Uptown Steeles Avenue Urban Streetscape Improvements Plan - Wards 3 & 4

Contact: David de Groot, Urban Design Manager, Development Services & Design
Nelson Cadete, Transportation Planning Manager, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-326

RECOMMENDATIONS:

1. That the presentation from Hanu S. Dilip, Urban Designer, Development Services & Design and Rowaidah Chaudhry, Transportation Planner, Integrated City Planning to the Planning and Development Committee Meeting of February 10, 2025, re: **Uptown Steeles Avenue Urban Streetscape Improvements Plan – Wards 3 & 4**; be received.

Attachments:

- Uptown Brampton Steeles Avenue Urban Streetscape Improvements Presentation

Uptown Steeles Avenue Streetscape Improvements

Planning and Development Committee

Development Services and Design
Integrated City Planning

Planning, Building & Growth Management

February 10, 2025



Uptown Steeles Avenue Streetscape Improvements Feasibility Study

Sustainable multi-modal transformation of the Steeles Avenue goods movement corridor



Strategic Focus Area Alignment



Health & Well-being



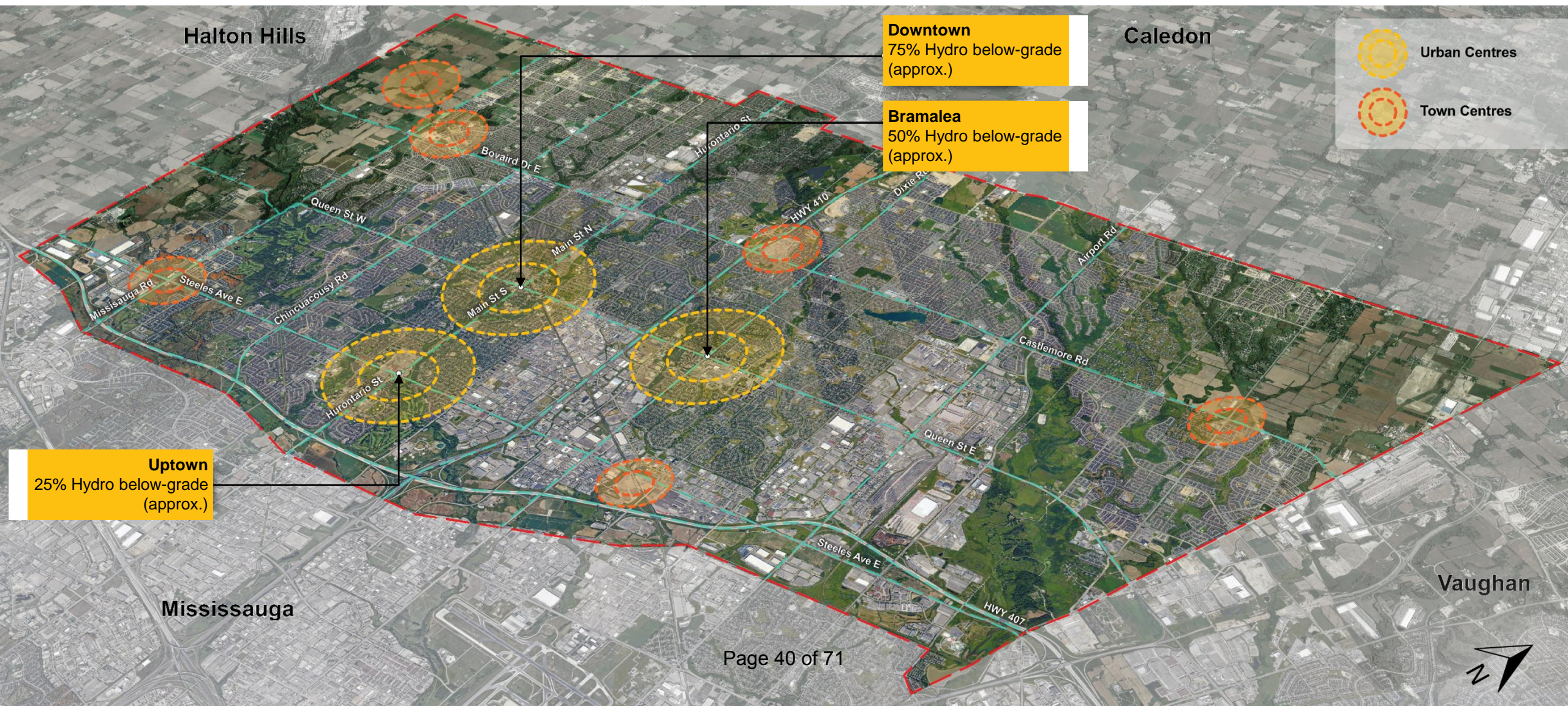
Transit & Connectivity



Growing Urban Centres & Neighbourhoods



Environmental Resilience & Sustainability



Halton Hills

Caledon

Urban Centres
Town Centres

Downtown
75% Hydro below-grade (approx.)

Bramalea
50% Hydro below-grade (approx.)

Uptown
25% Hydro below-grade (approx.)

Mississauga

Vaughan



Uptown – Existing Context

EXISTING POPULATION

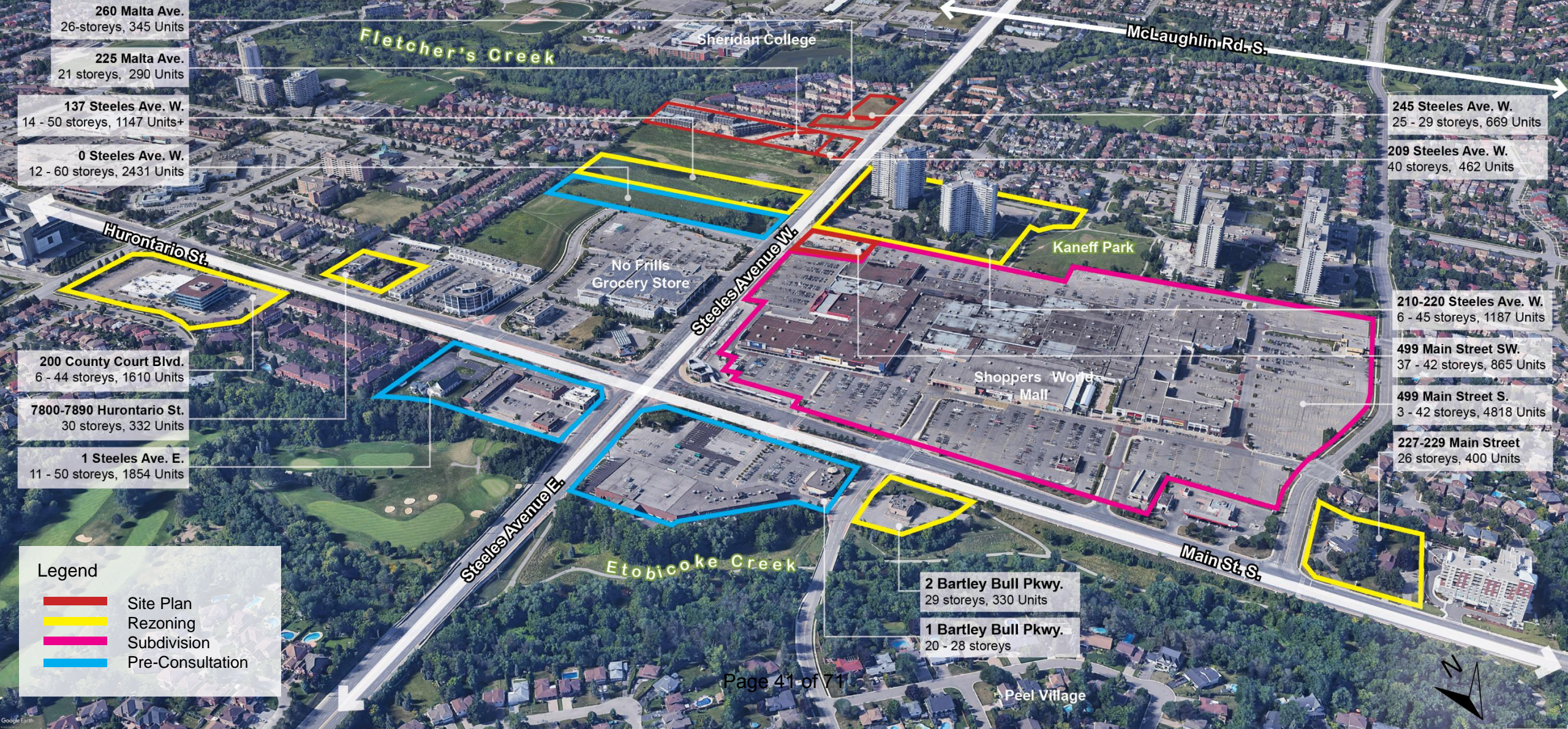
 **22,050**

EXISTING JOBS

 **10,900**

EXISTING UNITS

 **7,320**



260 Malta Ave.
26-storeys, 345 Units

225 Malta Ave.
21 storeys, 290 Units

137 Steeles Ave. W.
14 - 50 storeys, 1147 Units+

0 Steeles Ave. W.
12 - 60 storeys, 2431 Units

200 County Court Blvd.
6 - 44 storeys, 1610 Units

7800-7890 Hurontario St.
30 storeys, 332 Units

1 Steeles Ave. E.
11 - 50 storeys, 1854 Units

245 Steeles Ave. W.
25 - 29 storeys, 669 Units

209 Steeles Ave. W.
40 storeys, 462 Units

210-220 Steeles Ave. W.
6 - 45 storeys, 1187 Units

499 Main Street SW.
37 - 42 storeys, 865 Units

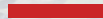

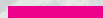

499 Main Street S.
3 - 42 storeys, 4818 Units

227-229 Main Street
26 storeys, 400 Units

2 Bartley Bull Pkwy.
29 storeys, 330 Units

1 Bartley Bull Pkwy.
20 - 28 storeys

Legend

-  Site Plan
-  Rezoning
-  Subdivision
-  Pre-Consultation

Uptown – Planned Context

High rate of redevelopment with mixed-use applications in the pipeline



14,000+
new residential units
+ commercial space

- Development Applications
- 260 Malta Avenue
 - 209 Malta Avenue
 - 225 Malta Avenue
 - 245 Malta Avenue
 - 210-220 Steeles Avenue West
 - 137 Steeles Avenue West
 - 499 Main St. S (Shoppers World)
 - 2 Bartley Bull Pkwy
 - 1 Bartley Bull Pkwy
 - 1 Steeles Avenue East
 - 499 Main St. S Phase 1A

Project Extent

1.75km approx. (from McLaughlin Road to Etobicoke Creek East edge)



 Project Extent

High Level Comparison Matrix

Alternative	Description	Items	Cost	Total Cost	Opportunities	Constraints
Alternative # 1 Do nothing	Development-application based	Design	0	0	No immediate capital cost implications	Does not address problem/opportunity
		Utility relocation (Above-grade)	0			Missed opportunity to collect adequate charges from developers
		Boulevard improvements	0			Fragmented upgradation of infrastructure
						Safety concerns for pedestrians and cyclists, affecting public transit ridership and increasing dependency on private vehicles
Alternative # 2 Above-grade utility relocation	Relocation of hydro poles closer to existing roadside curb (subject to exemption approval) w/ Boulevard improvements	Design	\$ 5,398,360	\$ 52,343,300	Sub-standard pedestrians and cycling infrastructure Cost savings compared to Alternative #3	Cost implications
		Utility relocation (Above-grade)	\$ 4,680,960 (2024 dollars)			Boulevard space constraints for pedestrians and cycling infrastructure, due to pole anchor cables
		Boulevard improvements	\$ 42,263,980			Aerial restriction for large canopy street trees
Alternative # 3 Below-grade utility relocation (Recommended)	Removal of hydro poles w/ relocation of existing hydro cables below-grade & Boulevard improvements	Design	\$ 7,573,990	\$ 73,436,000	Conversion of vehicle-oriented corridor into a sustainable multi-modal corridor Address space constraints to provide dedicated pedestrian and cycling infrastructure for a Transit Oriented Community	Cost implications
		Utility relocation (Below-grade)	\$ 24,951,400 (2024 dollars)			
		Boulevard improvements	\$ 40,910,610			Alignment w/ Urban Tree Canopy goals

Alternative #1 – Do Nothing (Implications)

Development application-based Implementation similar to Queen St.

Existing Utilities Constraints

Maintaining existing hydro poles w/ aerial cables could limit the planned streetscape enhancements, possibly hindering the full realization of the City's Complete Streets guidelines.

Cost Implications

By avoiding initial below-grade utility relocations costs, City can incur higher long-term costs due to possible future relocations as well as miss the opportunity to potentially recoup cost through the (re)development process.

Fragmented Infrastructure

With (re)development defining the streetscape improvements' project timelines, this approach can result in a fragmented look over a long term.

Space limitations

Existing hydro poles w/ guy wires take up valuable space that could be used for other urban improvements like wider sidewalks, dedicated cycle tracks etc.



Alternative #2 - Above-grade utility relocation (Implications)

Sub-standard infrastructure

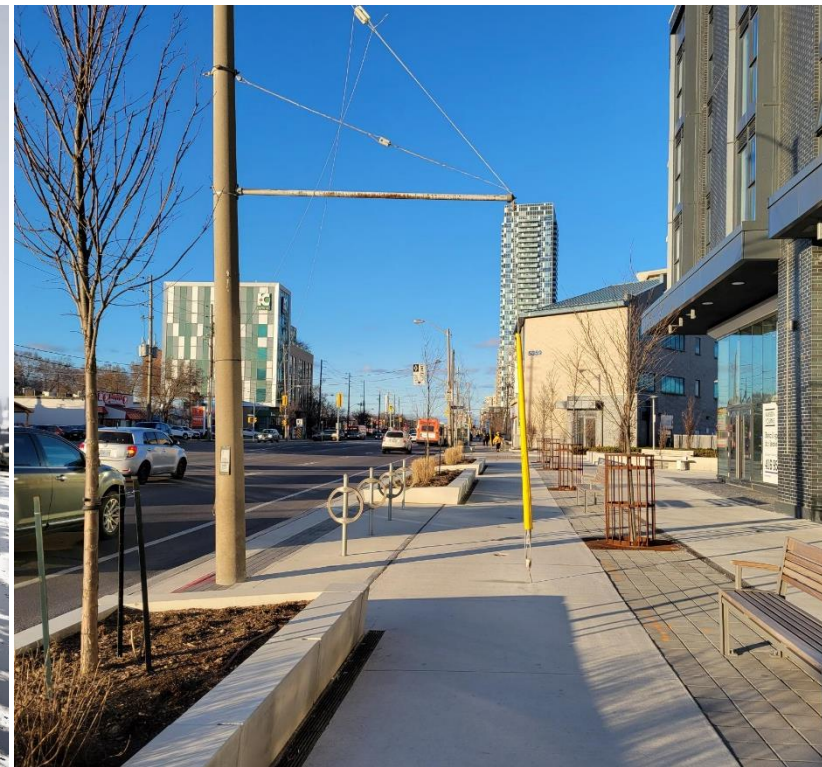
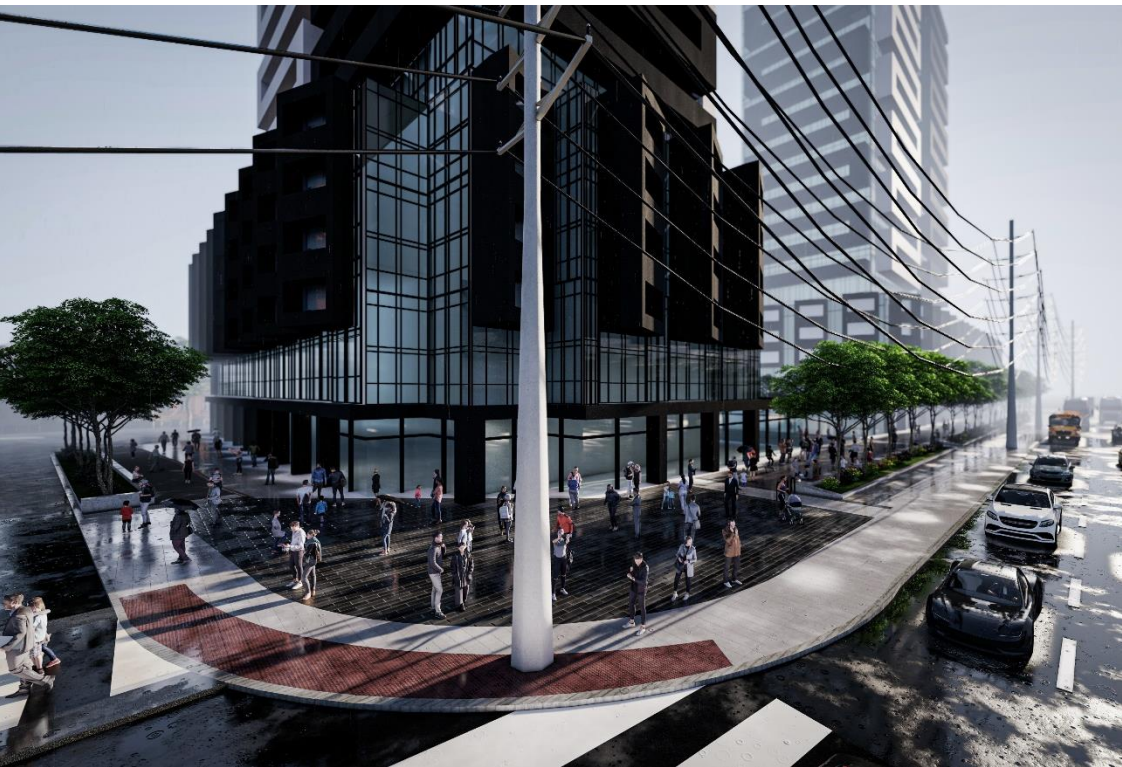
Space constraints

Cable clear zone restriction

- **Min. 3m wide Sidewalks**

- **Small Canopy Tree Planting and seating***

*include 1m wide splash strip & 1.5m hydro easement (subject to exemption from PUCC to shift hydro poles closer to roadside curb)



Alternative #3 - Below-grade utility relocation

9.5 - 13m Boulevard with single/double row of street trees

- **Min. 4m wide Multi-use pathways**
- **4.5 - 5m wide planting and seating***
*include 1m wide splash strip & 1.5m hydro easement (T.B.D)
- **6m wide crossings**



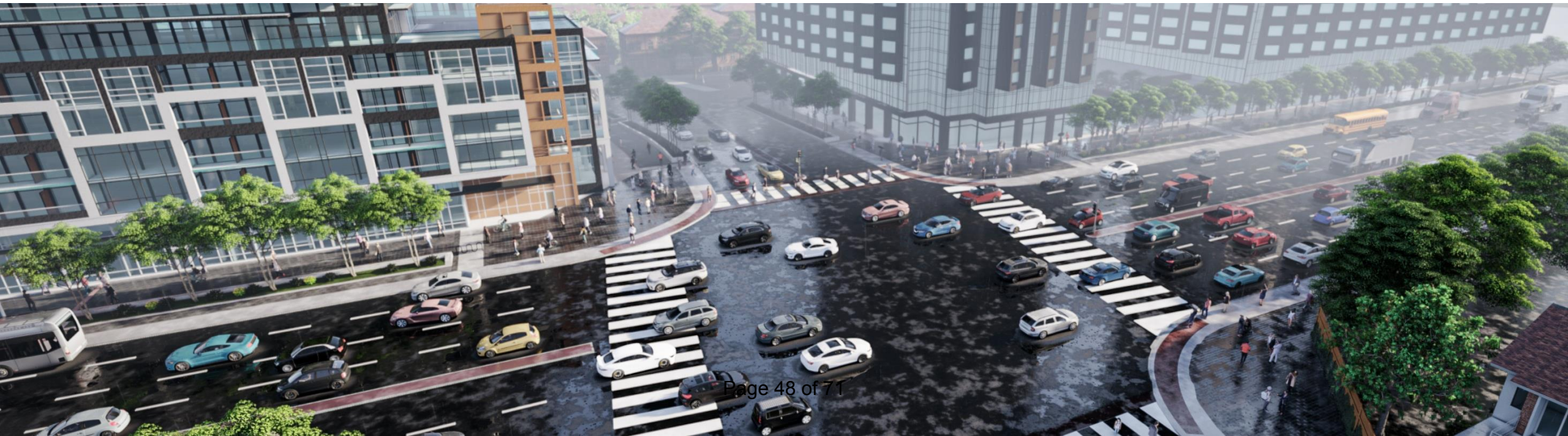
Staff recommendation

Capital project Implementation

Area specific levies

Interim Streetscape design

- That staff be directed to undertake a feasibility study (within the existing approved capital budget) for an Uptown Steeles Avenue Urban Streetscape Improvements Plan and report back with respect to project milestones, anticipated costs, and a financial strategy to fund the improvements.



Thank you!





BRAMPTON

Report
Staff Report
 The Corporation of the City of Brampton
 2/10/2025

Date: 2025-01-17

Subject: **Recommendation Report: Uptown Steeles Avenue Streetscape Improvements Feasibility Study – Wards 3 & 4**

Contacts: David de Groot, Urban Design Manager, Development Services & Design
 Nelson Cadete, Transportation Planning Manager, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-260

RECOMMENDATIONS:

1. That the Recommendation Report from Hanu S. Dilip, Urban Designer, Development Services & Design and Rowaidah Chaudhry, Transportation Planner, Integrated City Planning to the Planning and Development Committee Meeting of February 10, 2025, re: **Recommendation Report: Uptown Steeles Avenue Streetscape Improvements Feasibility Study – Wards 3 & 4**, be received; and,
2. That staff be directed to complete a feasibility study (within the existing approved capital budget) for potential improvements to the Steeles Avenue streetscape the City's Uptown and report back with project milestones, anticipated costs, and a financial strategy to fund the improvements.

OVERVIEW:

- **An Uptown Steeles Avenue Streetscape Improvements Feasibility Study is recommended to inform how the 1.75km segment of Steeles Avenue (between Etobicoke Creek and McLaughlin Road) should be revitalized into a dynamic, pedestrian-friendly environment, enhancing safety and promoting sustainable mobility options. It would be an important complement to the significant urbanization and intensification occurring in the area and would harmonize with Brampton's Vision 2040 and the future "On the Move: Brampton Mobility Plan".**
- **The physical changes being considered for the Steeles Avenue right-of-way would improve safety and comfort for all road users and foster a "main street" design in the Uptown Urban Centre. Proposed changes include a design to reduce vehicular speeds, intersection improvements, dedicated**

pedestrian and cycling infrastructure, sustainable landscaping, and significant utility infrastructure upgrades.

- **Staff has undertaken a preliminary assessment and high-level cost estimate of three alternatives for a streetscape improvements capital project:**
 - **Alternative #1 (Do nothing) – conventional improvements with no change to hydro pole infrastructure, completed through the implementation of development applications.**
 - **Alternative #2 (Above-grade utility relocation) – Relocation of hydro poles closer to existing roadside curb (subject to exemption approval from Public Utility Coordinating Committee) and boulevard improvements (\$52.3 million)**
 - **Alternative #3 (Below-grade utility relocation) – Removal of hydro poles with below-grade relocation of existing hydro cables and boulevard improvements (\$73.4 million)**
- **Currently under the jurisdiction of the Region of Peel, ownership and maintenance of Steeles Avenue are to be transferred to the City of Brampton effective July 1, 2026 (or as determined by the Province). This transfer will grant the City controlling interest in the future design of Steeles Avenue.**
- **As recommended in this report, and prior to Steeles Avenue being transferred to the City, staff is seeking Council direction to complete the Uptown Steeles Avenue Streetscape Improvements Feasibility Study and report back with respect to project milestones, anticipated project costs, and a financial strategy to fund the streetscape improvements.**
- **There are no direct financial implications from the adoption of the recommendation of this report. Sufficient funding is available in the Planning, Building & Growth Management capital budget for conducting the feasibility study.**

BACKGROUND:

Currently, Steeles Avenue is a suburban 6-lane arterial road under the jurisdiction of Peel Region that is designed to move high volumes of inter-regional vehicular traffic at a high speed (60 to 70 km/hr). The corridor is designated as a goods movement corridor that includes a standard sidewalk or fragmented segments of multi-use paths. The corridor has not been designed to complement the significant mixed-use (commercial and residential) urban forms of redevelopment that is identified in Brampton Plan (2023).for the Uptown area.

Steeles Avenue is serviced by Züm Rapid Transit which connects with the planned HuLRT station at Gateway terminal. However, the design of the existing Steeles Avenue streetscape will not effectively support the future increased volume of commuters and pedestrians that the HuLRT and Uptown Brampton will generate. Inadequate pedestrian infrastructure and limited cycling facilities exists along the corridor.

The new proposed legislation from the Province (Bill 240, Peel Transition Implementation Act, 2024) will transfer the ownership and maintenance of roads from the Region to Brampton. This legislation, to become effective on July 1, 2026 (or as determined by the Province), will grant the City controlling interest in the future design of Steeles Avenue.

This transfer of jurisdiction of Steeles Avenue to the Brampton will allow the City to implement a new vision for this corridor that will align with the vision advancing through the “On the Move: Brampton Mobility Plan” (BMP). The BMP will recommend policies, infrastructure, and programs to create a mosaic of safe, integrated transportation choices, with a focus on walking, cycling, and transit. In line with the principles of the future BMP, staff anticipates the creation of an Uptown Steeles Avenue Urban Streetscape Improvements Plan that will prioritize multi-modal transportation, reduce reliance on vehicular traffic, and promote sustainable options by developing pedestrian-friendly spaces and cycling infrastructure that will support Brampton’s growing transit network.

(Refer to Figure 1 and Figure 2 in Attachment 3, which depict examples of boulevard treatments that support the vision for Uptown Brampton).

CURRENT SITUATION:

Brampton’s Uptown Urban Centre is planned to become a significant nodal area in the City that will accommodate high-density mixed-use development forms, as identified in the Council approved Brampton Plan (2023). The area is already starting to undergo dramatic change with new high-rise construction occurring along the Steeles Avenue West corridor in proximity to Hurontario Street, while other development proposals for major high-density projects in this area are being processed by staff. These development projects are expected to create approximately 14,000 new residential units along the segment of Steeles Avenue between McLaughlin Road to the west and Etobicoke Creek to the east. The development activity that is occurring in the City’s Uptown area provides a great opportunity for the City to commence a transformation of the Steeles Avenue corridor from its suburban character into a vibrant, business-friendly environment, that supports safe, sustainable and active living.

Uptown Steeles Avenue Streetscape Improvements Feasibility Study

To facilitate the transformation of the corridor, staff intend to complete an Uptown Steeles Avenue Streetscape Improvements Feasibility Study, as is recommended by this report. The Study is recommended due to the significant capital costs that are associated with different design alternatives being considered within the Steeles Avenue corridor. The Feasibility Study would identify:

- key infrastructure to be included within an updated Steeles corridor;
- expected timing of project milestones and completion;

- technical details associated with various design alternatives;
- costs of implementing the various design alternatives;
- financial strategies to pay for the improvements.

Once completed staff will report back to Committee and Council with the results of the study, to seek direction on a preferred design.

This study will also inform the planned future review of the Steeles Avenue corridor which will examine and evaluate potential higher-order transit alternatives, together with the supporting transportation, land use, densities, and urban design characteristics. It could also establish a City-wide urban approach for implementing streetscape changes in area focused intensification.

Hydro Pole Infrastructure – Alternatives

The most significant challenge to implementing the vision for Uptown Brampton Steeles Avenue is the scope and cost to remove or relocate above-ground hydro infrastructure. Hydro services along Steeles Avenue are generally provided above ground via overhead wires. The existing hydro poles are owned by Alectra and shared between Alectra and four additional service providers, namely, Rogers, Bell, PSN (Public Sector Network), and Acronym Solutions (formerly Hydro One Telecom). Streetlights are mounted on hydro poles in some locations, and streetlight poles in others. The existing hydro poles and guy wires occupy valuable space that could otherwise be allocated to dedicated pedestrian and cycling infrastructure that support transit-oriented development. Furthermore, these aerial obstructions limit the potential for planting large canopy trees, hindering alignment with the City's Urban Tree Canopy goals.

Staff has assessed three boulevard improvement alternatives in consultation with internal stakeholders and utility companies.

Alternative 1 (“Do-Nothing”)

Description:

- Conventional development application-based frontage implementation, resulting in no change to hydro pole infrastructure, which relies on (re)development to dictate the timeline for boulevard improvements.

Total Municipal Cost:

- \$0

Assessment/Implications:

- May lead to a disjointed appearance over time, as changes occur in a fragmented manner rather than as a coordinated effort.
- Opting out of initial below-grade utility relocations to avoid costs now could result in increased expenses in the long run, due to potential future relocations and the lost opportunity to potentially recoup costs through the redevelopment process.

Moreover, the physical space occupied by the current hydro poles and guys wires could otherwise be used to facilitate critical urban improvements, such as the expansion of sidewalks and the addition of dedicated cycle tracks, enhancing the overall urban experience.

- In Attachment 3, Figure 3 illustrates the current conditions along Steeles Avenue and Figure 4 depicts an example of fragmented streetscape infrastructure along the City owned portion of Queen Street East. This alternative involves retaining the existing hydro poles and aerial cables, which could restrict planned enhancements to the boulevards and adherence to the City's Complete Streets guidelines.

Alternative 2 (“Above-grade utility relocation”)

Description:

- Relocation of hydro poles closer to the existing roadside curb (which is subject to exemption approval) along with the boulevard improvements.

Total Municipal Cost:

- \$52,343,000

Assessment/Implications:

- Will result in sub-standard pedestrian and cycling infrastructure, which may lead to safety concerns and hinder active transportation options, potentially impacting the accessibility and livability of the area.
- Cost savings compared to Alternative #3 could present short-term financial benefits, however, may result in long-term drawbacks.
- Refer to Figure 5 in Attachment 3. This alternative involves shifting hydro poles closer to the roadway alongside corresponding improvements to the boulevard. Though it is less expensive than Alternative #3, despite some incremental improvements, it does not fully resolve the limitation of space for pedestrian and cycling infrastructure due to the presence of pole guy wires, nor does it allow the expansion of the urban tree canopy, key to the City's environmental and sustainability aspirations.

Alternative 3 (“Below-grade utility relocation”)

Description:

- Removal of hydro poles with below grade relocation of existing hydro cables along with the boulevard improvements.

Total Municipal Cost:

- \$73,436,000

Assessment/Implications:

- Conversion of a vehicle-oriented corridor into a sustainable multi-modal corridor.
- Support to address space constraints to provide dedicated pedestrian and cycling infrastructure for a Transit Oriented Development (TOD)
- Alignment with Urban Tree Canopy goals
- Refer to Attachment 3, Figure 6 that provides an illustration of this preferred alternative which encompasses a comprehensive redesign, involving the removal of hydro poles and the relocation of hydro cables below grade, in conjunction with boulevard upgrades. Despite its higher cost implications, this alternative commits to a complete transformation of the streetscape into a sustainable, multi-modal corridor that also aligns with Brampton’s urban tree canopy ambitions. It effectively eliminates previous spatial constraints, paves the way for robust pedestrian and cycling infrastructure, and supports the evolution of a transit-oriented community. This forward-thinking approach aims to elevate the goods movement corridor into a more sustainable and pedestrian-friendly environment, thus reinforcing Brampton’s strategic urban development goals.

Attachment 2, High Level Comparison Matrix, provides the cost estimate of each alternative along with its opportunities and constraints.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no direct financial implications from the adoption of the recommendation of this report. Conducting the feasibility study of Uptown Steeles Avenue Streetscape Improvements Plan will cost approximately \$50,000 and will be funded from the following projects:

Capital Project	Amount
207840 - 001 – <i>Urban Design Standards Manual</i>	\$10,000
247840 – 001 - <i>Urban Design Standards Manual</i>	\$40,000

The implementation of Alternative 2 and Alternative 3 may require municipal funding of \$52.3 million and \$73.4 million, respectively. These figures represent the estimated costs for each option based on the preliminary analysis. To ensure that these funding requirements align with the City’s financial capacity, a detailed funding strategy will be developed as part of the recommended feasibility study.

The funding strategy will be presented to Council for consideration and will provide an in-depth assessment of the financial impacts to the City. It will also require prioritization of these alternatives in relation to other ongoing and upcoming City projects to ensure that financial resources are allocated efficiently and effectively. This strategy will help guide decision-making on how to best fund the proposed alternatives while maintaining fiscal responsibility.

Note, Steeles Avenue is currently under the jurisdiction of the Region of Peel and would need to be transferred to the City for the City to undertake this project. Ownership and maintenance of Steeles Avenue are to be transferred to the City of Brampton effective July 1, 2026, or as determined by the Province. This transfer will grant the City controlling interest in the future design of Steeles Avenue. Until such time, however, there remains a risk to the City were it to invest in a feasibility study without having ownership of the road.

Should additional funds be required for this initiative, staff will report back to Council through the budget process or a budget amendment.

Other Implications:

Postponing the study could result in the City missing opportunities for establishing a complete streetscape program, considering there are approximately 14,000 units identified under various types of development applications.

STRATEGIC FOCUS AREA:

The initiative aligns with the below noted City's strategic focus areas.

- **Health & Well-being:** The transformation of Steeles Avenue will promote the health, wellness, and safety of residents by creating a safer and more accessible environment.
- **Transit & Connectivity:** By providing comparable options to the private vehicle, the transit-oriented community will encourage residents to explore modes other than the private vehicles thus decreasing pollution. Increased active transportation usage will also promote physical and mental well-being by helping residents stay active and socially connected. Secondly, enhancing pedestrian and cycling infrastructure and supporting public transit supports the goal of creating a safe, convenient, efficient, and sustainable transportation network.
- **Growing Urban Centres & Neighbourhoods:** The revitalization of Steeles Avenue is integral to the growth and vibrancy of Uptown Brampton, nurturing strong, connected communities.
- **Environmental Resilience & Sustainability:** By focusing on green development, urban forestry, and sustainability principles, the project contributes to Environmental Resilience & Sustainability. Moreover, it exemplifies service excellence, innovation, and effectiveness in urban planning and design, ensuring accountability and transparency.

CONCLUSION:

The Uptown Steeles Avenue Urban Streetscape Improvements Plan is a transformative project that aligns with Brampton's vision of a sustainable, safe, and integrated transport system. This initiative reaffirms the City's commitment to reducing reliance on vehicular traffic by fostering the development of pedestrian-friendly spaces and cycling infrastructure, thus reinforcing multi-modal transportation as the backbone of Uptown Brampton's vibrant urban fabric.

Staff conducted preliminary research which included the consideration of opportunities and constraints of the three alternatives outlined within this report in the context of current and forecasted population. Staff is, through this report, seeking Council direction to advance the feasibility study of the recommended alternative.

Authored by:

Reviewed by:

Hanu S. Dilip
Urban Designer
Development Services & Design

Allan Parsons, RPP, MCIP
Director
Development Services & Design

Authored by:

Reviewed by:

Rowaidah Chaudhry
Transportation Planner
Integrated City Planning

Henrik Zbogor, RPP, MCIP
Director
Integrated City Planning

Approved by:

Approved by:

Steve Ganesh, RPP, MCIP
Commissioner,
Planning, Building & Growth Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Supporting Policy Framework
- Attachment 2 – Comparison Matrix
- Attachment 3 – Reference Images

Date: 2025-01-17

Report number: Planning, Bld & Growth Mgt-2024-260

Attachment 1 - Supporting Policy Framework

Brampton Vision 2040 and Brampton Plan

Council's endorsement of Brampton Vision 2040 provides a visionary framework for Uptown Brampton, positioning it as a vibrant, dynamic hub that will define the city's future. According to this vision, Uptown Brampton is set to become the 'beating heart' of a thoughtfully designed transit-oriented work/live civic core, encompassing various elements essential for business, commerce, leisure, and tourism. The new urban center is anticipated to become an iconic landmark that showcases a futuristic image, characterized by expressive buildings and inviting public spaces that attract developers to showcase their finest contributions, thereby elevating the overall cityscape with innovative attractions and amenities.

Furthermore, the vision includes a bold and innovative proposal for Uptown Brampton to evolve into a potentially car-free precinct, leveraging advanced civic infrastructure, integrated 'smart city' technology and sustainable innovations to promote a more livable, accessible, and environmentally friendly urban environment. Uptown Brampton is poised to evolve into a destination that captures the spirit of progress, embraces cutting-edge technologies, and fosters a thriving urban community. The endorsed vision paves the way for an inspiring and inclusive future, where Uptown Brampton emerges as a model for sustainable urban development, embracing the aspirations of its residents, businesses, and visitors alike.

The new Brampton Plan envisions a future where residents can access essential services within a 15-minute walk, fostering the development of vibrant, self-sustaining neighborhoods. Central to this vision, Uptown is one of the identified Urban Centers, which will serve as a focal point for urban development and connectivity. These centers will boast robust transit infrastructure, reducing reliance on private vehicles and enabling seamless travel within the city and beyond. Streets will undergo a transformation, evolving into complete streets that prioritize the needs of pedestrians, cyclists, and transit users, creating vibrant and accessible public spaces.

Uptown emerges as a key urban core in this vision, anchored by rapid transit connections along Hurontario Street and Steeles Avenue. Stretching from Sheridan College in the west to the 410 and Steeles in the east, Uptown represents a prime opportunity for transit-oriented development and civic growth. With a focus on design excellence and

placemaking, Uptown will evolve into a vibrant hub of activity, offering a mix of residential, commercial, and recreational spaces while serving as a critical nexus for citywide and regional connectivity. Steeles Avenue, designated as a Primary Urban Boulevard, will play a central role in Uptown's vibrancy, supported by higher order transit systems and designed to enhance the urban experience for all.

Multi-modal road network planning is an integral part of transportation planning and an important consideration for Brampton Mobility Plan (BMP), reflecting a holistic approach to transportation that accommodates not just automobiles but supports trucks for goods movement, and functions as the backbone for sustainable transportation modes, including transit, cycling and walking. This network serves as the foundational structure that connects individuals to essential services, educational and employment opportunities, thereby enhancing community integration and accessibility.

Recognizing that many roads within the City's jurisdiction are increasingly burdened by traffic, there are ongoing plans to augment capacity, transitioning from 4 to 6 travel lanes as part of a broader strategy to improve flow and accessibility. In line with this strategy, the Uptown Brampton Steeles Avenue Urban Streetscape Improvements initiative emerges as a transformative project, one that aligns with Brampton's vision of a sustainable, safe, and integrated transport system. This initiative reaffirms the City's commitment to reducing reliance on vehicular traffic by fostering the development of pedestrian-friendly spaces and cycling infrastructure, thus reinforcing multi-modal transportation as the backbone of Brampton's vibrant urban fabric.

Hurontario-Main Corridor Secondary Plan

The Hurontario-Main Corridor Secondary Plan prioritizes the establishment of an inviting and vibrant public realm, centered on a pedestrian-oriented environment, emphasizing exceptional design and architecture to create an attractive built environment that sets a superior standard for the area.

Urban Design, as outlined in Policy 5.11.1, plays a crucial role in the plan's execution. Sustainability principles are key, encompassing pedestrian-friendly layouts, mixed-use spaces, transit-friendly densities and designs, accessibility enhancement, and an elevated public realm. Additionally, the plan focuses on safeguarding the area's natural and cultural heritage, as well as recreational open spaces. A significant emphasis is placed on expanding and nurturing a robust and diversified urban forest canopy across private and public lands, while promoting water and energy conservation through the encouragement of Green Development and Low Impact Development (LID) principles.

Incorporating these key policies, the Hurontario-Main Corridor Secondary Plan aims to cultivate a vibrant and sustainable corridor that reflects the community aspirations and improves residents' quality of life. By fostering an attractive and inviting public realm with strong commitments to sustainable practices, the plan sets the stage for an urban landscape, embracing the principles of accessibility, environmental stewardship, and community well-being.

Vision Zero Road Safety Strategic Plan 2018-2022

In 2018, the Regional Council took a significant step forward by endorsing the Vision Zero Road Safety Strategic Plan 2018-2022, setting in motion a comprehensive roadmap to enhance road safety and reduce traffic related fatalities and injuries. This strategic plan embodies a shared vision of achieving zero fatalities and serious injuries on the Regional roads, committing to a future where every road user can feel safe and protected.

As Uptown Brampton undergoes re-development and transformation, it provides an opportunity to re-think Steeles Avenue. This evolution provides an opportunity to not only improve aesthetics but also prioritize the safety of pedestrians and cyclists by animating the street edges, fostering a sense of community, and promoting active transportation through dedicated infrastructure.

The overarching goal is to foster a transportation network where safety is paramount, ensuring that all members of the community, whether pedestrians, cyclists, or motorists, arrive at their destinations without compromising their well-being. The shared commitment to Vision Zero, reflects a shared vision of a future where safety takes precedence, paving the way for a more secure and harmonious transportation landscape for generations to come.

Region of Peel Official Plan, April 2022

Regional Council adopted the Region of Peel Official Plan (RPOP) on April 28, 2022. It was approved by the Province with modifications and replaced the Region of Peel Official Plan (2021 office consolidation) originally adopted in 1996. The draft plan has since been submitted for approval by the Province. Schedule E-5 of the draft RPOP, has designated a Primary Major Transit Station Area around Hurontario Street and Steeles Avenue that is also identified as part of the Growth Plan Priority Transit Corridor along Hurontario Street. Steeles Avenue is also designated as Other Rapid Transit Corridor, and a Major Road with a 45-meter ROW.

The RPOP outlines several policies aimed at enhancing the functionality and safety of major roads. These include ensuring transportation capacity meets a defined level of service, exploring multimodal transportation methods and regulating development along road fronts to maintain road safety and capacity. These strategic policies are integral to fostering a safe, efficient, and accessible transportation network across the Region of Peel, aligning with broader goals for sustainable urban mobility and growth management.

Date: 2025-01-17

Report number: Planning, Bld & Growth Mgt-2024-260

Attachment 2 – Comparison Matrix

Alternatives	Alternative #1	Alternative #2	Alternative #3
	Do Nothing	Above-grade utility relocation	Below-grade utility relocation
Design (CAD)	0	\$5,398,360	\$7,573,990
Utility relocation (CAD) (2024 \$)	0	\$4,680,960	\$24,951,400
Boulevard Improvements (CAD)	0	\$42,263,980	\$40,910,610
Total cost (CAD)	0	\$52,343,300	\$73,436,000
Opportunities	No immediate financial implications	Sub-standard pedestrian and cycling infrastructure	Conversion of vehicle-oriented corridor into a sustainable multi-modal corridor Address space constraints to provide dedicated pedestrian and cycling infrastructure for a Transit Oriented Development Alignment with Urban Tree Canopy goals
		Cost savings compared to Alternative #3	

Alternatives	Alternative #1	Alternative #2	Alternative #3
	Do Nothing	Above-grade utility relocation	Below-grade utility relocation
Constraints	Does not address current issues	Cost implications	Cost implications
	Missed opportunity to collect adequate charges from developers		
	Fragmented upgradation of infrastructure	Boulevard space constraints for pedestrian and cycling infrastructure, due to pole anchor cables	
	Safety concerns for pedestrians and cyclists, affecting public transit ridership and increasing dependency on private vehicles	Aerial restriction for large canopy street trees	

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Attachment 3 – Reference Images

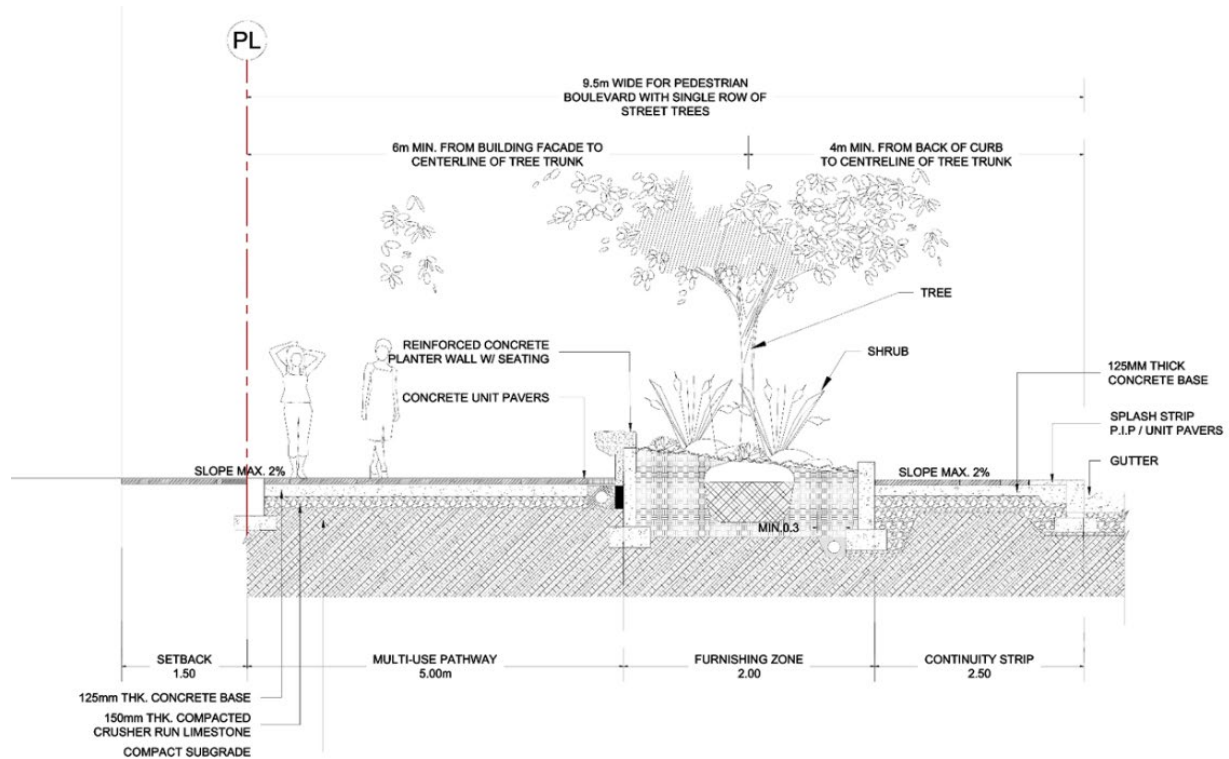


Figure 1: Boulevard cross section illustrating multi-use path with single row of trees.

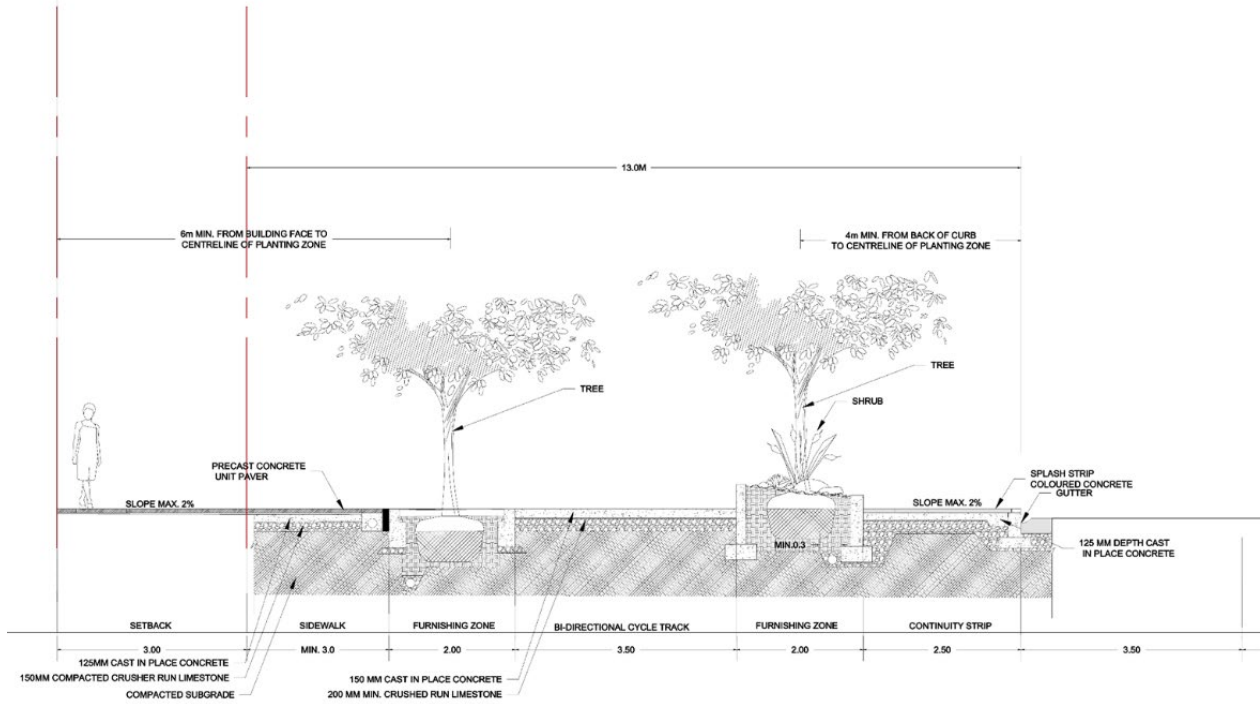


Figure 2: Boulevard cross section illustrating dedicated cycle tracks and sidewalks with double row of trees

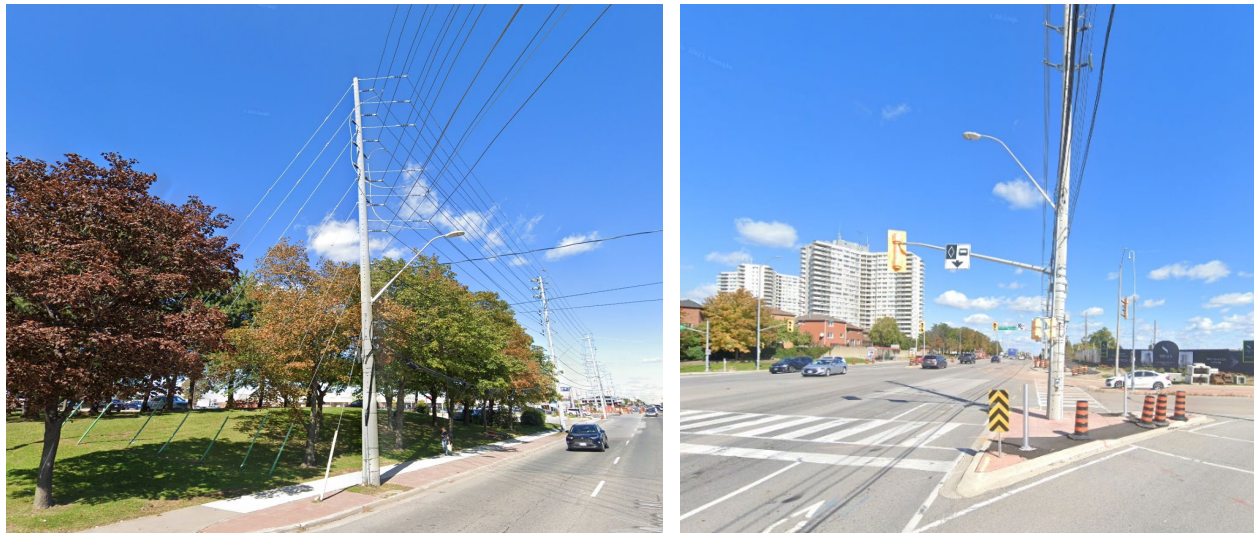


Figure 3: Alternative #1, Do Nothing, Existing scenario along Steeles Avenue

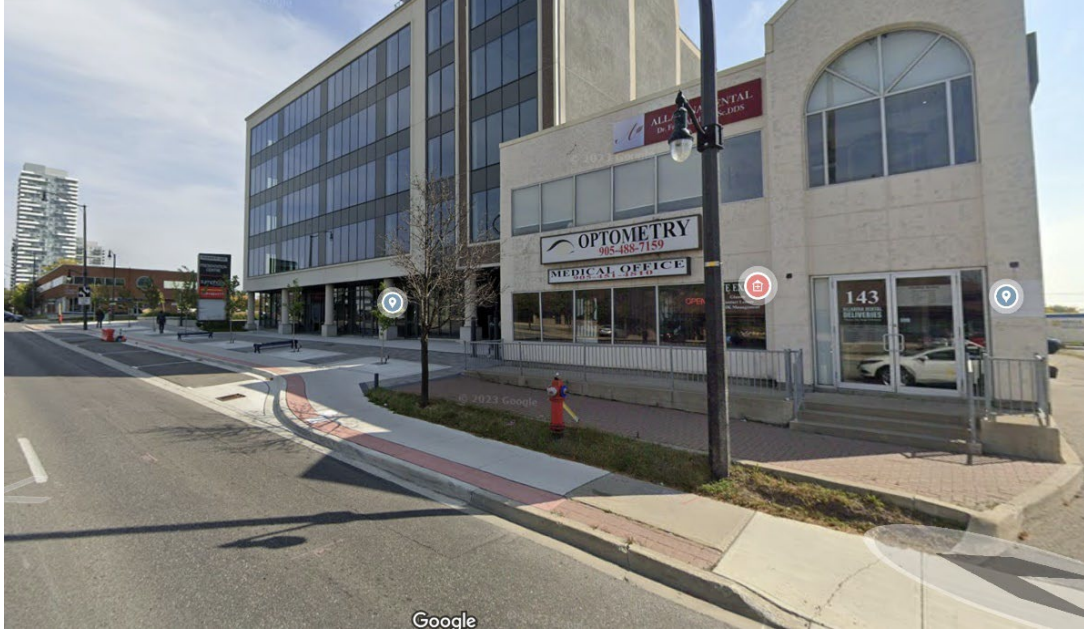


Figure 4: 148 Queen Street East development with fragmented streetscape infrastructure as the neighbouring landowner has not planned for redevelopment

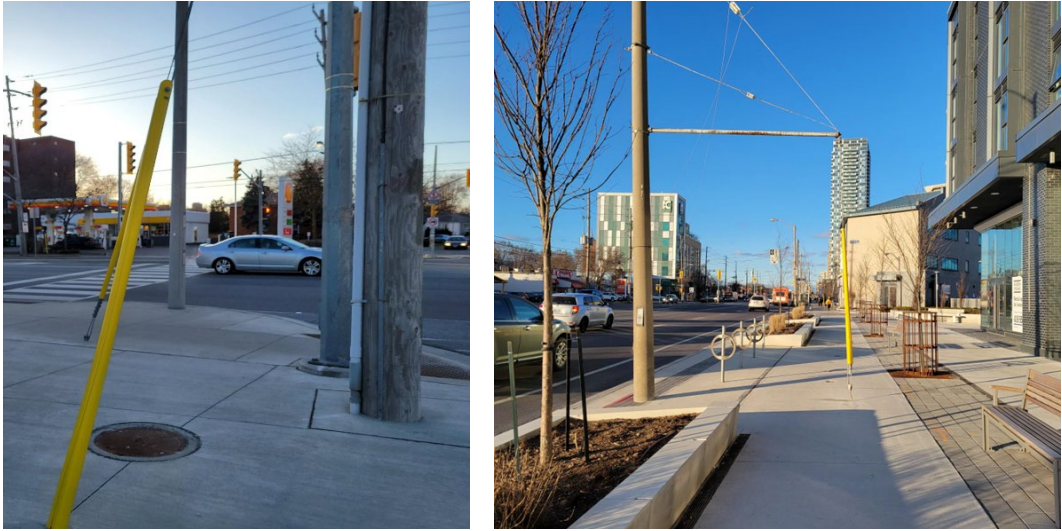


Figure 5: Alternative #2, Aerial relocation of hydro poles with guy wires resulting in interference with infrastructure



Figure 6: Alternative #3, Removal of hydro poles w/ below-grade relocation of existing cables creating space for planned infrastructure



Report
Staff Report
 The Corporation of the City of Brampton
 8/12/2024

Date: 2025-01-27

Subject: **Additional Residential Unit (ARU) Registration Process – Electrical Safety Code Compliance – All Wards**

Contact: Ross Campbell, Manager, Zoning & Sign By-law Services, Building Division

Report number: Planning, Bld & Growth Mgt-2024-640

RECOMMENDATIONS:

1. That the report titled: Additional Residential Unit (ARU) Registration Process – Electrical Safety Code Compliance – All Wards, to the Planning and Development Committee Meeting of February 10, 2025 be received; and
2. That staff be directed to implement the proposed process change to streamline ARU registration and provide direct notification to the Electrical Safety Authority (as the approval authority for works undertaken under the Electrical Safety Code) of all registered additional residential units.

OVERVIEW:

- **The City of Brampton permits the creation of Additional Residential Units (ARUs) on the same lot as a single detached, semi-detached or townhouse dwelling.**
- **A building permit is required for the creation of any ARU. Through the review of a building permit application and inspection of associated construction, Building Division staff are responsible for ensuring that an ARU complies with the municipal Zoning By-law and Ontario Building Code.**
- **Since its inception in 2015, at the direction of Council, the ARU registration process has required that an applicant/owner submit an Electrical Safety Authority (ESA) Certificate of Inspection (or Certificate of Acceptance) to confirm compliance with the Electrical Safety Code after the Occupancy Permit has been issued by the City.**

- **Staff are proposing to revise the registration process to provide direct notification to the Electrical Safety Authority, as the agency responsible for verifying compliance with the Electrical Safety Code, of all ARUs following the issuance of the Occupancy Permit. This would negate the need for a follow-up submission to the City from the applicant and permits the ARU Registration Certificate to be issued simultaneously with granting of occupancy of the ARU.**
- **The ARU Registration By-law currently requires that all ARUs comply with specified municipal and provincial regulations and legislation, including the Electrical Safety Code. No change to the Registration By-law is proposed and all ARUs will continue to be required to comply with the Electrical Safety Code. Failure to comply with the Electrical Safety Code could result in the revocation of an ARU Registration Certificate.**
- **Building Division staff have consulted with staff at the ESA who are in agreement with the proposed process changes and have no concerns with the information to be shared directly from the City regarding ARU construction.**

BACKGROUND:

The City of Brampton Official Plan and Zoning By-Law were amended in 2015 to permit the secondary dwelling units in existing houses. A Registration By-law was also enacted at that time to ensure that all legal second units are registered with the City. The Registration By-law stipulates that all additional residential units must comply with relevant municipal and provincial regulations and legislation including the Electrical Safety Code.

At the time that the registration process for second units was initially developed, Council directed that staff include, as part of the registration process, a method of ensuring that all second units comply with the Electrical Safety Code. In response to that direction, staff have required that any applicant/owner submit a Certificate of Acceptance (or Certificate of Inspection) from the Electrical Safety Authority (ESA) prior to finalize the registration process and issuing a Registration Certificate.

CURRENT SITUATION:

The creation of an ARU requires that a building permit be issued under the Ontario Building Code (OBC). The OBC also prescribes a number of mandatory inspections and minimum standards for construction. All matters involving compliance with the OBC are reviewed and inspected by municipal Building Division staff as the approval authority under the Building Code Act.

Matters involving electrical systems, wiring and fixtures within a building are under the jurisdiction of the Electrical Safety Authority who has responsibility for enforcement of the Electrical Safety Code. Municipal staff have no involvement with the review or inspection of electrical works and systems within a building. Responsibility for verifying compliance with the Electrical Safety Code rests solely with the ESA.

Since the inception of the second unit registration process in 2015 (now the ARU registration process), staff have continued to monitor and make recommendations for improvement. Over the past several years, staff have identified an undesirable trend where owners of properties that have been granted occupancy under the Ontario Building Code are failing to finalize registration by submitting verification of compliance with the Electrical Safety Code. Failure to submit this documentation can be attributed to a number of factors including simple oversight, change of ownership, failure to obtain a permit from the ESA or lack of understanding of the requirements for registration. Residents often believe that once the Building Division issues an Occupancy Permit, their ARU is then fully registered and “legal” without realizing that further steps must be taken before a Registration Certificate can be issued.

To address this trend, Building Division staff have made numerous attempts to notify property owners of the requirement to submit an ESA Certificate and finalize registration. Direct mailings to applicants and property owners have been sent alerting them to the requirement to submit ESA compliance and finalize registration. In addition, Occupancy Permits also include a bold notation that further steps must be taken, specifically confirmation of ESA compliance, before a Registration Certificate can be issued. These efforts have proven to be moderately successful but often cause confusion for owners, particularly where ownership has changed since the time an application was submitted. That being said, the efforts have not assisted to reduce the overall number of outstanding registrations for properties that have been granted occupancy as the underlying issue (submission of an ESA certificate to the City) remains unresolved.

In an effort to eliminate this administrative issue, staff are proposing to modify the ARU registration process to remove the requirement for property owners/applicants to submit an ESA certificate following the issuance of an occupancy permit by the City. Instead, staff are proposing to notify the Electrical Safety Authority directly to ensure that they are aware of all ARUs for which occupancy is granted. The ESA can then undertake any further action they deem necessary and deal directly with the property owners. This also simplifies the registration process for residents as the final Registration Certificate could then be issued at the same time as occupancy is granted.

Building Division staff have consulted with staff at the ESA who are in agreement with the proposed process changes and have no concerns with the information to be shared directly from the City regarding ARU construction. This approach will assist in their activities to ensure compliance with the Electrical Safety Code. In addition, benchmarking of other municipalities throughout southern Ontario, including the cities of

Toronto, Mississauga, Guelph and the Town of Caledon has confirmed that Brampton is unique in its requirement for the submission of an ESA certificate to finalize registration. There is no requirement for applicants to submit documentation from the ESA when creating a legal ARU in other municipalities.

From an administrative perspective, the submission of ESA documentation to the City requires an additional 10 to 15 minutes of staff time to review, log and update records for each ARU. Based on an average of over 3000 ARUs being registered each year (over the past 5 years), eliminating this administrative process will amount to approximately 630 hours of staff time savings per year, not including the addition time that is spent monitoring, generating reports and notifying applicants when they have failed to submit the ESA certificate required to finalize registration.

There are no additional risks to the City as a result of this procedural change as there is no change in the requirement for compliance with the Building Code, the Electrical Safety Code or the ARU Registration By-law, which will continue to require compliance with the Electrical Safety Code, not only at the time of registration, but also on a continuing basis.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the adoption of the recommendations in this report.

STRATEGIC FOCUS AREA:

The process improvement is consistent with the following Strategic Focus Area:

- **Government & Leadership:** Focusing on service excellence with equity, innovation, efficiency, effectiveness, accountability, and transparency

CONCLUSION:

In an effort to improve the ARU registration process while continuing to ensure compliance with the Electrical Safety Code by providing direct notification to the Electrical Safety Authority, staff are seeking the support of Council to implement the proposed administrative process changes, effectively immediately. The ESA has confirmed their support for the proposed process change. No revisions to the ARU Registration By-law or requirement to maintain compliance with municipal and provincial regulations are proposed nor required to facilitate this process alternative.

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