



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

Date: Monday, February 1, 2021
Time: 7:00 p.m.
Location: Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting
Members: Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10
Mayor Patrick Brown (ex officio)

NOTICE: In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requiring physical distancing, in-person attendance at Council and Committee meetings will be limited to Members of Council and essential City staff only. Public attendance at meetings is currently restricted. It is strongly recommended that all persons continue to observe meetings online or participate remotely.

For inquiries about this agenda, please contact: Shauna Danton, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130, or email cityclerksoffice@brampton.ca

1. Call to Order

2. Approval of Agenda

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

4. Consent Motion

All items listed with a caret (^) are considered to be routine and non-controversial by Council and will be approved by one resolution. There will be no separate discussion of these items unless a Council Member requests it in which case the item will be removed from the consent resolution and considered in its normal sequence on the agenda.

(7.3)

5. Statutory Public Meeting Reports

- 5.1. Staff report re: Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision (to permit the development of four single detached dwellings) - Castlebridge Development Group Ltd. - 2640267 Ontario Inc. - File OZS-2020-0022

Location: 10799 Creditview Road - Ward 6

Staff presentation by Himanshu Katyal, Development Planner, Planning, Building and Economic Development

6. Public Delegations (5 minutes maximum)

7. Staff Presentations and Planning Reports

- 7.1. Staff presentation re: Transportation Master Plan Review – Objectives and Principles

See Item 7.2

- 7.2. Staff report re: Transportation Master Plan Review – Objectives and Principles

Recommendation

See Item 7.1

- 7.3. ^Staff report re: Bram East (Area 41) and Goreway Drive Corridor (Area 39)
Secondary Plans Review

Recommendation

8. Committee Minutes

- 8.1. Minutes - Brampton Heritage Board - January 19, 2021

Note: to be distributed prior to the meeting

9. Other Business/New Business

10. 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.

11. Correspondence

12. Councillor Question Period

13. 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.

14. Closed Session

15. Adjournment

Next Meeting: Monday, February 22, 2021, at 1:00 p.m.

Date: 2021-01-08

Subject: **OZS-2020-0022**

Secondary Title: INFORMATION REPORT

Application to Amend the Official Plan, Zoning By-Law, and Proposed Draft Plan of Subdivision
(To permit the development of four single detached dwellings)
Castlebridge Development Group Ltd. – 2640267 Ontario Inc.
10799 Creditview Road
Ward: 6

Contact: Himanshu Katyal, Development Planner, Planning and Development Services, Himanshu.Katyal@brampton.ca 905-874-3359, and Cynthia Owusu-Gyimah, Manager, Planning and Development Services, Cynthia.OwusuGyimah@brampton.ca

Report Number: Planning, Building and Economic Development-2021-044

Recommendations:

1. **THAT** the report titled: **Information Report: Application to the Amend the Official Plan, Zoning By-law, and Proposed Draft Plan of Subdivision – Castlebridge Development Group Ltd. – 2640267 Ontario Inc. – 10799 Creditview Road – Ward 6 (2021-044: Planning, Building and Economic Development-2021-044 and City file: OZS-2020-0022)**, to the Planning and Development Committee Meeting of February 1, 2021, be received;
2. **THAT** Planning and Development Services staff be directed to report back to the Planning and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Overview:

- The applicant proposes to develop four single detached dwellings.
- The property is designated “Residential” on Schedule A – General Land Use Designations and “Convenience Retail” on Schedule A2 – Retail Structure in the

Official Plan; and “Convenience Retail” in the Fletcher’s Meadow Secondary Plan (Area 44). An amendment to the Official Plan and Secondary Plan is required.

- **The property is zoned “Agricultural (A)” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to implement the proposal.**
- **This Information Report and the associated public meeting facilitate compliance with the Term of Council “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community.**

Background:

The lands subject to this application are located at 10799 Creditview Road. This application was received on August 28, 2020. It has been reviewed for completeness and found to be complete in accordance with the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on November 5, 2020.

Current Situation:

Proposal (Refer to Appendix 1):

The application is proposing to amend the Official Plan, Zoning By-law and a Draft Plan of Subdivision. Details of the proposal are as follows:

- four two-storey, single detached dwellings;
- Proposed minimum lot area of 270 square metres for interior lots and 360 square metres for the corner lot;
- Proposed lot frontage of 10.6 metres for interior lots and 9.6 metres for the corner lot;
- Proposed 2 parking spaces per dwelling unit;
- Access to the dwellings to be provided from Buick Boulevard.

Property Description and Surrounding Land Use (Refer to Appendix 2):

The lands have the following characteristics:

- has a total site area of approximately 0.24 hectares (0.59 acres);

- corner lot at the intersection of Creditview Road and Buick Boulevard; and,
- are currently occupied by a one-storey single detached dwelling and an accessory building with an access from both Creditview Road and Buick Boulevard.

The surrounding land uses are described as follows:

North: existing single detached dwellings;

South: future residential uses consisting of semi-detached dwellings;

East: existing single detached dwellings; and,

West: Creditview Road, beyond are existing townhouses.

Technical Considerations

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application.

Staff has noted the following specific considerations that will need to be addressed:

- Confirmation that the removal of the existing “Convenience Retail” designation is justified through a Market Study; and,
- Whether the proposed development incorporates a building design that is compatible with the character of the neighbourhood.

Further details on this application can be found in the Information Summary contained in Appendix 8. The future Recommendation Report will contain an evaluation of the various technical aspects, including matters addressed in the site-specific studies submitted by the applicant.

Public Meeting Notification Area:

The application was circulated to City Departments and commenting agencies on December 3, 2020, and property owners within 240 metres of the subject lands on January 7, 2021 as per Planning Act requirements. A notice of public meeting was also posted in Brampton Guardian Newspaper. This report, along with the complete application requirements including studies, has been posted to the City’s website.

Corporate Implications:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Any implications that arise through the continued processing of this application will be discussed within the future Recommendation Report.

Other Implications:

Other technical planning and development implications associated with this application will be undertaken and discussed within the Recommendation Report.

Term of Council Priorities:

This Information Report and the associated public meeting facilitate compliance with the Term of Council Priorities 2019-2022 “A Well-run City (Good Government)” priority, with respect to encouraging public participation by actively engaging the community. This application will be reviewed to ensure that the development proposal meets the direction and goals of the Term of Council Priorities 2019-2022, and will be discussed in the future Recommendation Report.

Conclusion:

Appropriate information and background studies have been received in order to hold a Statutory Public Meeting in compliance with the requirements of the *Planning Act*.

A future Recommendation Report will detail a complete technical analysis and assess the planning merits of this application to amend the Official Plan, Zoning By-law and proposed Draft Plan of Subdivision.

Authored by:

Himanshu Katyal, RPP, MCIP
Development Planner III

Reviewed by:

Allan Parsons, RPP, MCIP
Director of Development Services

Approved by:

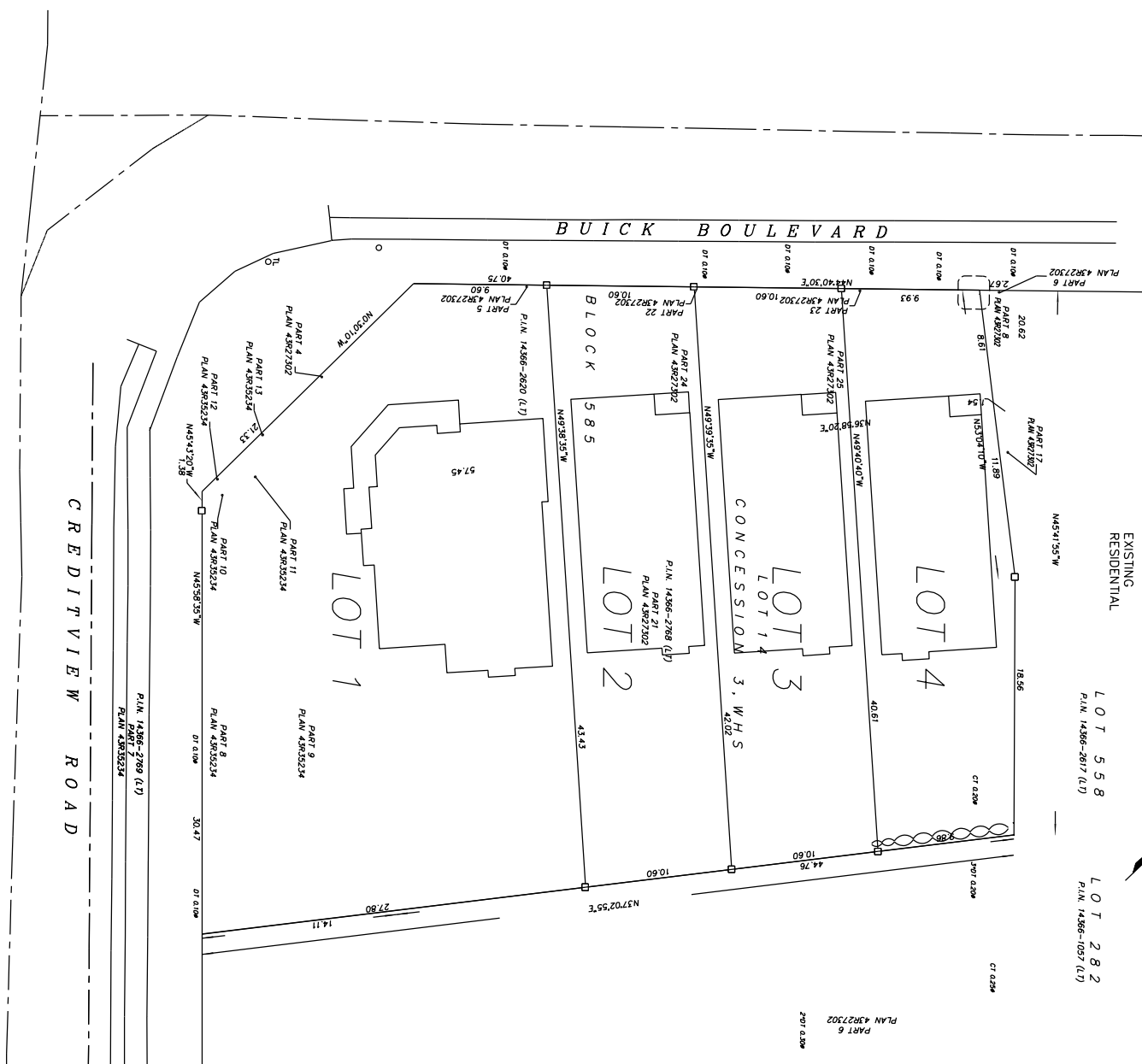
Richard Forward, MBA, M.Sc., P.Eng.
Commissioner of Planning and
Development Services

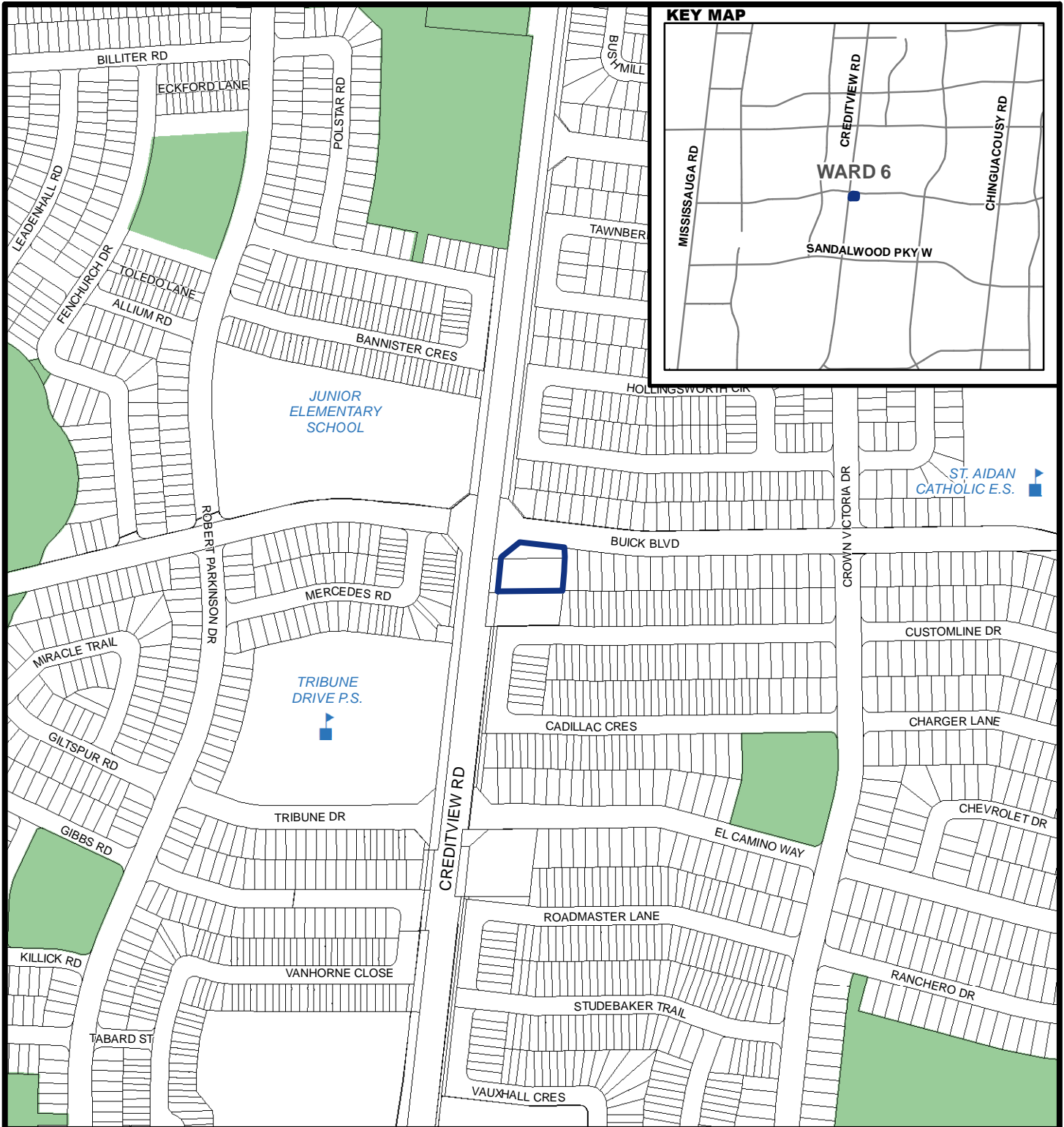
Submitted by:

David Barrick
Chief Administrative Officer

Attachments:

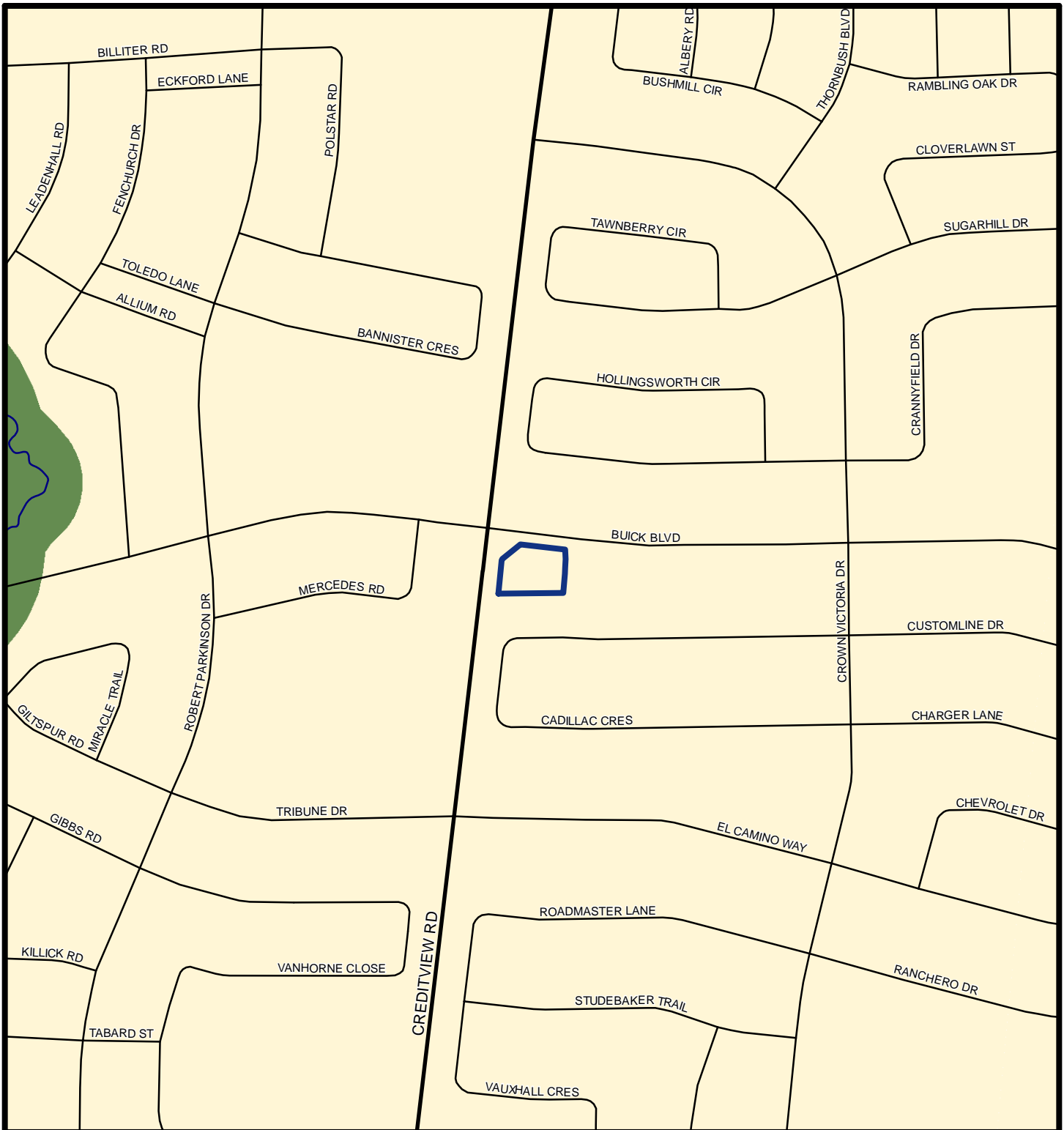
Appendix 1:	Concept Plan
Appendix 2:	Location Map
Appendix 3:	Official Plan Designations
Appendix 3A:	Official Plan Retail Structure
Appendix 4:	Secondary Plan Designations
Appendix 5:	Zoning Designations
Appendix 6:	Aerial & Existing Land Use
Appendix 7:	Heritage Resources
Appendix 8:	Information Summary





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- SCHOOLS



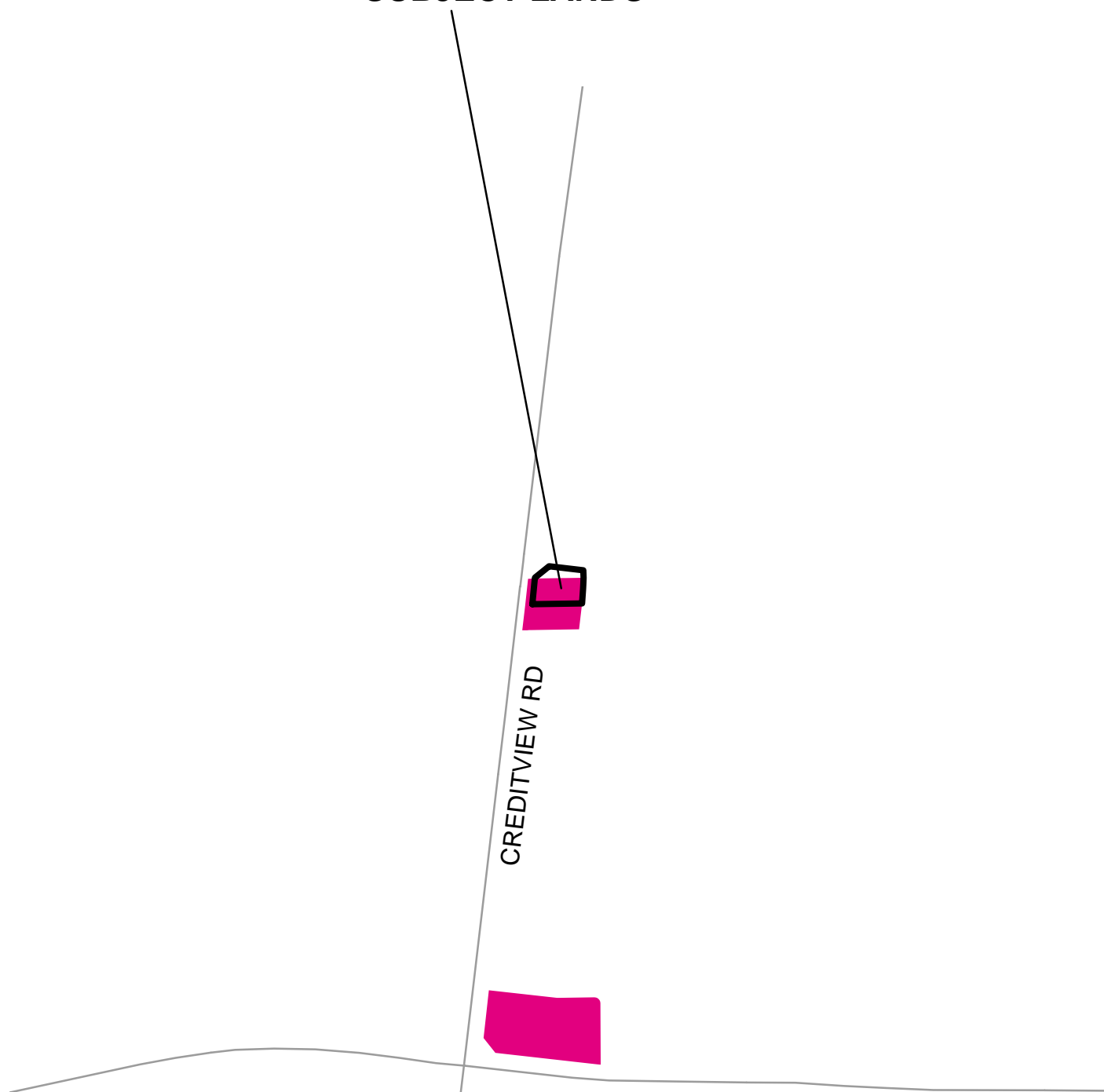


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

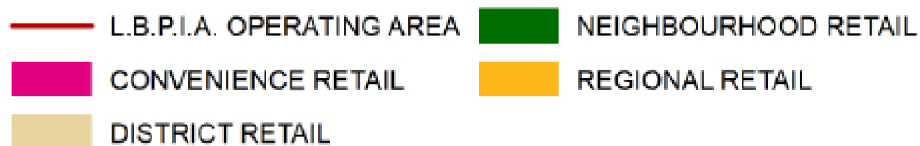
- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE

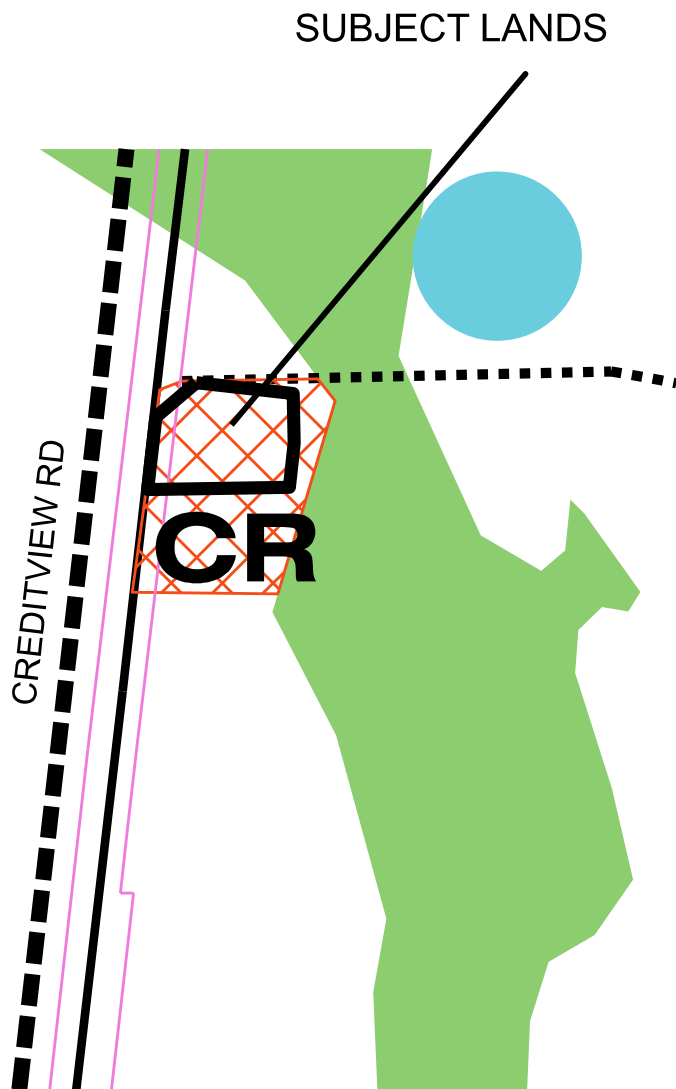


SUBJECT LANDS



EXTRACT FROM SCHEDULE A2 - RETAIL STRUCTURE FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN





EXTRACT FROM SCHEDULE SP44(A) OF THE DOCUMENT KNOWN AS THE FLETCHER'S MEADOW SECONDARY PLAN

RESIDENTIAL



LOW / MEDIUM DENSITY RESIDENTIAL

COMMERCIAL



CONVENIENCE RETAIL

TRANSPORTATION



ARTERIAL ROADS

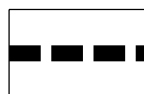


STORM WATER MANAGEMENT FACILITY

OPEN SPACE



SECONDARY VALLEY LAND



SECONDARY PLAN BOUNDARY &
AREA SUBJECT TO AMENDMENT



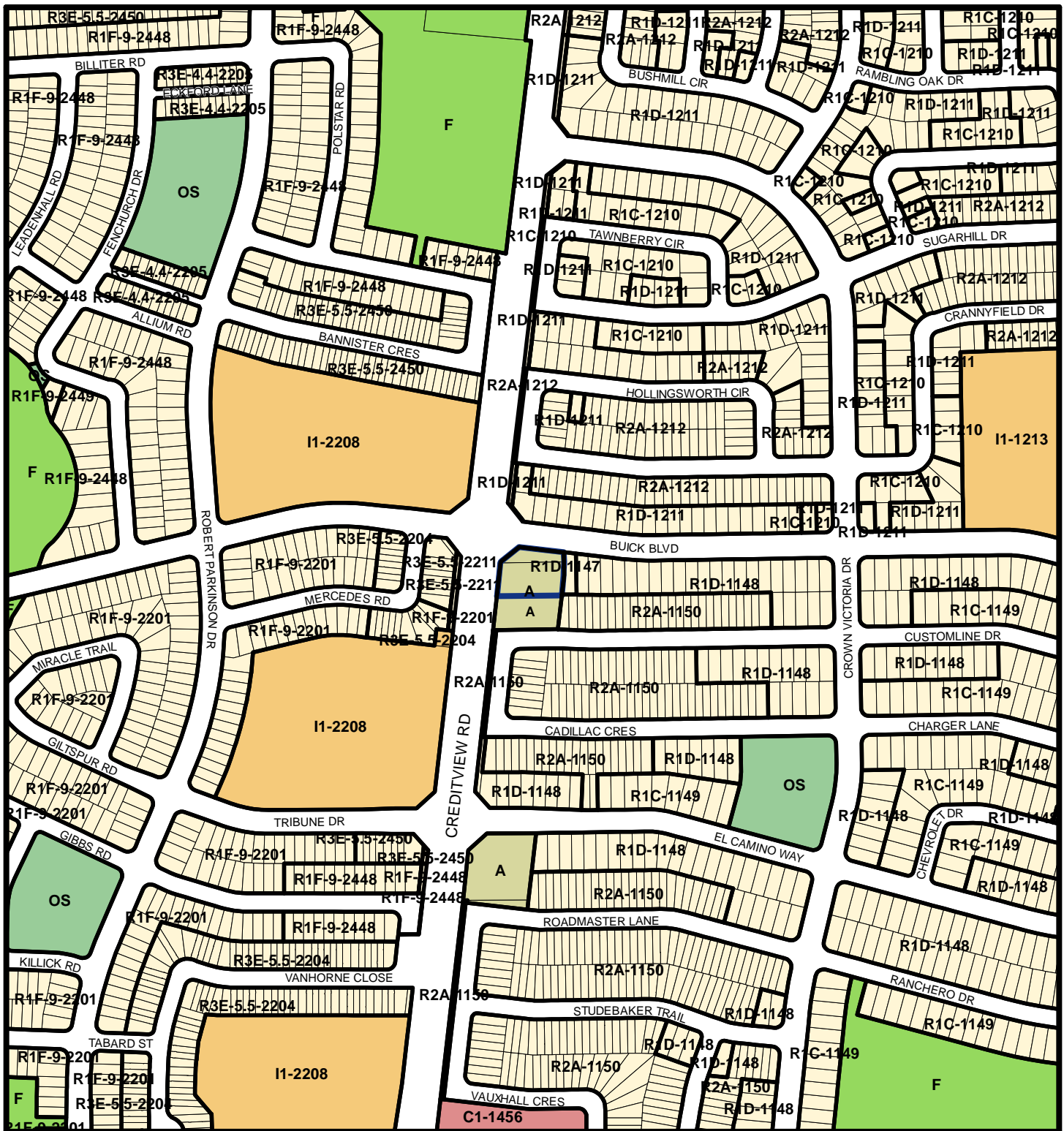
BRAMPTON
Flower City
PLANNING AND DEVELOPMENT SERVICES



APPENDIX 4
SECONDARY PLAN DESIGNATIONS
CASTLEBRIDGE DEVELOPMENT GROUP LTD.
2640267 ONTARIO INC.

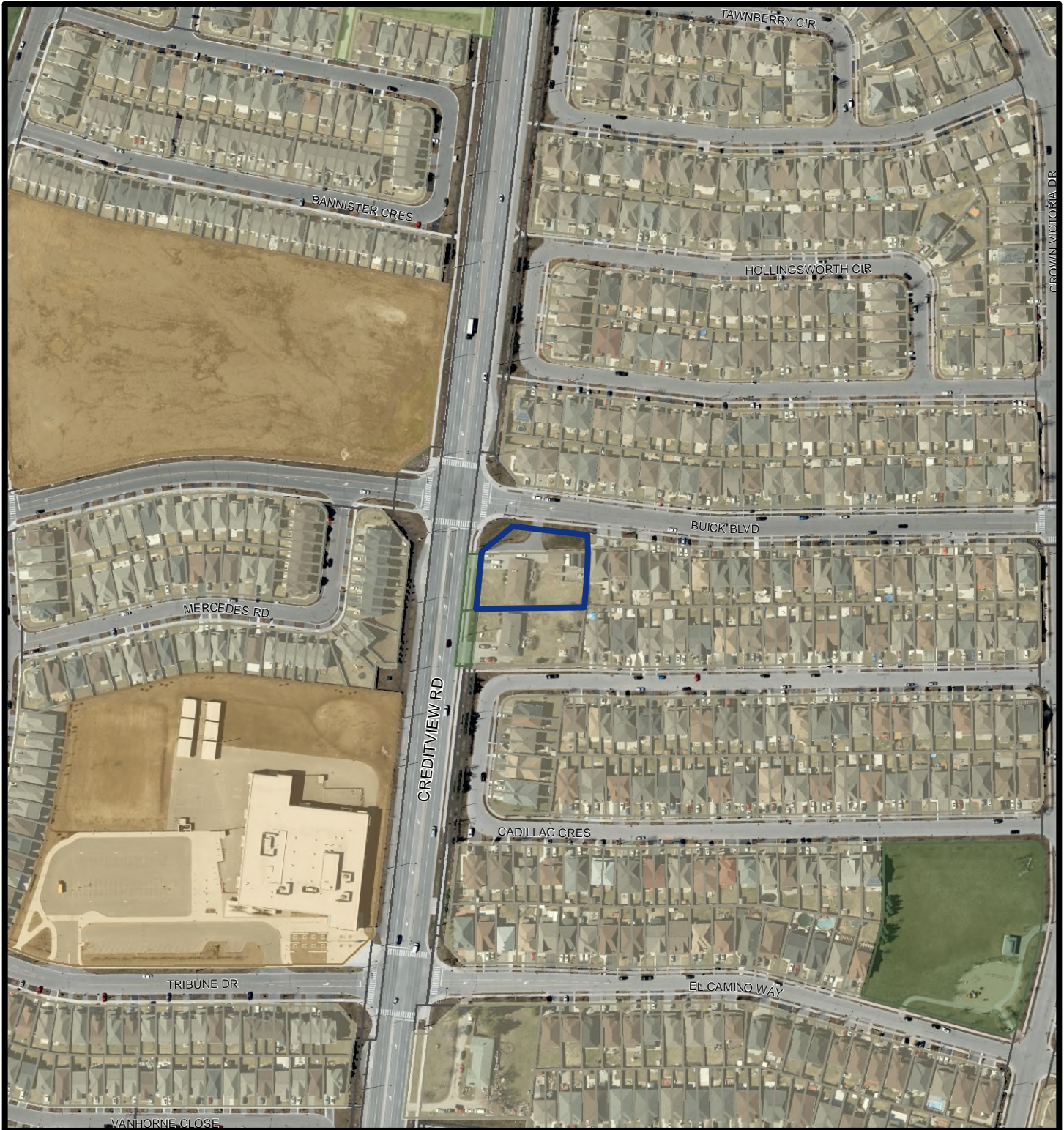
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CITY FILE: OZS-2020-0022












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|  SUBJECT LAND |  COMMERCIAL |  AGRICULTURAL |  FLOODPLAIN |
|  RESIDENTIAL |  INSTITUTIONAL |  OPEN SPACE | |



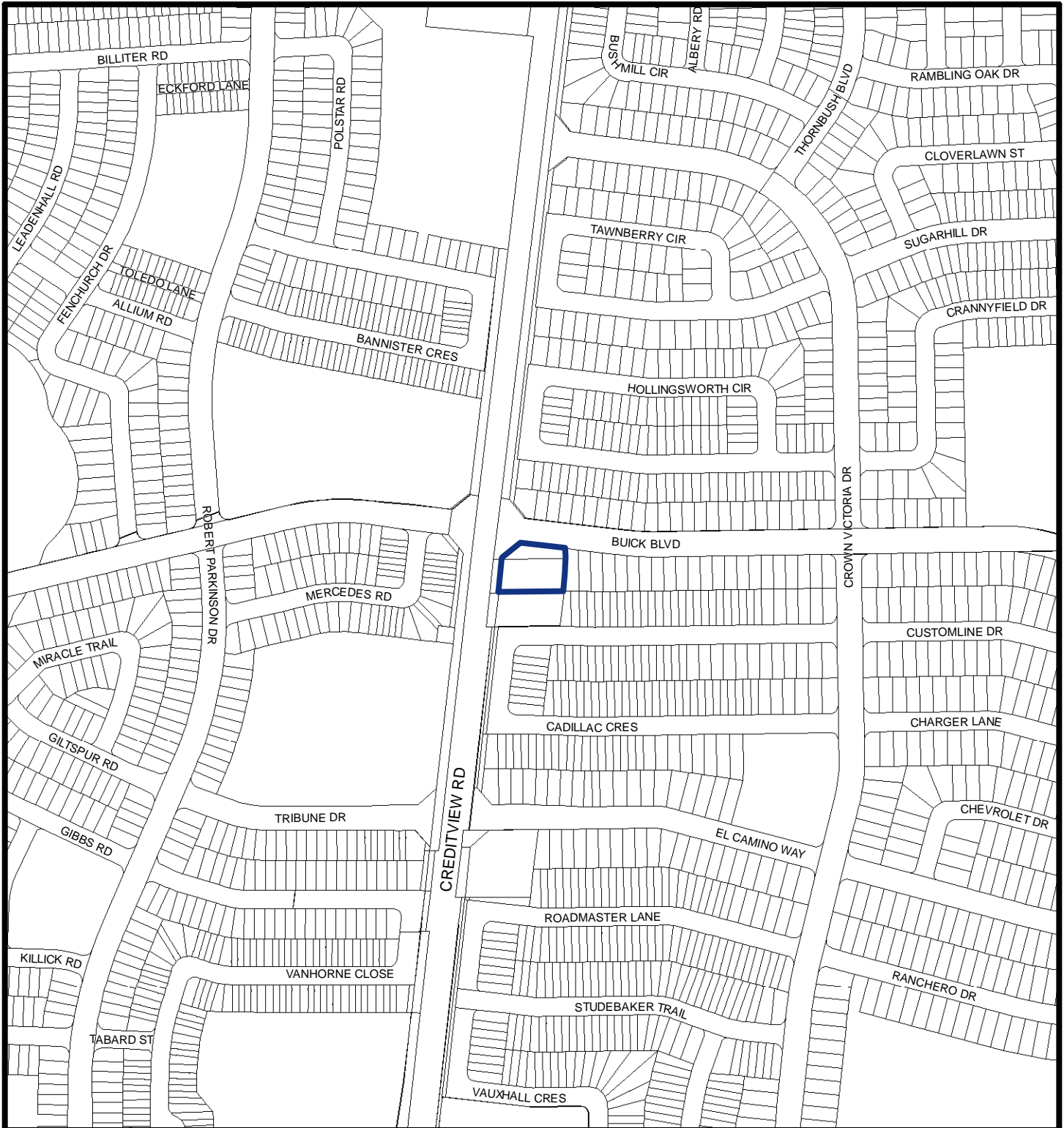


AERIAL PHOTO DATE: SPRING 2020

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- SUBJECT LAND
- HERITAGE PROPERTIES OUTSIDE 50M
- CITY LIMIT
- HERITAGE PROPERTIES WITHIN 50M



Information Summary

Notwithstanding the information summary provided below, staff advise that, prior to finalizing recommendations to Council, this application will be further evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2020), the Regional of Peel Official Plan and the City of Brampton Official Plan.

Planning Act R.S.O 1990 and Provincial Policy Statement, 2020

The proposal will be reviewed for its compliance to matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (section 2 f);
- the orderly development of safe and healthy communities (section 2 h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (section 2 h.1);
- the adequate provision of a full range of housing, including affordable housing (section 2 j);
- the protection of public health and safety (section 2 o);
- the appropriate location of growth and development (section 2 p);
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (section 2 q); and,
- the promotion of built-form that is well-designed, encourages a sense of place and provides for high quality public spaces (section 2 r).

The proposal will also be reviewed for its compliance to the Provincial Policy Statement 2020 (PPS). The PPS policies that are applicable to this application include but are not limited to:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (section 1.1.1 a);
- accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-housing housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including

places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (section 1.1.1 b);

- avoiding development and land use patterns which may cause environmental or public health and safety concerns (section 1.1.1 c);
- avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (section 1.1.1 d);
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (section 1.1.1 g);
- preparing for the regional and local impacts of a changing climate (section 1.1.1 i);
- *Settlement areas* shall be the focus of growth (section 1.1.3.1);
- land use patterns within settlement areas shall be based on densities and a mix of land uses which (section 1.1.3.2 a to f):
 - efficiently use land and resources;
 - are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - prepare for the impacts of a changing climate;
 - support active transportation;
 - are transit-supportive, where transit is planned, exists or may be developed;
- new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (section 1.1.3.6);
- planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by (section 1.4.3 b, c):
 - permitting and facilitating:

- all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- healthy, active communities should be promoted by (section 1.5.1 a, b):
 - planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which (section 1.8.1 a, b, f, g):
 - promote compact form and a structure of nodes and corridors;
 - promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
 - maximize vegetation within settlement areas, where feasible;
- planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards (section 3.1.3).

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The subject lands are within the “Built-up Area - Conceptual” on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The proposal will be evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH) to ensure that it conforms to the Plan. The GGH plan sections applicable to this amendment include but are not limited to:

- the vast majority of growth will be directed to *settlement areas* that (section 2.2.1.2 a):
 - Have a *delineated built boundary*;
 - Have existing or planned *municipal water and wastewater systems*; and,
 - Can support the achievement of *complete communities*;
- Applying the policies of this Plan to support the achievement of *complete communities* that (section 2.2.1.4 a to g):
 - Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
 - Improve social equity and overall quality of life, including human health, for people of all ages, abilities, incomes;
 - Provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - Expand convenient access to:
 - A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - *Public service facilities*, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,
 - healthy, local, and affordable food options, including through urban agriculture;

- provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,
- integrate *green infrastructure* and appropriate *low impact development*.

Regional Official Plan

The subject application is within the “Urban System” designation on Schedule D, and “Built-up Area” on Schedule D4 as established in the Regional official Plan. Staff will evaluate the proposal against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

- direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans (Section 5.3.2.2);
- plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (section 5.3.2.3);
- direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that (section 5.3.2.6 a to d):
 - support the Urban System objectives and policies in this Plan;
 - support pedestrian-friendly and transit-supportive urban development;
 - provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and,
 - support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;
- encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities (section 5.8.2.3);

- encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.4).

Official Plan:

The property is designated “Residential” on Schedule A – General Land Use Designations and “Convenience Retail” on Schedule A2 – Retail Structure of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. Convenience Retail Designation is a type of “Local Retail” use that permits small-scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area.

Staff will evaluate the proposal against the Official Plan to ensure that it conforms to the Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- By 2015 and for each year to 2025, a minimum of 40% of all new residential development will occur within the built-up area of the Region of Peel. By 2026 and for each year thereafter, the Region of Peel Official Plan plans for a minimum of 50% of all new residential development within the built-up area of the Region of Peel. Brampton shall contribute at least 26, 500 residential units between 2006 and 2031 to the built-up area (section 3.2.2.1);
- The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the “Residential Areas and Density Categories” definitions contained in Section 5 of this Plan (section 4.2.1.2);
- The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate (section 4.2.1.3);
- Brampton shall contribute to the achievement of the Region’s intensification targets as set out in Section 3.2.2.1 by planning to accommodate at least 26,500 residential units between 2006 and 2031 within the built-up area (section 4.2.1.6);
- In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are (section 4.2.1.14 i to vii):
 - Variety of housing types and architectural styles;

- Siting and building setbacks;
 - Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
 - Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
 - Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
 - Incorporation of multiple unit dwellings and apartments; and,
 - Landscaping and fencing on private property;
- Proposals to change, delete expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation (section 4.3.2.6 b);
 - Applications for the re-designation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable (section 4.3.2.6 c);
 - From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations (section 4.5.2.10);
 - The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by (section 4.5.2.23 i to ii):
 - Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - Requiring the provision of adequate off-street private parking; and,
 - The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.5.2.26);

- The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards (section 4.5.2.28);
- Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives (section 4.11.2.1.2):
 - Communicate the image and character of the community;
 - Reinforce the street network and enhance special community roads (primary streets);
 - Promote an urban relationship between built form and public spaces;
 - Enhance the daily experience of the residents and visitors;
 - Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
 - De-emphasize the importance of the car/garage on the streetscapes;
 - Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
 - Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime;
- Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);
- Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements (section 4.11.2.1.5);
- Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour, materials and cultural heritage conservation (section 4.11.3.2.3);

- Gradation of height should be used such that the lower building or portions of the building are placed nearest the neighbouring structures. To minimize potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest (section 4.11.3.2.6);
- The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions) (section 4.11.3.2.7);
- Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section (section 4.11.4.1);
- The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm (section 4.11.4.2);

Amendment to the Official Plan

An amendment to the Official Plan is required to delete the "Convenience Commercial" designation from Schedule A2 – Retail Structure. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Official Plan:

"By removing the lands shown outlined on 'Schedule A2 – Retail Structure' from the "Convenience Retail" designation."

Staff will evaluate and make a recommendation on the Official Plan Amendment in the future recommendation report.

Secondary Plan:

The property is designated "Convenience Retail" in the Fletcher's Meadow Secondary Plan (Area 44).

The following policies of the Secondary Plan are applicable to the subject property:

- Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including Section 5.0 of this Chapter (section 3.1.3);
- Prior to draft approval of a plan of subdivision or zoning approval, as appropriate, proponents may be required to submit for the approval of the City a development concept for residential designations with difficult design

features or limited access opportunities. Such a development concept shall address, as appropriate, how these designations will function, observing limited access opportunities and shadow impacts, if any, on adjacent low and medium density residential forms (section 3.1.4);

- Notwithstanding the foregoing housing mix and density policies, proposals for development within the “Low and Medium Density Residential” designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines (section 3.1.12);
- Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections (section 3.1.15);
- Land designated Convenience Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan (section 3.2.7.1);

Amendment to the Secondary Plan

An amendment to the Secondary Plan is required to re-designate the site from a “Convenience retail to a “Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

“The portion of the document known as the 2006 Official Plan of the City of Brampton Planning Area, as they relate to the Fletchers Meadow Secondary Plan are hereby amended:

1. *By changing the Schedule SP44(a) land use designation of the lands shown outlined on Schedule SP44(a) to this amendment from “Convenience Retail” to “Low/Medium Density Residential”.*”

Staff will evaluate and make a recommendation on the Secondary Plan Amendment in the future recommendation report.

Zoning By-law:

The property is zoned “Agriculture (A)” by By-law 270-2004 as amended. This Zone permits agricultural uses and a variety of non-agricultural uses such as a single detached dwelling, a group home type 1 or 2, a cemetery, an animal hospital, a kennel and a home occupation along with accessory uses.

Amendment to the Zoning By-law

The applicant has submitted a draft zoning by-law that proposes to rezone the property to a site-specific “Residential Single Detached (R1D)” Zone. The following provisions are included in the draft Zoning By-law Amendment:

- *“shall only be used for the purposes permitted in a R1D Zone;*
- *Shall be subject to the following requirements and restrictions:*
 - *The minimum lot frontage shall be 9.6 metres;*
 - *The minimum landscaped open space shall be 40.95% of the minimum front yard area of a corner lot.”*

Staff will evaluate and make a recommendation on the implementing Zoning By-law in the future recommendation report.

Sustainability Score and Summary

The City of Brampton’s Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. This application is exempt from this requirement as it proposes a plan of subdivision with less than 9 units. Nevertheless, the applicant has submitted a sustainability score and summary that achieves a score of 31 points, a bronze designation, which satisfies the City’s minimum bronze threshold.

Documents Submitted in Support of the Application

- Draft Plan of Subdivision
- Concept Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Urban Design Brief
- Priority Lot Plan
- Planning Justification Report
- Public Consultation Strategy
- Phase 1 Environmental Site Assessment
- Record of Site Condition
- Tree Inventory and Preservation Plan
- Landscape Plan
- Stormwater Management Brief
- Property Survey
- Sustainability Score and Summary
- Geotechnical Report

- Noise Impact Study and Noise Attenuation Statement
- Market Study
- Archaeological Assessment
- Parcel Abstract

Comments on the circulation of the above noted documents, along with comments on the application from external commenting agencies and City divisions and departments, will be provided in the future recommendation report.

Transportation Master Plan Review

OBJECTIVES & PRINCIPLES



Transportation Master Plan

BACKGROUND

- Long term strategy for multi-modal transportation planning
- High level directions for roads, transit, freight, active transportation and transportation demand management
- Integration of strategic transportation, land use and growth management
- Current plan endorsed in 2015 with previous 2009, 2004 plans
- Updated every 5 years

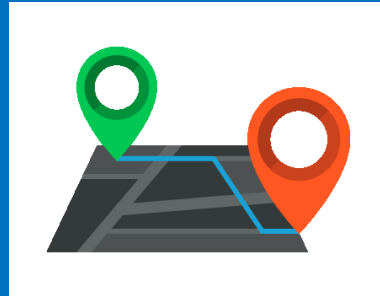
TMP



TMP 2015

ACHIEVEMENTS

- Successful growth of **transit** portfolio – Züm, HMLRT, TWAD GO Advocacy
- Early framework for recommendations for **Active Transportation Master Plan**, later endorsed in 2019
- Directions for **Complete Streets** Approach/Guidelines



City of Brampton

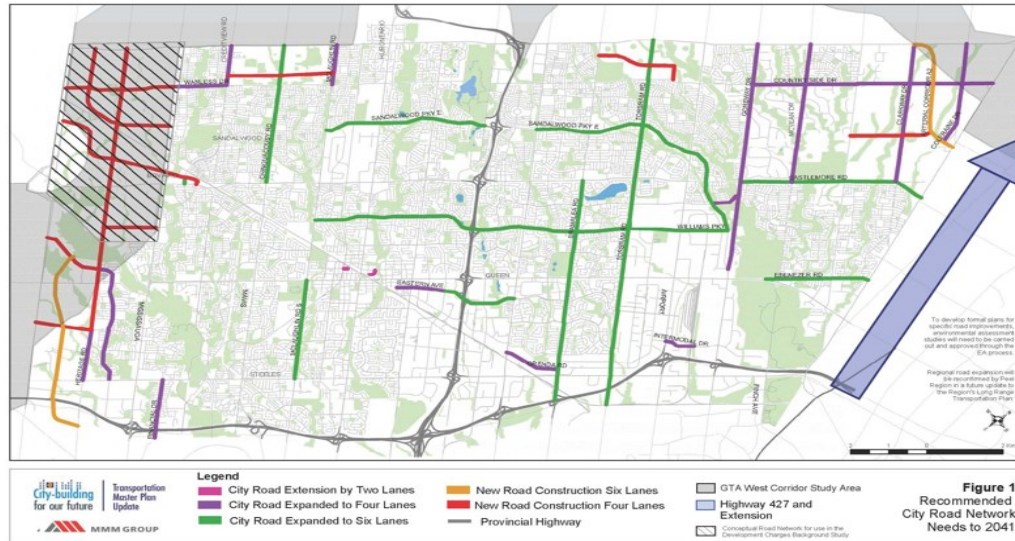
FINAL REPORT
July 2019

Prepared by IBI Group



ROADS

RECOMMENDED NETWORK NEEDS TO 2041



TMP 2015

EMERGING CONSIDERATIONS

- Technical analysis to support Development Charges evaluation criteria vs. policy-based approaches
- Employment and Population forecasts driving an increase in auto trips and triggering road widening projects
- Outcome:
 - Projects driven by auto demand and capacity in a constrained right-of way
 - Missing Community Design Elements – street trees, walkability, pedestrian/cycling level of comfort and attractiveness

TMP Review

DRIVERS FOR CHANGE

- Changes in policy, best practices and industry trends
- Better understanding of more detailed planning implications
- Shifts in direction and priority



LIVING
THE
MOSAIC

Brampton 2040 Vision

May 2018



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Vision 2040

Complete Streets

Term of Council Priorities

Vision 2040

- Sustainability, Liveability, Diversity, Health
- Public Engagement + Collaboration
- City Structure
 - Downtown, Uptown, Town Centres, Boulevards + Main Streets
 - High density, mixed use, transit oriented, walk + cycle priority
- "Pedestrian first" decision-making framework
- Hierarchy of mobility prioritization



Complete Streets

...are designed for all ages, abilities and modes of travel

- Safe and comfortable access for pedestrians, cyclists, transit users and people with disabilities is not an afterthought but an integral feature
- Ensure that transportation planners and engineers consistently design the entire street network for all road users



Principles

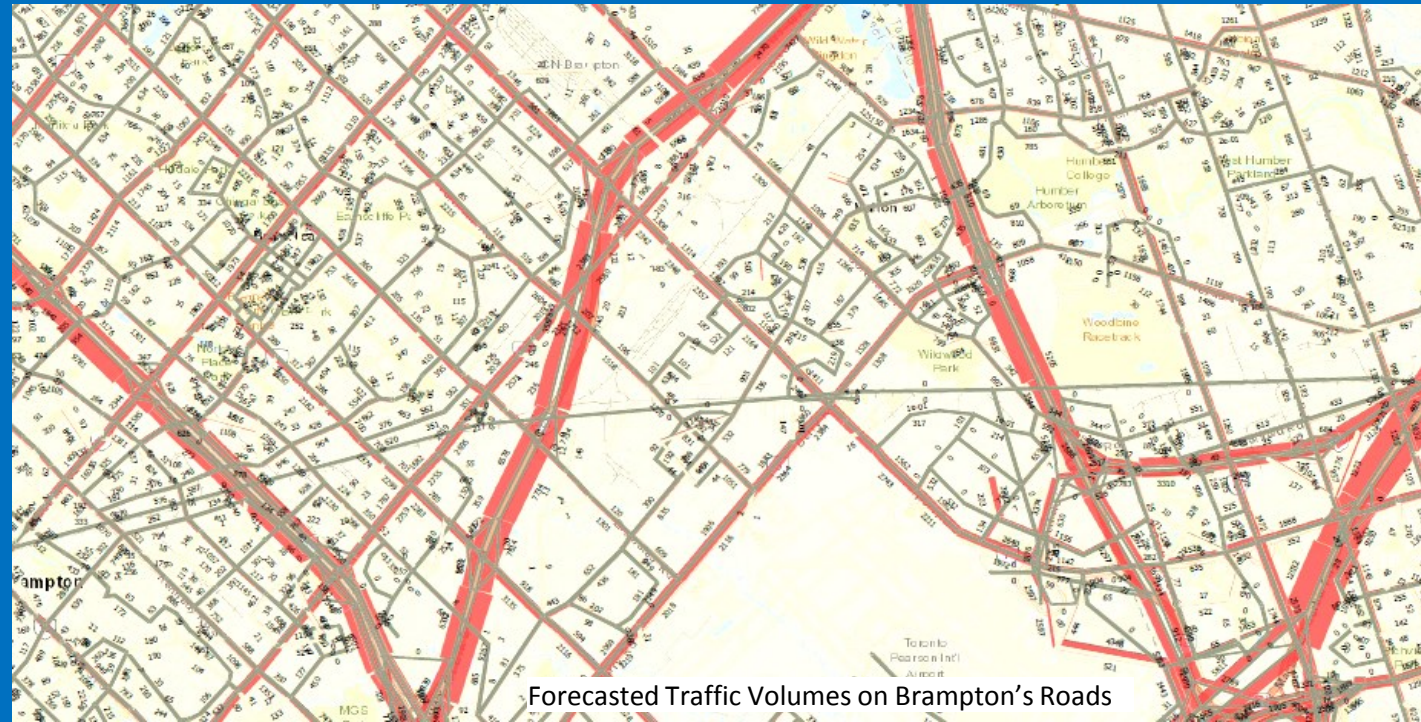
- Create safe and accessible streets
- Promote healthy and active living
- Improve transportation choice and balance priorities
- Develop connected networks
- Respect existing and planned development context
- Create vibrant and beautiful places
- Enhance economic vitality
- Improve sustainability and resiliency



TMP Review

OBJECTIVES

- Develop policies and decision-making framework in line with 2040 Vision
- Rethink conventional tools for planning a multi-modal network
- Build on collaboration and public engagement developed by 2040 Vision + Brampton Plan to communicate goals, relationships and impacts beyond mobility



TMP Review

PRINCIPLES



- Enhance Mobility and Travel Options for People and Goods



- Advance Multi-Modal Transportation Equity



- Integrate Transportation and Land Use Planning



- Protect Public Health and Safety



- Improve Environmental Sustainability



- Leverage Technology



- Emphasize Community Engagement and Collaboration



TMP Review

NEXT STEPS

- Project kick-off
- Interim Strategy for planned 6 lane roads



Bramalea Road



Sandalwood Parkway

Beyond Mobility: Rethinking Outcomes



“Streets and their sidewalks, the main public places of a city, are its most vital organs... if a city’s streets look interesting, the city looks interesting if they look dull, the city looks dull”

Jane Jacobs, Urbanist

“The character of streets sets the character of the whole city. If a municipality wants to change its image, it would seem it could just change its streets”

Brampton 2040 Vision

Date: 2020-12-24

Subject: **Transportation Master Plan Review – Objectives and Principles**

Contact: **Andria Oliveira, Project Manager, Transportation Planning,**
(905) 874-2410, andria.oliveira@brampton.ca

Report Number: Planning, Building and Economic Development-2021-057

RECOMMENDATIONS:

1. **THAT** the report from Andria Oliveira, Transportation Project Manager, Planning, Building & Economic Development Department to the Planning & Development Committee Meeting of February 1, 2021, **Transportation Master Plan Review – Objectives and Principles**, All Wards, be received;
2. **THAT** Council endorse the guiding principles outlined in this report to inform the Transportation Master Plan Review and Update;
3. **THAT** the Clerk be directed to send this report to Peel Region and adjacent municipalities.

OVERVIEW:

- **The Transportation Master Plan (TMP) is the City’s long term strategy to guide decision-making for multi-modal transportation planning and investment.**
- **The Transportation Master Plan is reviewed every 5 years to reflect updated plans, policies, and best practices. The current Transportation Master Plan was endorsed in 2015.**
- **Staff is initiating a comprehensive Transportation Master Plan Review and update that will take its broad direction from the Brampton 2040 Vision and emergent Complete Street principles.**
- **The 2040 Vision for “Transportation and Connectivity” is that Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.**

- **Staff is seeking endorsement of the objectives and guiding principles that will frame the Transportation Master Plan Review.**
- **The TMP Review's Guiding Principles are to:**
 - **Enhance Mobility and Travel Options for People and Goods**
 - **Advance Multi-Modal Transportation Equity**
 - **Integrate Transportation and Land Use Planning**
 - **Protect Public Health and Safety**
 - **Improve Environmental Sustainability**
 - **Leverage Technology**
 - **Emphasize Community Engagement and Collaboration**
- **The TMP Review will kick-off in early 2021 with an 18-month work plan.**
- **Among the multi-modal issues that the TMP Review will address are road widenings from 4 to 6 lanes that had been proposed in previous plans. While the TMP Review is underway, Planning and Capital Works staff will develop an interim approach to address 6 lane road widening projects that are already in advanced stages of planning or design.**

BACKGROUND:

Brampton's Transportation Master Plan (TMP) is the City's blueprint for strategic mobility planning. The TMP provides guidance for investing in and developing multi-modal solutions to address travel demand as a result of population and employment growth over a 20-year horizon, and to do so in a manner that is environmentally and economically sustainable.

The TMP has also informed the Development Charges By-Law Update and 10-Year Roads Capital Program. The TMP explores high level, long term needs for road infrastructure, transit infrastructure, freight and active transportation linkages to 2041. The plan makes recommendations for implementation of actions and policies to implement over a 5-10 year period. The TMP is reviewed and updated approximately every 5 years to respond to changing policy, demographics, and transportation planning best practices. The Review tests previous and new strategic recommendations for meeting future aspirations (e.g., Vision 2040) to ensure the TMP remains consistent and relevant.

The City's current TMP was approved in 2015 and built on recommendations from the 2004 and 2009 plans. Over the course of implementing previous plans, there have been achievements and emerging considerations that need to be further explored and resolved in the upcoming TMP Review.

2015 TMP Achievements

- The 2004/2009/2015 plans empowered the City's transit portfolio, seeing major increases in ridership, the implementation of the Züm network, service coordination with other transit providers and early planning for the Hurontario-Main Light Rail Transit (LRT).
- The 2015 TMP developed a city-wide candidate cycling network and recommended a more detailed study, the **Active Transportation Master Plan**, to rationalize and refine the implementation of the network, which was endorsed by Council in 2019.
- The 2015 TMP recommended that the City undertake a review of its roadway and design standards to ensure that all roadways are designed and planned for all road users with a focus on pedestrians and cyclists. In this regard, staff has undertaken the development of a **Complete Streets** approach/guidelines, which is currently in progress.

Emerging Considerations

- Past TMP reviews/updates have been paired simultaneously with the transportation background study component of the Development Charges By-Law Update. Through this process, forecasts and travel demand modelling have informed the road projects to accommodate population and employment growth for development charges. This has emphasized automobile levels of service and growth related road projects. In this TMP Review, the policy and development charges components have been divided into two separate processes. However, the policy component of the TMP will establish the multi-modal transportation needs for the city, which will influence the next Development Charges By-Law Review.
- Building on previous plans, the 2015 TMP took a conventional approach for **road network** planning. This approach is informed by travel demand modelling, which projects auto demand on the transportation network based on forecasted population/employment growth to 2041. The model identifies capacity constraints that are "resolved" through road widening; however, previous plans have confirmed that we cannot build our way out of congestion by continually adding more vehicle lanes. Travel demand modelling is a widely used tool that has evolved since the 1960s and 1970s to plan for the mobility needs of rapidly growing low-density suburbs. The need to accommodate auto traffic will continue to play an important role in transportation decision-making, however, impacts for planning that is biased in favour of accommodating levels of service for automobiles has impacts to neighbourhoods and sustainable travel modes that needs to be acknowledged and addressed.

- Through detailed program planning, staff are finding plans to widen roads – particularly from 4-lanes to 6-lanes in a limited right-of-way – have consequences that affect the attractiveness of communities, and that can compromise the network’s ability to shift people to more sustainable travel options, particularly walking and cycling. In recent projects, more detailed analysis of 6-lane road widenings, such as Williams Parkway, have highlighted the challenges of addressing mobility needs in the context of the 2040 Vision and community design.

The Transportation Master Plan Review – Drivers of Change

The TMP Review and update will consider issues in the implementation of the 2015 plan, changes in policy, and industry best practices. Since the 2015 TMP was approved, changes in policy directions include:

- Brampton 2040 Vision
- Brampton’s Official Plan (Brampton Plan) is under review and will be updated to reflect the 2040 Vision and other key policy changes
- A recognition that the city is shifting from a suburban growth model of greenfield development to an urban approach of intensification
- A shift in focus toward intensification around Major Transit Station Area (MTSA’s), Mobility Hubs and Intensification Corridors
- Changes in technology and the future of mobility – shared and autonomous vehicles, micro-mobility, etc.
- The Metrolinx Regional Transportation Plan Update
- Ongoing Regional Official Plan Update
- Brampton Community Energy and Emissions Reduction Plan
- Brampton Active Transportation Master Plan
- Ongoing Brampton’s Complete Streets Study + Guidelines

The key drivers informing this TMP Review are alignment of the City’s long-range transportation strategy with the 2040 Vision more broadly, and more specifically through the guiding principles of Complete Streets.

Brampton 2040 Vision: Living the Mosaic

The Vision establishes key themes that underpin the transformation of Brampton – Sustainability, Livability, Diversity and Health, with a focus on more public engagement and collaboration, elevated civic design, and utilizing technology to enhance the image

and identity of Brampton. A key consideration for the TMP Review is that it have an understanding and regard for how transportation decision-making influences city-building factors beyond mobility.

The Brampton Vision aims for a more sustainable, urban and vibrant direction for the city. It emphasizes an urban future, focusing on Uptown, Downtown and Town Centres for strategic development and intensification. Design and development will need to be mixed use, higher density, transit-oriented, with a priority for attractive pedestrian and cycling infrastructure.

The Vision refers to the need to declare a ‘pedestrian-first’ decision-making framework. The Vision suggests that rethinking street design is a top priority for Brampton to achieve safety, local culture and place-making opportunities, integration of environmental features, and accommodation of multiple users.

According to the Vision 2040, a primary direction of transportation planning and management is providing travel choices as alternatives to the car, and reclaiming road space for other users and activities. The Vision establishes a hierarchy of priorities for the City’s transportation agenda, emphasizing first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles.

Brampton Complete Streets

Taking its cues from the Transportation Master Plan (2015), the 2040 Vision, and emerging industry best practices, the City has been developing an approach for Complete Streets in Brampton, which is currently in progress. The Brampton Complete Streets Guidelines is being developed to inform a rethink of street design to facilitate a more equitable planning and design process that considers service levels and experience of roads for all users, and not just automobile drivers – emphasizing needs of pedestrians, cyclists, and transit users.

The Vision for Brampton’s Streets is:

“Streets in Brampton are critical component to create and support a healthy, prosperous, and beautiful city for everyone. Brampton will have a comprehensive, integrated transportation network with streets that provide safe, equitable and convenient travel for people of all ages and abilities and accommodate all users, including pedestrians, cyclists, transit users, and motorists.”

To achieve this Complete Streets Vision for Brampton all street projects shall adhere to the following guiding principles:

- Create safe and accessible streets

- Promote healthy and active living
- Improve transportation choice and balance priorities
- Develop connected networks
- Respect existing and planned development context
- Create vibrant and beautiful places
- Enhance economic vitality
- Improve sustainability and resiliency

The principles underlying Complete Streets are embodied in Vision 2040, and are intended to inform the upcoming TMP Review.

CURRENT SITUATION:

Transportation Master Plan Review – Objectives and Guiding Principles

Based on guidance from Vision 2040 and Complete Streets, staff have developed objectives and principles to inform the approach for the TMP Review.

Objectives

- The review of the TMP will be informed by the directions in the 2040 Vision, which for transportation planning and management is to provide travel choices as alternatives to the car, reclaiming road space for other activities, and to establish a “pedestrian-first” decision-making framework. While the need to accommodate the movement of vehicular traffic cannot be denied, it must be balanced with other modes of travel.
- This review process will rethink the more conventional, auto-centric approach and tools utilized for network planning. It will emphasize multi-modal needs for city building and make recommendations for policy and projects for a more sustainable, green, attractive, healthy and safe city.
- The review will leverage public engagement to enhance Brampton’s integrated mobility network, and to apply a decision-making framework that strongly considers impacts of transportation planning, beyond mobility. This includes impacts to community life, travel choices, and the natural and built environments.

This TMP process will enhance the coordination between strategic directions and a technical review to support key issues and outcomes of the TMP. The objectives and guiding principles will support a policy framework to identify and evaluate the

prioritization of the City's plans for capital investment, projects, and strategic actions in the short, medium, and longer terms.

Guiding Principles:

- **Enhance Mobility and Travel Options for People and Goods**
 - Consider long term needs for a seamless, connected and integrated mobility network that supports travel options
 - Accommodate travel demand ensuing from growth in a more sustainable way
 - Connect people to places and move goods to market
 - Support prosperity and economic development
- **Advance Multi-Modal Transportation Equity**
 - Increase trips made by walking, cycling and transit
 - Prioritize universal accessibility, meeting the needs of all ages, abilities and modes of travel
 - Prioritize infrastructure decisions to 'complete' streets, balancing the needs of road users
 - Understand and communicate the trade-offs between road design options and resulting travel behaviours/ mode choices
 - Provide attractive and comfortable travel choices
- **Integrate Transportation and Land Use Planning**
 - Plan for mobility solutions that support compact, high density, mixed land use development in strategic centres
 - Prioritize sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips
 - Design great streets for people that emphasize strong neighbourhood image and identity
 - Recognize implications of street design on built form and travel behaviour
- **Protect Public Health and Safety**
 - Embrace Vision Zero objectives – reduce and ultimately eliminate fatalities and serious injury from collisions, while enhancing protection for pedestrians and cyclists
 - Prioritize vulnerable users in planning and design

- Integrate active living into the transportation network for daily trips to reduce instances of chronic disease
- Enhance attractiveness, liveability and well-being of the community – planning for people and place goals beyond conventional mobility
- **Improve Environmental Sustainability**
 - Manage travel demand to reduce auto travel, especially single occupant trips, and to increase sustainable transportation trips
 - Integrate trees and green infrastructure in design to reduce heat island effect, manage stormwater, and reduce energy consumption
 - Reduce greenhouse gas emissions and improve air quality
- **Leverage Technology**
 - Optimize existing auto network capacity to accommodate future travel demand through the use of technology, advanced traffic management and Travel Demand Management measures
 - Plan for the future of mobility and the impacts of new travel technologies
- **Emphasize Community Engagement and Collaboration**
 - Engage citizens in a systematic and inclusive way addressing mobility issues to support the implementation of 2040 Vision
 - Coordinate public engagement opportunities for the TMP Review and the Brampton Plan (Official Plan Review)

These principles may evolve and be refined over the course of the TMP Review process as more technical work and public consultation is undertaken.

Next Steps

The official TMP Review process will begin in early 2021, with an 18-month work plan. Over the past year there have been several ongoing activities that are key elements/prerequisites for the overall review exercise, including the development of a Complete Streets approach and guidelines, and an update of the City's strategic travel demand model. Planning staff will be working closely to align the work of the TMP with the work plan for the Brampton Plan to coordinate policy directions, discussion papers, public engagement activities, etc.

The TMP Review will assess the problems and opportunities to achieve a multi-modal transportation network that prioritizes sustainable modes and that supports the intensification of strategic growth areas. An important component of this TMP Review

will be to assess the need, effectiveness, and implications of widening urban roads to 6-lanes, given the Vision objectives of a safe, healthy, green and “people-oriented” Brampton. The TMP Review will develop a policy framework to implement the objectives of the 2040 Vision, and a process through which the implications of widening or not widening roads on a city-wide basis will be assessed.

The question of how to deal with programmed 6-lane road widening projects (particularly those in Environmental Assessment or in detailed design) while the TMP Review is underway is an issue that requires further consideration and direction. The recent Williams Parkway exercise has yielded a number of lessons in reassessing such projects and applying a Complete Streets approach, reflective of the City’s Vision. On the basis of these lessons learned, and the TMP principles described in this report, Planning and Capital Works staff will develop an interim strategy to address proposed “near-term” 6-lane projects, and will update Council accordingly. This review could include opportunities to refocus capital improvements that deliver on the Term of Council Priorities to equalize all modes of transportation and to improve streets for people.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no direct financial implications associated with this report.

Other Implications:

There are no other implications associated with this report.

TERM OF COUNCIL PRIORITIES:

The TMP Review supports the following Council Priorities:

Council Priority: Brampton is a Green City

Strategic Priority: 3.1 Equalize All Forms of Transportation

Project: 3.1.1. Update the TMP to prioritize active transportation and non-auto modes

Council Priority: Brampton is a Safe and Healthy City

Strategic Priority: 4.2 Streets for People

Project: 4.2.1. Incorporate the Vision Zero framework into transportation planning, design an operations to prevent fatal and serious injury from motor vehicle collisions within the City Right-of-Way.

CONCLUSION:

The Brampton 2040 Vision provides an exciting outlook for the future, and Complete Streets provide important goals and objectives to rethink Brampton's transportation network. To achieve Vision 2040 and Complete Streets, Brampton will need to reassess its current approach to transportation decision-making to guide the city's future transportation improvements and investments. The TMP will be more strategic in its approach, resulting in a more future-oriented plan, that will align with Brampton 2040 and important City objectives, plans and strategies.

Authored by:

Andria Oliveira
Project Manager Transportation Planning
Planning, Building & Economic
Development

Reviewed by:

Henrik Zbogor, RPP, MCIP
Senior Manager Transportation Planning
Planning, Building & Economic
Development

Approved by:

Richard Forward, MBA, M.Sc., P.Eng.
Commissioner
Planning, Building & Economic
Development

Submitted by:

David Barrick
Chief Administrative Officer

Date: 2020-12-09

Subject: **Recommendation Report – Bram East (Area 41) and Goreway Drive Corridor (Area 39) Secondary Plans Review**

Contact: Claudia LaRota, Policy Planner, Planning, Building and Economic Development Department, claudia.larota@brampton.ca

Jeffrey Humble, Manager, Policy & Strategic Initiatives, Planning, Building and Economic Development Department, jeffrey.humble@brampton.ca, 905-874-5179

Report Number: Planning, Building and Economic Development-2021-027

Recommendations:

1. **THAT** the report titled “**Recommendation Report – Bram East (Area 41) and Goreway Drive Corridor (Area 39) Secondary Plans Review**” to the Planning and Development Committee meeting of February 1, 2021, be received;
2. **THAT** staff be authorized to hold a statutory public meeting to present the City’s draft updated “Bram East Secondary Plan” in the form of an Official Plan Amendment, and to report back to Council with the results of public consultation and a final recommendation.

Overview:

- A comprehensive review of older secondary plans was initiated in 2014 to ensure conformity with the 2006 Official Plan, as well as improving the overall clarity of the documents and update mapping. Secondary plans within the greenfield area were not included in this review.
- The Bram East Secondary Plan Area 41, and Goreway Drive Corridor Secondary Plan Area 39 were adopted by Council in 1995 and 1994 respectively, and have not been substantially updated since then.
- Policy Planning staff has initiated a review of the Bram East Secondary Plan to update existing policies, schedules and ensure conformity with the 2019 Growth Plan. It is proposed to consolidate the Goreway Drive

Corridor Secondary Plan into Bram East to create one larger secondary plan that incorporates both areas.

- **The review of this secondary plan is being undertaken parallel to the City's Official Plan Review.**
- **The purpose of this report is to present the proposed approach for undertaking the review of the Bram East and Goreway Drive Corridor Secondary Plans, and to seek direction to proceed to a statutory public meeting to present the draft Official Plan amendment for public input.**

Background:

Secondary Plans provide greater detail on how policies and land use designations of the Official Plan are to be implemented for a defined area of the City. They guide how a community will grow and develop over time.

The City of Brampton currently has over 30 designated Secondary Plan Areas, some of them dating back to the mid 1980's.

A comprehensive review of older secondary plans was initiated in 2014 to ensure conformity with the 2006 Official Plan, as well as improving the overall clarity of the documents and update mapping.

As part of the first phase of the Review, eighteen of the former Secondary Plans were consolidated into five new larger Secondary Plan areas. Policies that already exist in the Official Plan were deleted to avoid duplication and all the schedules were converted from CAD into GIS to facilitate the manipulation and updating of the maps. On September 12, 2018, Council adopted five Official Plan Amendments, which implemented new Secondary Plan Areas 1, 2, 3, 5 and 6.

The first phase of this Review will be completed once staff forwards the remaining two new Secondary Plans for adoption (Airport-Intermodal Secondary Plan Area 4 and Fletcher's Meadow Secondary Plan Area 8). A public meeting to present the proposed Official Plan Amendments for public comments is anticipated in early 2021.

Secondary plans within the greenfield area were not included in the first phase of the review, as many of these areas are still being developed. However, there is a need to update some of these older secondary plans, as some of the policies are no longer relevant or applicable, and changes to provincial legislation are to be incorporated.

The Bram East Secondary Plan Area 41 was adopted by Council in 1995, and has not been significantly updated since then. Although a significant portion of the secondary plan has been developed, there are some areas that remain vacant and have significant potential for development.

Current Situation:

A comprehensive review and consolidation exercise of the City's Secondary Plans has been initiated with the intention of reducing the number of secondary plans, and updating policies and schedules. This work is being undertaken in conjunction with the Official Plan Review.

Although it is anticipated that some secondary plans in built up areas of the City will be removed once Brampton Plan is in effect, there is an opportunity to review and consolidate secondary plans in greenfield areas to provide direction and guidance for the review of planning applications in these areas that are still experiencing development.

Policy Planning staff initiated a review of the Bram East Secondary Plan Area 41, with the objectives of updating existing policies and mapping to ensure conformity, and developing a comprehensive policy framework for employment uses in the area, including the office node centred around Queen Street and The Gore Road.

Staff is proposing to include the Goreway Drive Corridor Secondary Plan as part of this review. The Goreway Drive Corridor Secondary Plan Area 39, which was adopted by Council in 1994, applies to a small section along both sides of Goreway Drive, north of Queen Street East. A few parcels around the Queen Street and Goreway Drive remain vacant.

It is proposed to consolidate these two secondary plans into a larger planning area, which will continue to be identified as "Bram East".

Proposed Approach

The process for updating the secondary plan requires the collection and consideration of a significant amount of data. All existing land uses were verified to ensure they are adequately reflected in the schedule. Through the approval of the block plans and plans of subdivisions within the secondary plan, some uses such as parks and schools were slightly shifted, and their location is not accurately reflected in the current schedule.

Policies that are already contained in the 2006 Official Plan or that are no longer relevant are proposed to be deleted, as well as some special policy areas that are already built and have appropriate zoning in place.

The policies of the secondary plan will be updated to reflect recent changes to Provincial legislation, including the designation of the Highway 50 and Queen Street area as a Provincially Significant Employment Zone (PSEZ), and the proposed Major Transit Station Areas (MTSAs) along the Queen Street corridor.

This exercise will also include the review of existing employment policies in the secondary plan, including the office node designation at Queen Street and The Gore Road, and will identify parcels that should be retained exclusively for employment purposes within the PSEZ, or areas around MTSAs that may redevelop with a mix of higher order uses as part of future planning for these areas.

A dedicated page will be created on the City's website with relevant information on the policy review, and provide an opportunity for the public to provide comments. Staff is

planning to schedule a virtual open house in early Spring to obtain feedback from relevant stakeholders, prior to presenting the proposed Official Plan Amendment for Council's consideration at a Statutory Public Meeting.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this report.

Other Implications:

No other implications have been identified at this time.

Term of Council Priorities (2019-2022)

This report is consistent with the "A City of Opportunities" theme as it supports the creation of complete communities.

Living the Mosaic – Brampton 2040 Vision

This report generally aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs and a rich range of activities for its residents.

Conclusion:

The comprehensive updating of the City's Secondary Plans is an important undertaking that is beneficial in guiding community growth and development. The review of the Bram East Secondary Plan will enable staff to respond to public inquiries and review development applications in an efficient and expeditious manner. The review will also incorporate policies that have been brought forward through recent changes to Provincial legislation.

Authored by:

Reviewed by:

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Planning, Building & Economic
Development Department

Bob Bjerke, Director, Policy Planning
Planning, Building & Economic
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Approved by:

Submitted by:

Richard Forward, MBA, M.Sc., P.Eng.
Commissioner, Planning, Building &
Economic Development Department

David Barrick, Chief Administrative
Officer

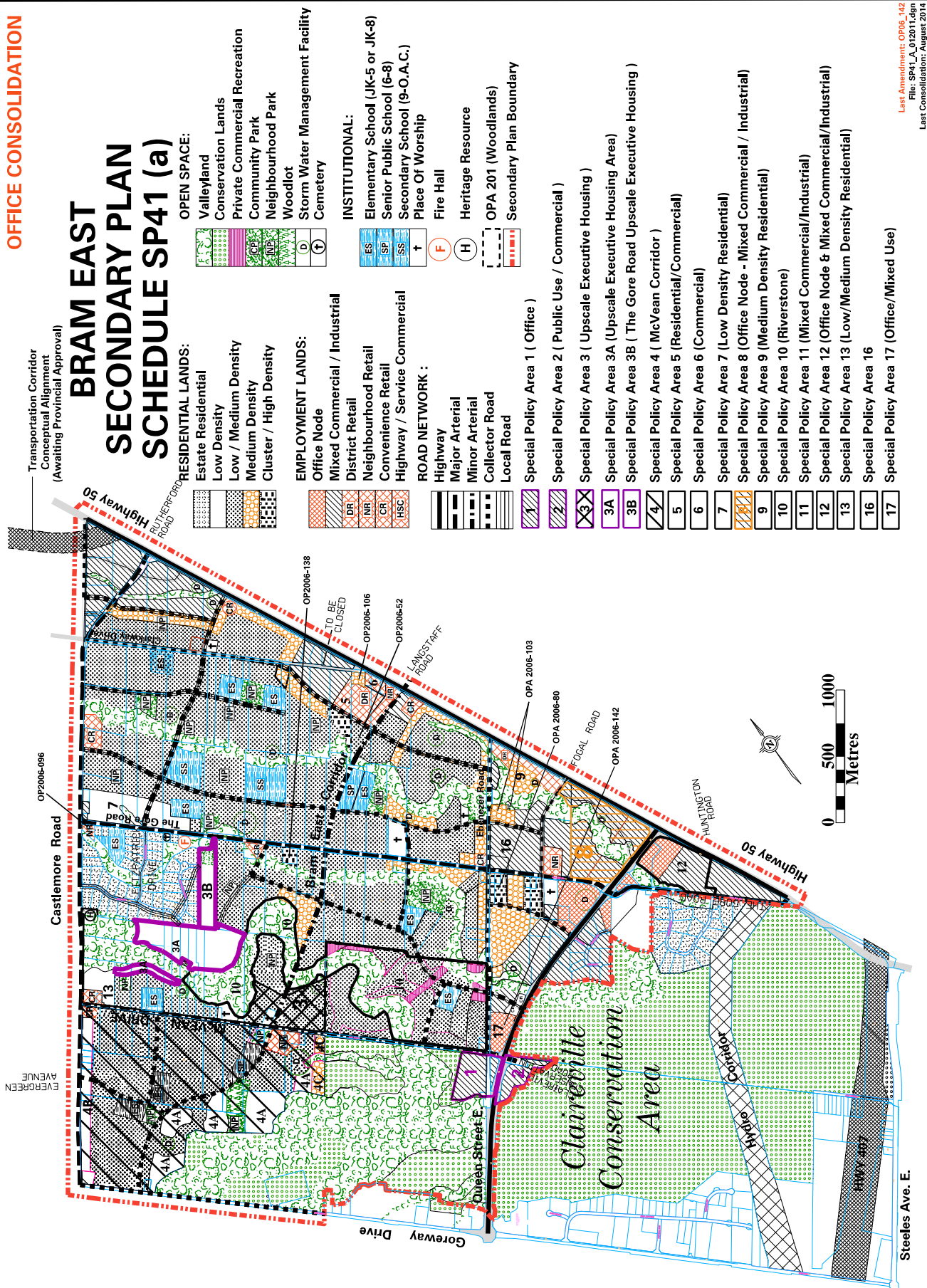
Appendices:

Appendix A: Schedule 41(a) of the Bram East Secondary Plan

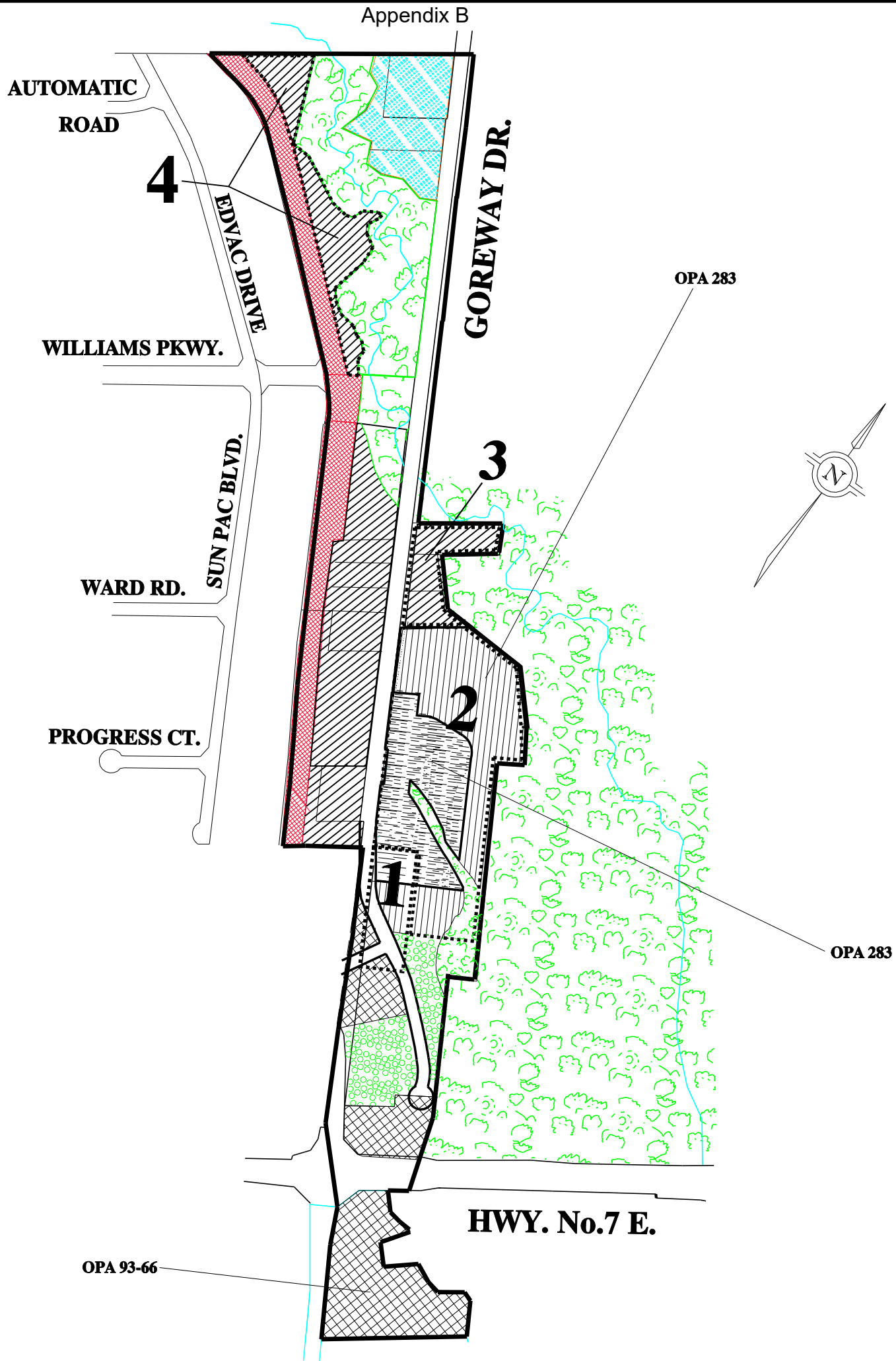
Appendix B: Schedule 39(a) of the Goreway Drive Corridor Secondary Plan

OFFICE CONSOLIDATION

BRAM EAST SECONDARY PLAN SCHEDULE SP41 (a)
















Last Amendment: OP06_142
File: SP41_A_012011.dgn
Last Consolidation: August 2014



SCHEDULE SP39(A)

GOREWAY DRIVE CORRIDOR SECONDARY PLAN

" LAND USE DESIGNATIONS "

-  HUMBERWEST PARKWAY RIGHT-OF-WAY
-  OPEN SPACE
-  INSTITUTIONAL
-  BUSINESS
-  HIGHWAY & SERVICE COMMERCIAL
-  INTERMEDIATE OFFICE
-  ESTATE RESIDENTIAL
-  MEDIUM-HIGH & HIGH DENSITY RESIDENTIAL
-  BOUNDARY OF SUBJECT LANDS
-  1 SPECIAL POLICY AREA No. 1
-  2 SPECIAL POLICY AREA No. 2
-  3 SPECIAL POLICY AREA No. 3
-  4 SPECIAL POLICY AREA No. 4