



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

**Date:** Monday, April 12, 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](mailto:cityclerksoffice@brampton.ca)

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1. Call to Order

2. Approval of Agenda

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

4. Consent Motion

In keeping with Council Resolution C019-2021, agenda items will no longer be pre-marked for Consent Motion approval. 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. Statutory Public Meeting Reports

5.1. Staff report re: City-Initiated Official Plan Amendment - Toronto Gore Density Policy Review Study (Undeveloped Lands) - File OPR TGED - Ward 10

Presentation by Michelle Gervais, Policy Planner, Planning, Building and Economic Development

See Item 6.2

5.2. Staff report re: City-Initiated Official Plan Amendment to implement the new "Airport Intermodal Secondary Plan Area 4"

Presentation by Claudia LaRota, Policy Planner, Planning, Building and Economic Development

5.3. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit three high-rise buildings, commercial space, and 75 stacked townhouse units) - Primont Properties Inc. - Primont (M3 Condos) Inc. - File OZS-2021-0002

Location: 10629 Mississauga Road - Ward 6

Presentation by Yin Xiao, Development Planner, Planning, Building and Economic Development



- 5.4. Staff report re: Application to Amend the Zoning By-law (to permit the development of a single-storey, multi-unit warehouse and associated office) - Humphries Planning Group Inc. - 1968610 Ontario Ltd. - File OZS-2020-0035

Location: Northwest corner of Inspire Boulevard and Dixie Road - Ward 9

Presentation by Dana Jenkins, Development Planner, Planning, Building and Economic Development

**6. Public Delegations (5 minutes maximum)**

- 6.1. Possible Delegations re: Site Specific Amendment to the Sign By-Law 399-2002 - William Osler Health System – Brampton Civic Hospital - 2100 Bovaird Drive East – Ward 9

Note: Notice regarding this matter was published on the City's website on April 1, 2021

See Item 7.1

- 6.2. Delegation from Diarmuid Horgan, Candevcon Ltd., re: City-Initiated Official Plan Amendment - Toronto Gore Density Policy Review Study (Undeveloped Lands) - File OPR TGED - Ward 10

See Item 5.1

**7. Staff Presentations and Planning Reports**

- 7.1. Staff report re: Site Specific Amendment to the Sign By-Law 399-2002 - William Osler Health System – Brampton Civic Hospital - 2100 Bovaird Drive East – Ward 9

See Item 6.1

*Recommendation*

- 7.2. Staff report re: Application to Amend the Official Plan and Zoning By-law (to permit a commercial development) - KLM Planning Partners Inc. - Golden Gate Mississauga Road Plaza Ltd. - File C04W08.007

Location: 9567 and 9581 Mississauga Road - Ward 5

*Recommendation*

- 7.3. Staff report re: Application for a Temporary Use Zoning By-law (to permit truck parking and outdoor storage) - 2538948 Ontario Inc. - Blackthorn Development Corp. - File OZS-2020-0024

Location: South side of Mayfield Road and West of Coleraine Drive - Ward 10

*Recommendation*

8. **Committee Minutes**

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**

- 11.1. Correspondence, dated March 7, 2021, from the Toronto and Region Conservation Authority re. Update on Municipal Memorandums of Understanding and Service Level Agreements

*To be received*

- 11.2. Correspondence, dated March 7, 2021, from the Toronto and Region Conservation Authority re. Section 28 Mapping

*To be received*

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](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

14. Closed Session

15. Adjournment

Next Meeting: Monday, April 26, 2021, at 1:00 p.m.

**Date:** 2021-03-19

**Subject:** Toronto Gore Density Policy Review Study

**Secondary Title:** Information Report  
City- Initiated Official Plan Amendment  
Toronto Gore Density Policy Review (Undeveloped Lands)  
Ward: 10  
City File Number: OPR TGED

**Contact:** Michelle Gervais, Policy Planner, Planning, Building and Economic Development, michelle.gervais@brampton.ca; and

Jeffrey Humble, Manager, Policy, Programs & Implementation,  
Planning, Building and Economic Development,  
jeffrey.humble@brampton.ca

**Report Number:** Planning, Bld & Ec Dev-2021-322

**Recommendations:**

1. That the report titled: **Information Report - City Initiated Official Plan Amendment – Toronto Gore Density Policy Review (Undeveloped Lands), Ward 10**, to the Planning and Development Committee Meeting of April 12, 2021, be received;
2. **THAT** Planning, Building and Economic Development Department staff be directed to report back to Planning & Development Committee with the results of the Public Meeting and final recommendations; and,
3. **THAT** a copy of this report and Council resolution be forwarded to the Region of Peel for information.

**Overview:**

- **The purpose of the Toronto Gore Density Policy Review Study is to assess the existing established estate residential area with a focus on protecting community character and to assess the undeveloped lands in the southern quadrant of Toronto Gore to determine if there is potential to introduce urban densities on full services.**

- In January 2019, staff presented the Phase 1 & 2 Report – Supply and Demand & Recommendations Report prepared by SGL Planning (City’s Consultant) to Planning & Development Committee that provided a policy overview, a summary of the analysis that had been completed to date and preliminary policy options for Toronto Gore. The staff report also recommended that staff proceed with public consultation.
- An open house meeting on the Study was held on March 20, 2019. In addition, an on-line presentation was available for the public to view and provide comments on between July and August 2020.
- Although the Study has included an assessment of the established estate residential area, policy recommendations related to this area of Toronto Gore will be presented at a future statutory public meeting so that additional analysis and further public consultation can be undertaken.
- The purpose of this public meeting is to present a proposed Official Plan amendment that implements the Study recommendations to permit urban densities on full services on the undeveloped lands in the southern quadrant of Toronto Gore.
- 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 Toronto Gore Density Policy Review (the “Study”) was initiated in 2016 to assess both the existing established estate residential community with a focus on protecting community character and also to assess the undeveloped lands in the southern quadrant to determine if there is potential to introduce more urban densities on full urban services. SGL Planning & Design Inc. was hired by the City to complete the Toronto Gore Density Policy Review Study.

The Study includes the lands that are generally bounded by Countryside Drive to the north, Castlemore Road to the south, The Gore Road to the east, and Goreway Drive to the west, along with two areas north of Countryside Drive (see Appendix 1 – Toronto Gore Density Policy Review Study Boundaries).

## *Area Characteristics*

The Toronto Gore is a community of approximately 600 homes located on large, estate properties. The average lot size in the Toronto Gore is approximately 0.8 hectares (2.0

acres). There are approximately 53 vacant lots scattered throughout the Toronto Gore community and larger vacant parcels of land in the southern quadrant, located between McVean Drive and The Gore Road and north of Castlemore Road that have an approximate area of 80 hectares (198 acres).

The Toronto Gore community is characterized as an estate area based on its rural characteristics, such as roads lined with mature vegetation, limited access points to major arterial roads, large single detached dwellings situated away from the road, considerable building setbacks to adjacent dwellings and the expansive views across the community into the adjacent valleys.

### *Recommendation Report*

A Recommendation Report on the Study was approved by Planning and Development Committee in January 2019. The purpose of that Report was to present the Phase 1 & 2 Report – Supply and Demand & Recommendations Report prepared by SGL Planning and Design Inc. The January 2019 Report provided a policy overview, a summary of the analysis that had been completed to date and it also included preliminary policy options. Below is a summary of the information provided in the January 2019 Report:

- The supply of estate residential lots (approximately 138 lots) available in Toronto Gore could potentially be greater than the anticipated demand over the next 25 years.
- The demand for estate residential housing can be accommodated within the existing estate residential communities of Brampton, and that more urban densities could be considered on the currently undeveloped contiguous lands located in the southern quadrant of Toronto Gore.
- Two potential growth scenarios were recommended for the undeveloped lands that included redesignating all of the lands “Upscale Executive Housing”. A second option was presented that included redesignating a portion of the undeveloped estate residential lands from “Estate Residential” to “Upscale Executive Housing” and redesignating of a pocket of land adjacent to The Gore Road from “Estate Residential” to “Low and Medium Density Residential”.
- Policy options for the established estate residential area proposed adding new Official Plan policies that would require new estate housing and lot severances to respect and reinforce the existing character of the established estate residential area. No changes were recommended to amend the minimum lot area of 2.0 acres as prescribed by the Estate Residential policies in the Official Plan.

The January 2019 Recommendation Report also recommended that staff undertake public consultation to present the preliminary findings and options of the Study.

## *Public Open House Meetings*

A public open house meeting was held on March 20, 2019 at Professor's Lake Recreation Centre to introduce the Study, discuss findings from the background research and analysis and receive feedback from residents on what elements and qualities they felt were important and contribute to the character of their neighbourhood.

The policy options that were presented at the first open house meeting focused primarily on redesignating the undeveloped lands in the Official Plan from "Estate Residential" to "Upscale Executive Housing", which would permit predominantly single detached dwellings with a minimum frontage of 15.2 metres (50 feet) and a maximum net density of 14.5 units per hectare. One of the policy options presented included redesignating a small pocket of land adjacent to The Gore Road from "Estate Residential" to "Residential" to permit a maximum density of 25 units per net hectare. In addition, there were policy recommendations presented to strengthen the Official Plan policy intent to protect the character of the established estate residential area.

After the first open house meeting, the Province released the new Growth Plan for the Greater Golden Horseshoe in May 2019 and released a new Provincial Policy Statement in May 2020. Given the provincial policy direction to build more compact greenfield communities in order to reduce the rate at which land is consumed, SGL amended the proposed policy recommendations for the undeveloped lands after the first public open house meeting. The policy recommendations were amended to propose that the undeveloped lands be redesignated from "Estate Residential" to "Residential" to permit a range and mix of housing types (not solely upscale executive housing). They were also amended to recommend that an appropriate and gradual transition of residential lot sizes be provided between the new residential development and the established estate residential area. These proposed policy recommendations are explained in greater detail within this report.

An on-line presentation was available for the public to view on the City's study webpage on July 16, 2020. The on-line presentation provided an overview of the study, a summary of the comments that were provided at the first open house meeting and a summary of the proposed policy recommendations for the Toronto Gore established estate residential area and the undeveloped lands. Residents were able to provide feedback on the proposed policy recommendations until August 21, 2020.

### **Current Situation:**

A draft Toronto Gore Density Policy Review Report (Phase 1, 2 & 3 Supply and Demand & Recommendations Report) has been prepared by SGL Planning & Design Inc., which discusses the characteristics of the Toronto Gore Neighbourhood, a policy overview, the supply and demand of estate residential housing, considerations for future growth (i.e. servicing, open space, transportation) and preliminary policy recommendations. The Phase 1, 2 & 3 Supply and Demand & Recommendations Report prepared by SGL can be found in Appendix 2.

As noted above, the scope of work of the Study was to assess both the established estate residential area and the undeveloped lands in Toronto Gore. Given the public comments received to date on the draft Study recommendations related to the established estate residential area, it is premature at this time to advance any amendments to the Official Plan to protect the character of this area without undergoing additional analysis and consultation with the public. Therefore, this statutory public meeting is only presenting the proposed policy recommendations for the undeveloped lands in the southern quadrant of Toronto Gore. The policy recommendations for the established estate residential area will be presented at a future statutory public meeting.

### Undeveloped Lands in the Southern Quadrant

The findings of SGL's analysis are that estate residential housing will continue to have a limited role in fulfilling future housing demand in Brampton, and that it is appropriate to redesignate the lands in the Official Plan from "Estate Residential" to "Residential" to permit urban densities on the undeveloped lands, which will include providing a full range of housing types. Prior to any development proceeding on the undeveloped lands, it is recommended that a Secondary Plan be prepared to establish the goals and objectives for this new community, including the formulation of land use policies pertaining to density, built form, appropriate transition between the established estate residential community and the undeveloped lands, road and pedestrian connections, open space, natural heritage and servicing.

Although the Phase 1, 2 and 3 Recommendation Report prepared by SGL includes a high-level review of what the development of urban densities on the undeveloped lands will have on the transportation network and servicing infrastructure, and the adequacy of parks and open space areas, it is through the preparation of the Secondary Plan where more detailed background component studies will be prepared, such as subwatershed management, public health, transportation, open space and recreation, urban design and streetscape, heritage, servicing, financial and phasing, community services, and residential and housing allocation.

### *Proposed Amendments to the Official Plan*

To implement the SGL Study recommendations noted above, which is to permit urban densities on the undeveloped lands, the following amendments to the Official Plan are proposed:

#### *1. Redesignate Lands from "Estate Residential" to "Residential"*

It is proposed that the portion of the undeveloped lands that are designated "Estate Residential" be redesignated to "Residential" and that a policy be added to the Official Plan to specify that these lands shall be comprehensively planned as part of a future secondary plan in accordance with the policies contained in Section 5.4 – Secondary Plans of the Official Plan.



2. *Policy Specific to the Southwest Quadrant and Future Secondary Plan Process*

It is proposed that a policy be included in the Official Plan to direct that a future Secondary Plan study be initiated and undertaken by the City to comprehensively plan for the undeveloped lands in the southwest quadrant. The new policy that is proposed to be added to the Residential section of the Official Plan will generally include the following:

The Secondary Plan for the Toronto Gore undeveloped lands shall include the following policies:

- a) To provide a gradual and sensitive transition in density between the adjacent established estate residential area and the Gore Meadows Secondary Plan area;
- b) To provide a diverse range and mix of housing options, including affordable housing;
- c) That no vehicular connections between the adjacent established Estate Residential Area and the Gore Meadows Secondary Plan area shall be provided;
- d) That the extension of Ryckman Lane shall be prohibited;
- e) That vehicular access to and from the Gore Meadows Secondary Plan area will be from McVean Drive and The Gore Road;
- f) That development within the Gore Meadows Secondary Plan area shall be on full urban municipal services;
- g) That the existing Natural Heritage System shall be protected and enhanced; and
- h) That pedestrian and cyclist linkages between the Natural Heritage System and Gore Meadows Community Centre shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted.

3. *Remove the “Unique Communities” Designation on Schedule 1 - City Concept*

The Toronto Gore Estate Residential Area is designated as a “Unique Community” on Schedule 1 - City Concept of the Official Plan because it is characterized by large, individual lots which do not require full urban services. The estate residential area of Brampton offers a rural lifestyle within an urban setting and adds to the City’s diverse housing choice as well as sense of identity. With the proposed amendment to redesignate the undeveloped lands from “Estate Residential” to “Residential”, the “Unique Communities” designation is no longer applicable, as these lands are intended to be developed at similar densities that can be found in other areas of the City and therefore would no longer meet the intent of the “Unique Communities” designation. It is proposed that Schedule 1 - City Concept be amended to delete the “Unique Communities” designation. The underlying designations of “Communities” and “Open Space” on Schedule 1 would remain.

#### *4. Addition of a Secondary Plan to Schedule G*

It is recommended that Schedule G – Secondary Plan Areas be amended by removing the undeveloped lands in the Southeast Quadrant from the Toronto Gore Rural Estate Secondary Plan Area (SP #26) and that these lands be identified as a new Secondary Plan Area known as “Gore Meadows”.

The proposed policy amendments for the undeveloped lands can be found in the draft Official Plan amendment attached as Appendix 3.

#### *Policy Overview*

Notwithstanding the policy summary provided below, staff advise that, prior to finalizing recommendations to Council, the City-initiated Official Plan Amendment will be 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.

#### Provincial and Regional Policy Framework

The *Planning Act* and Provincial policy framework are consistent in their direction to municipalities regarding building more compact greenfield communities in order to reduce the rate at which land is consumed. The Provincial Policy Statement 2020 (PPS 2020) specifically highlights accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), recreation, park and open space, and other uses to meet long-term needs. 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.

A Place to Grow, Growth Plan for the Greater Golden Horseshoe (Office Consolidation 2020) emphasis is on optimizing the use of the existing urban land supply to making better use of existing infrastructure and public service facilities, and less on continuously expanding the urban area.

#### Regional Official Plan

The Region of Peel's Official Plan objectives is to achieve sustainable development within the Urban System. This includes providing intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

## Brampton Official Plan

The undeveloped lands in the southern quadrant of Toronto Gore are designated “Estate Residential, Unique Communities, and Open Space” in the Official Plan. The undeveloped lands are also located within the City’s Designated Greenfield Area. The Estate Residential designation permits low density, low intensity form of residential development characterized by large, individual lots that do not require full urban services. For the undeveloped lands, the Official Plan currently requires a minimum lot area of 0.8 hectares (2 acres). The “Unique Community” designation is a result of the Toronto Gore’s cultural, historic, natural, and landscape qualities that are valued by the community.

The City Structure policies of the Official Plan state that new communities within the Designated Greenfield Area will contribute to the creation of complete communities by providing a diverse mix of land uses and creating an urban form that supports walking, cycling and transit. Complete Communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also to be provided.

## Technical Considerations

A complete review of the planning and development implications of the proposed City-initiated Official Plan Amendment will be discussed within the Recommendation Report.

## Public Meeting Notification Area

Notice of the Public Meeting was circulated to property owners within 240 metres of the undeveloped area boundaries of the Toronto Gore Density Policy Review study as per *Planning Act* requirements, and by public notification in the Brampton Guardian. The Public Notice was also emailed to the list of interested parties on file. This report has been posted to the City’s website.

## **Corporate Implications:**

No corporate implications have been identified at this time.

## **Financial Implications:**

No financial implications have been identified at this time.

## **Economic Development Implications:**

There are no economic development implications identified at this time.

### Term of Council Priorities (2019-2022)

This report directly aligns with the Strategic Direction – Brampton is a City of Opportunities by proposing an Official Plan amendment that will introduce urban densities on the undeveloped lands that will allow these lands to be developed as a complete community.

### Living the Mosaic – Brampton 2040 Vision

This Report has been prepared in full consideration of the overall vision that the people of Brampton will 'Live the Mosaic.'

### **Next Steps:**

Staff will report back to Planning & Development Committee with final recommendations that address consistency with Provincial, Regional and City policies and an Official Plan Amendment that will include policies to permit and guide the development of the undeveloped lands for urban densities.

The final Recommendation Report will include a summary and a response to all of the public comments received at the open houses and at the statutory public meeting.

### **Conclusion:**

In compliance with the requirements of the *Planning Act*, the City is holding a statutory public meeting to present a draft Official Plan amendment for the undeveloped lands in Toronto Gore for public review and comment.

Authored by:

Reviewed by:

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Michelle Gervais, Policy Planner  
Planning, Building & Economic  
Development Department

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Bob Bjerke, Director, Policy Planning  
Planning, Building & Economic  
Development Department

Approved by:

Submitted by:

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

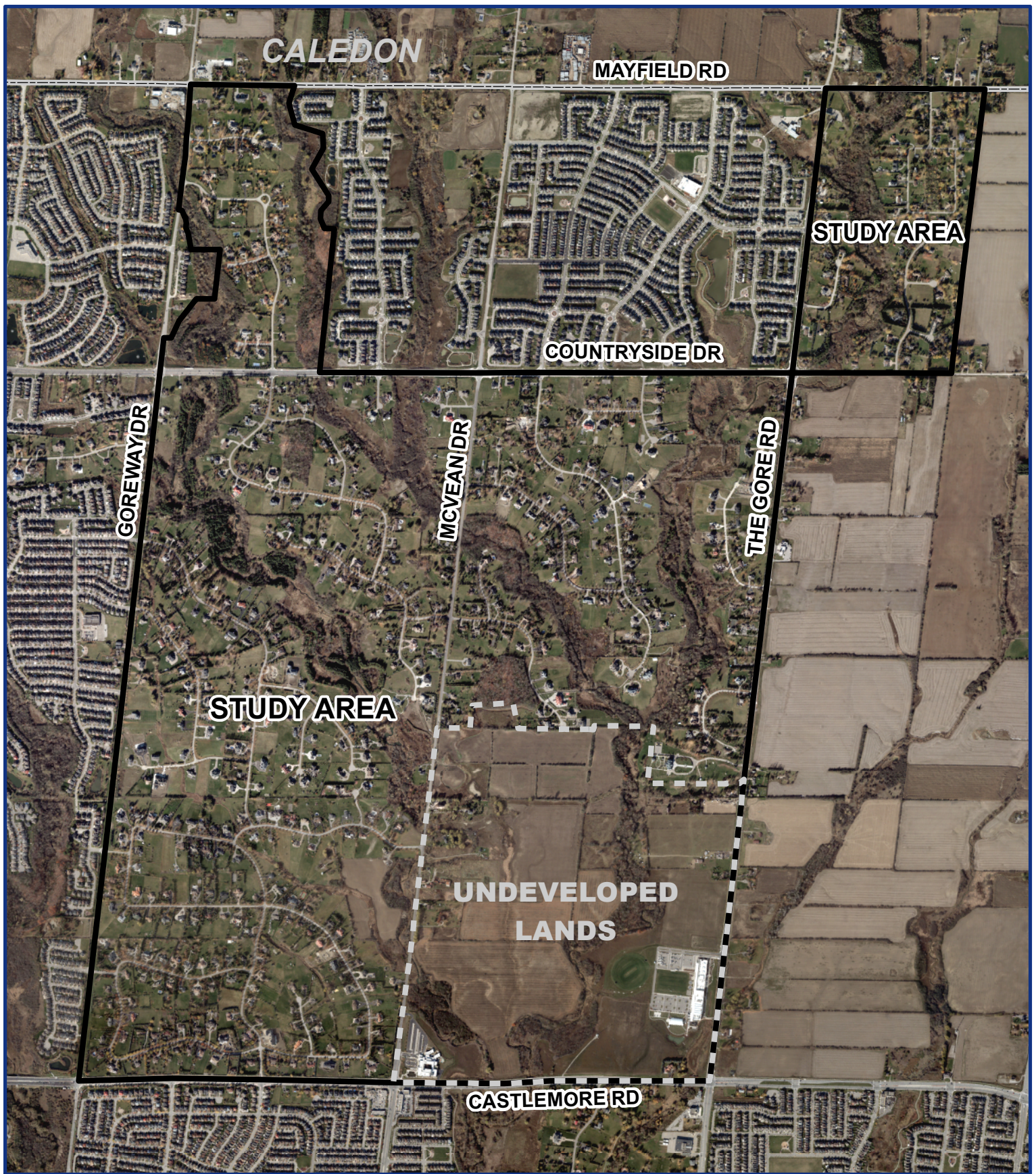
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David Barrick, Chief Administrative  
Officer

**Appendices:**

- Appendix 1: Toronto Gore Density Policy Review Boundaries (Air Photo)
- Appendix 2: Toronto Gore Density Policy Review – Phase 1, 2 & 3, Supply and Demand and Recommendations Report prepared by SGL Planning dated March 2021
- Appendix 3: Draft Official Plan Amendment





## Appendix 1: Toronto Gore Density Policy Review Study Boundaries

 Undeveloped Lands

 Brampton City Limit

 Toronto Gore Density Policy  
Review Study Area



## TORONTO GORE DENSITY POLICY REVIEW

# PHASE 1, 2 & 3 REPORT

## SUPPLY AND DEMAND & RECOMMENDATIONS REPORT

March 2021

Prepared by:



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## PART A: INTRODUCTION & POLICY REVIEW

### 1 STUDY PURPOSE

Within certain areas of the Greater Toronto Area, Estate Residential subdivisions on private servicing characterize the landscape. Homes in these Estate Residential areas are located on large properties and are typically large dwellings. As a result, these communities are extremely low density in character. This is particularly true in the Toronto Gore Community of Brampton.

The City of Brampton has initiated the Toronto Gore Density Review to assess the merit of potentially introducing more urban densities to this part of the City. While the community was once located far from urbanized areas and surrounded by countryside, over the years urban development has spread northward and eastward and is now beginning to envelope the Toronto Gore Community.

Due to the large property sizes, there have been an increasing number of requests for severances within the Toronto Gore Community. There are also portions of the Toronto Gore Community that are undeveloped, largely in the southeast quadrant of the community.

The overall Toronto Gore Density Review study examines many factors, including the assessment of the infrastructure capacity to fully service the undeveloped lands, the impacts of higher density development on the transportation network, and the City-wide and local parkland requirements for the area, among other matters.

## **2 AREA CONTEXT AND HISTORY**

### **2.1 Area Context and History**

The Toronto Gore Study Area is located in northeast Brampton (**Figure 1**). The Study Area is generally bounded by Countryside Drive to the north, Castlemore Road to the south, The Gore Road to the east and Goreway Drive to the west, along with two areas north of Countryside Drive. The first is located east of Goreway Drive extending north to Mayfield Road. The second area, known as the Marysfield neighbourhood, is located east of The Gore Road, extending north to Mayfield Road. The study area is characterized primarily by single detached dwellings on large estate lots. In the southeast corner of the study area, there is a section of undeveloped lands surrounding the Gore Meadows Community Centre. The ErinoakKids facility is located in the southwest corner of the study area, at the corner of Castlemore Road and Goreway Drive.

The following is a list of uses surrounding the Toronto Gore Community:

- To the north of the Toronto Gore Community, on the north side of Countryside Drive, is the Vales of the Humber Community. This is a developing community of primarily single detached residential dwellings, many of which are considered Upscale Executive dwellings (as identified in the current City of Brampton Official Plan). On the north side of Mayfield Road, the lands are primarily used for agricultural purposes.
- Also located partially within the study area is the historical hamlet of Wildfield, which is centred on the intersection of The Gore Road and Mayfield Road.
- To the east of the Toronto Gore Community are lands that are currently being used for agricultural purposes and planned for both residential and employment uses.
- To the south of the Toronto Gore Community are newer residential subdivisions with more urban densities, as well as neighbourhood servicing commercial uses.
- Similarly, to the west of the Toronto Gore Community, are newer residential subdivisions.

**Figure 1: Study Area Location**



(Source: Google Maps)



## 2.2 History and Cultural Heritage

It is believed that both the Credit and Humber River valleys have been occupied since 8000 B.C.E. by indigenous peoples.<sup>1</sup> More recently, in 1819, European settlers purchased much of the land in and around this geography from the Mississauga Band of the Ojibwe First Nation. Broadly, the acquisition of this land created the County of Peel, which would eventually become the majority of what is now known as the Region of Peel. In the same year, the Toronto Gore Township was surveyed into 200-acre, double-front lots and triangular lots, creating a total of 32 lots.

In 1831 the Toronto Gore Township was founded and was bordered by the Townships of Albion, Chinguacousy, Toronto, and the County of York (**Figure 2**). By 1852, the township had attracted 1,820 residents and became a prime wheat and, to a lesser extent, barley producing area. The Toronto Gore Township has a long history of land exchanges, with wealthier families acquiring land and others slowly selling their holdings. As a result, by 1891 nearly 40% of the Toronto Gore Township's occupants resided on someone else's land.<sup>2</sup> Some of the first buildings still stand and are now designated cultural heritage buildings, including at least five houses and a schoolhouse (**Figure 3**). The oldest remaining house on record, which was constructed around 1938, is a rare Georgian style Tudor home located at 4 Lucinda Court.<sup>3</sup>

Traces of the area's heritage can also be seen in the area of the historic Hamlet of Wildfield, centred on the intersection of The Gore Road and Mayfield Road, where within the Study Area there is St. Patrick Roman Catholic Church and an old cemetery.

In 1974 the Toronto Gore Township was amalgamated with three other communities to create the City of Brampton. To commemorate the Toronto Gore Township as a founding community, a sheaf was placed on Brampton's Crest, which also represents the area's farming and manufacturing heritage.<sup>4</sup>

It is not anticipated that development within Toronto Gore will impact the cultural heritage resources in the community. As shown on **Figure 3** of this report, the cultural heritage resources are all within the established estate residential community. The majority of development occurring within Toronto Gore will occur within the undeveloped portion (southeast quadrant) of the community, and as such, will not be affected.

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<sup>1</sup> <https://www.brampton.ca/EN/City-Hall/CouncilOffice/Documents/2014-2018%20Council%20Term%20Orientation/2014%20Orientation%20Binder%20-%20Complete.pdf>

<sup>2</sup> Mays, H.J. 1979. Families and Land in Toronto Gore Township

<sup>3</sup> [http://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/Designation\\_Register.pdf](http://www.brampton.ca/EN/Arts-Culture-Tourism/Cultural-Heritage/Documents1/Designation_Register.pdf)

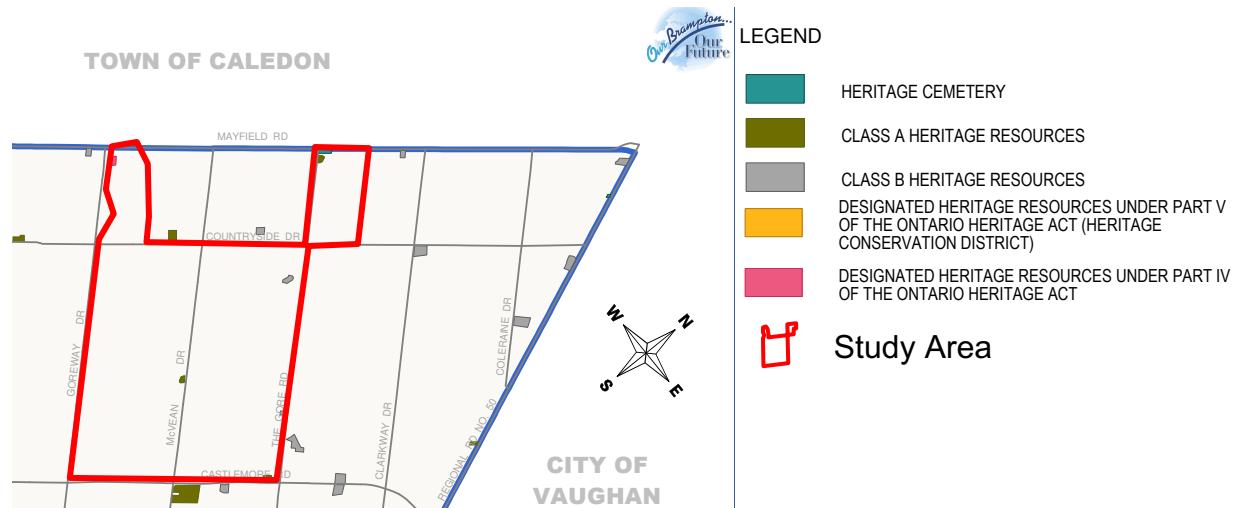
<sup>4</sup> Brampton.ca

Figure 2: Surveying Map of the Toronto Gore Township, 1877



(Source: McGill Digital Library, The Canadian County Atlas Digital Project, 2001)

Figure 3: The Toronto Gore's Cultural Heritage Buildings



(Source: City of Brampton Official Plan, 2013)

## **2.3 Area Characteristics**

The Toronto Gore is a community of approximately 600 dwellings located on large, estate properties. The community exhibits many of the qualities and characteristics of a rural area, such as, roads lined with mature vegetation winding through the community, with few access points to the surrounding system of arterial roads. Large dwellings are predominant and are situated away from the road and from adjacent dwellings. There is a sense of open space created by the many expansive views across the community and into the valley lands that extend through the Toronto Gore.

The average lot size in the Toronto Gore is approximately 0.8 hectares. This review notes there are 53 vacant lots in the area, largely scattered through the Toronto Gore Community. In addition to these vacant lots, there are also large parcels of vacant land in the southeast quadrant of the Study Area, on the east side of McVean Drive, totalling approximately 80 hectares.

There have been a few severances within the Toronto Gore to create new residential lots that are smaller than the minimum lot size of 0.8 hectares, particularly in the Marysfield neighbourhood in the northeast area of Toronto Gore. One of the purposes of this study is to examine whether additional severances for the purposes of creating additional residential lots is appropriate.

This study also looks at the nature of potential development on the large parcels of vacant land in the southeast quadrant of the Study Area. These vacant lands are currently designated Estate Residential and Open Space, however this report examines if there is merit in considering more urban densities on these lands, given the existing densities of lands surrounding the Toronto Gore and the market analysis discussed in Part B of this report. If higher densities were to be recommended on these vacant lands, it is possible that the creation of a Secondary Plan would be necessary to appropriately consider matters such as roads, infrastructure, community services, parks and connectivity to the surrounding area.

### **3 POLICY OVERVIEW**

This section of the report examines the policy regime applying to the Toronto Gore Community, including provincial policy, regional policy, and local policy.

#### **3.1 Provincial Policy**

##### ***3.1.1 Provincial Policy Statement, 2020***

The Provincial Policy Statement (PPS) provides direction on land use planning policy in Ontario. The PPS requires that healthy, livable and safe communities are sustained by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- accommodating an appropriate range and mix of residential and other uses to meet long-term needs;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- promoting cost-effective development standards to minimize land consumption and servicing costs; and,
- ensuring the necessary infrastructure and public service facilities are or will be available to meet current and projected needs [Policy 1.1.1, in part].

The PPS further directs that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years [Policy 1.1.2].

The PPS provides that settlement areas are to be the focus of growth, and that the land use patterns within settlement areas shall be based on densities and a mix of land uses that:

- efficiently use land and resources;
- are appropriate for and efficiently use 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; and,
- prepare for the impacts of a changing climate [Policies 1.1.3.1 & 1.1.3.2 a), b), c), d)].

The PPS also contains policies aimed at providing for an appropriate range of housing types and densities. Included are policies requiring that planning authorities provide for an appropriate range of housing types and densities to meet projected requirements by permitting and facilitating, among other matters:

- housing affordable to low and moderate income households;



- all forms of residential intensification 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 available;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities; and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form [Policy 1.4.3, in part].

Among other PPS directions for infrastructure and service facilities [in Policy Section 1.6], the policies require co-ordination, efficiency and cost-effectiveness, and that infrastructure and public service facilities be “strategically located to support the effective and efficient delivery of emergency management services” [Policy 1.6.4, in part].

As noted above in this report, the Toronto Gore Community has historically developed as an Estate Residential community, with large residential dwellings on large lots with private septic services and municipal water services. There is clear direction in the PPS to move away from this type of development within settlement areas, promoting development that is more compact and makes efficient use of infrastructure and public service facilities on full municipal services. However, it is important to recognize the distinct characteristics of the Toronto Gore Community, and in the context of provincial policy, it is important to consider how new development will fit in to the area and surrounding community.

### **3.1.2 Growth Plan for the Greater Golden Horseshoe, 2019**

Through the Growth Plan for the Greater Golden Horseshoe, the Province further reinforces the importance of the PPS policies requiring that, as a first priority wherever possible, growth be directed to locations within built-up areas where intensification and redevelopment can be transit-supportive and make efficient use of land, infrastructure and public service facilities. The majority of the Toronto Gore Community is within the built-up area of Brampton, with the exception of the undeveloped lands in the southeast corner of the study area, which are within the Designated Greenfield Area. (**Figure 4**).

It is important to optimize the use of the existing land supply to avoid over designating new land for future urban development. Policies for managing growth, as set out in Section 2.2.1 of the Growth Plan, include the following:

- directing growth to settlement areas that have existing or planned municipal water and wastewater systems and can support the achievement of complete communities;

- Providing a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; and
- Supporting the achievement of complete communities that expand convenient access to a range of transportation options, including options for the safe, comfortable and convenient use of active transportation.

Overall, the prevailing themes in provincial policy include encouraging development within current urban boundaries, promoting development that provides a mix of uses and housing types (in both style and value), effectively using existing infrastructure and land, supporting public transit, and minimizing environmental and public health concerns.

Similar to the policies of the PPS, the Growth Plan policies requires municipalities to plan for denser development, plan for the efficient use of infrastructure facilities and promote transit-support, walkable urban form. The Growth Plan policies will likely lead to pressures on areas such as Toronto Gore to accommodate more housing in a denser format.

The Growth Plan, includes minimum density targets. For the Built-up Area, the minimum intensification target (number of units to be built within the already built-up areas of the Greater Golden Horseshoe) is 50%. In the Designated Greenfield Area (DGA), the minimum density to be achieved is 50 residents and jobs per hectare. The large area of vacant lands noted in Section 2.3 of this report is part of Brampton's DGA. As such, it is important to consider the implications of how development of currently vacant DGA lands will contribute to achieving the DGA density target, particularly in the context of the Growth Plan policies.

### **3.2 Peel Region Official Plan, 2018 Office Consolidation**

The Peel Regional Official Plan, 2018 Office Consolidation contains a number of housing policies applicable to the Toronto Gore Community. The Plan contains policies for Estate Residential areas and states the following:

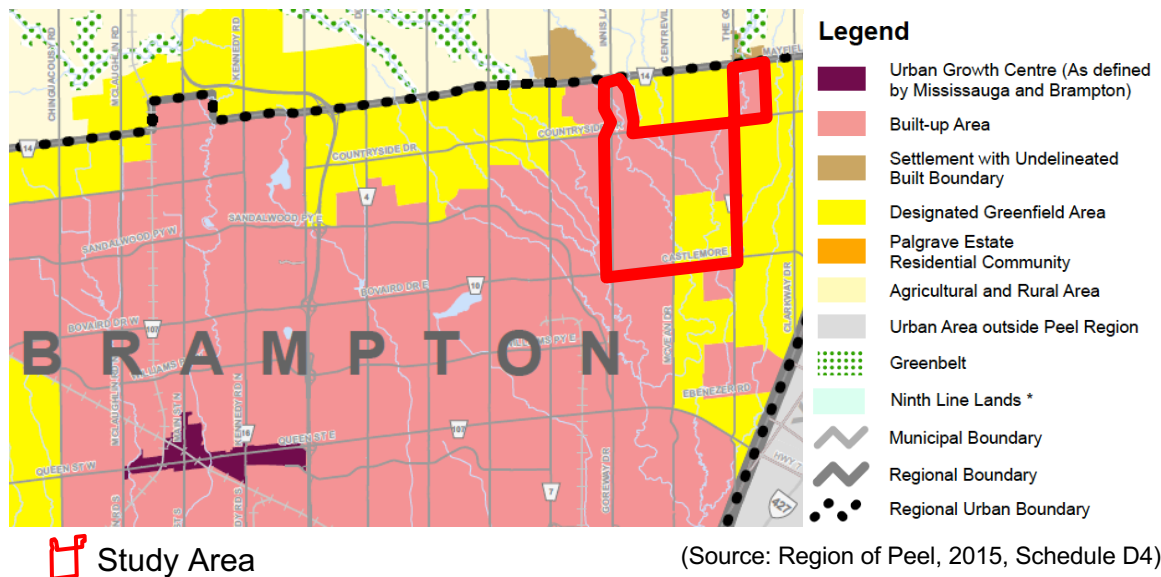
*Estate residences are large lot housing units that generally rely on private septic systems for wastewater disposal. Estate residences constitute a limited portion of the total housing stock in Peel yet add to the variety of housing forms and lifestyle options available to the residents of the region. As well, estate residences provide a significant cultural landscape in the region...[which] need to be protected. (Policy 5.4.4)*

As shown in **Figure 4**, the Toronto Gore Community is within the urban area of the City of Brampton. The Regional Official Plan limits new Estate Residential to areas:

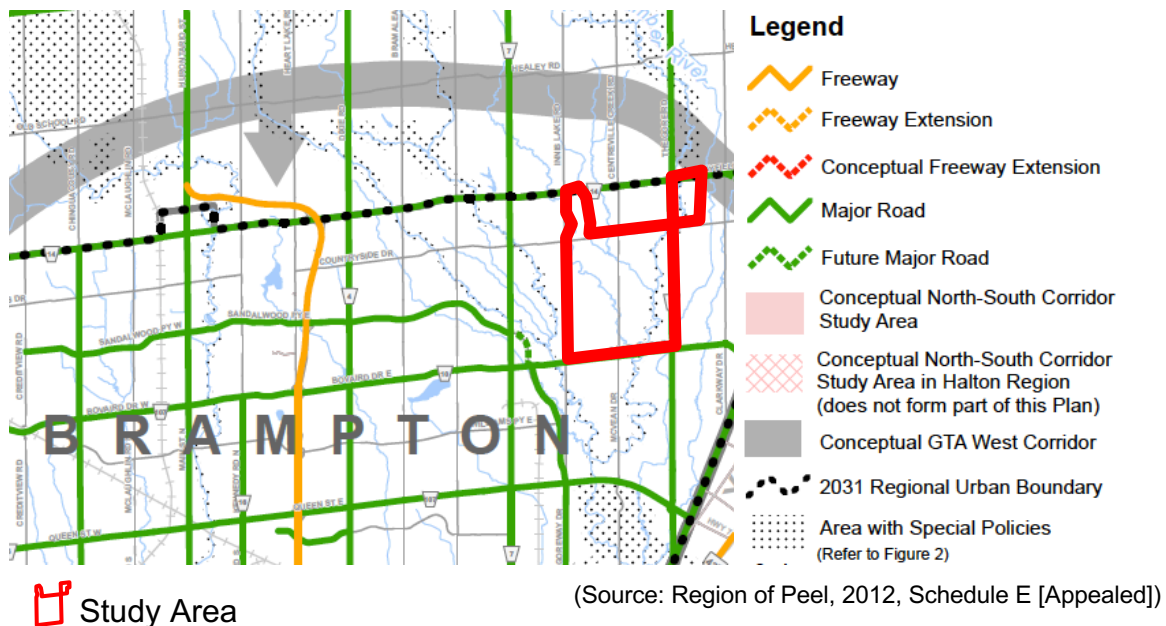
- that are already committed to Estate Residential development;
- where development is compatible with the rural landscape and surrounding uses;
- where development protects the natural environment;
- where development is a logical extension of an existing estate area and servicing system;
- where development can occur in a phased manner; and
- where necessary water and sewer services are located (Policy 5.4.4.2.3).

Also as shown in **Figure 4**, the majority of the Toronto Gore Community is within the built-up area, with the exception of the lands in the southeast corner of the study area, which are within the Designated Greenfield Area.

**Figure 4: Growth Plan Policy Areas**



**Figure 5 Major Road Network**



Overall, the Region of Peel recognizes that Estate Residential areas are a vital component of the overall housing stock in the Region, and should therefore be protected. The policies permit minor expansion of Estate Residential areas, however this does not apply to the Toronto Gore Community, which is entirely within the urban area. The policies of the Region of Peel Official Plan would support the development of the remaining undeveloped portions of the Toronto Gore Community for Estate Residential purposes, subject to the policies in the City of Brampton Official Plan.

### 3.3 City of Brampton Official Plan, September 2020 Office Consolidation

Preliminary forecasts prepared for the City of Brampton by Hemson Consulting Ltd indicate that Brampton will see an increase of approximately 295,000 people and approximately 86,000 new dwelling units from 2011 to 2031. The City's Official Plan provides direction to reduce the rate of growth in the Designated Greenfield Area by optimizing opportunities for infill and intensification. The Official Plan requires that at least 26,500 new dwelling units be developed within the built-up area by 2031, so that Brampton contributes appropriately to the Region of Peel's achievement of intensification targets.

To achieve this population and intensification target, the Official Plan calls for a range and mix of dwellings types and densities. When approving new residential development, the City also requires an appropriate mixture of housing for a range of household incomes. The Official Plan also recognizes that a variety of housing type, architectural style, and siting and building setbacks are key elements in urban design.

### ***Estate Residential Area***

Secondary Plan No. 26 in the City of Brampton Official Plan is identified as the Toronto Gore Rural Estate community. As shown in Schedule A – General Land Use Designations of the City of Brampton Official Plan (see **Figure 6** below), the Toronto Gore area accounts for the majority of lands within Brampton that are designated to accommodate Estate Residential housing. Land use planning policies related to Estate Residential housing in the City of Brampton are identified in Section 4 of the City of Brampton Official Plan.

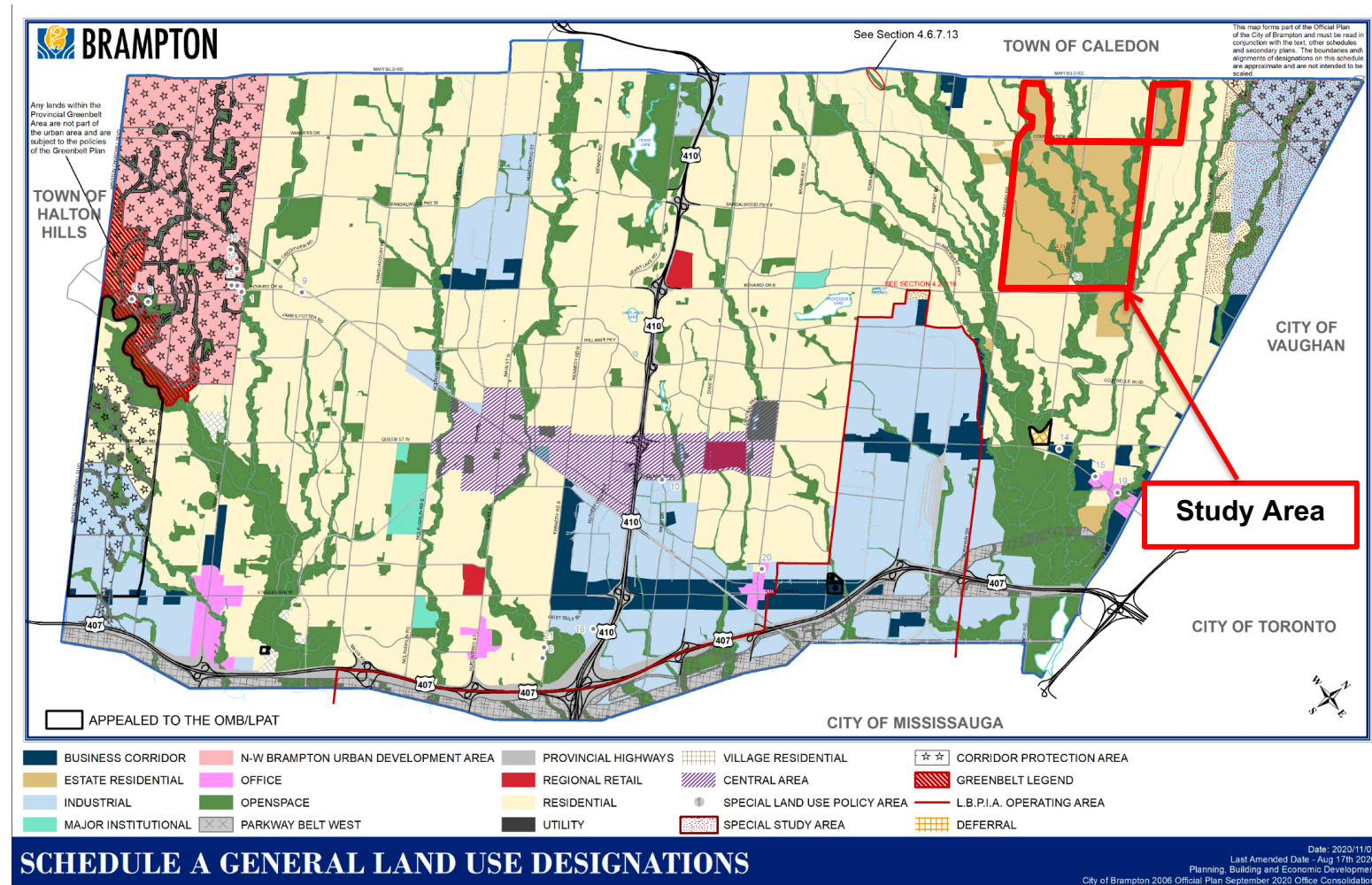
The Toronto Gore Community is identified as a “Unique Community” in Brampton (policy 3.2.10) and is designated an Estate Residential area. The Official Plan identifies “Unique Communities” as areas that possess unique cultural, heritage, natural and landscape qualities. The Toronto Gore Community’s identity as a “Unique Community” is specifically connected to its historical character. Policy 3.2.10 calls for the protection of “Unique Communities”, as they contribute to the sense of place and identity of Brampton.

Policy 4.2.3 of the Official Plan addresses Estate Residential areas, stating that these areas are low density in nature and characterized by large lots that do not require full municipal services. Policy (ii) in Section 4.2 of the Official Plan calls for the enhancement of the historical pattern of development within the “Unique Communities” of the Estate Residential designation, and promoting the retention of the historical development patterns, but recognizing the limited supply of Estate Residential housing forms in the long term.

While the Regional Official Plan permits the limited expansion of estate areas, the Brampton Official Plan does not encourage the further expansion of these areas beyond the lands that are designated “Estate Residential”. Policy 4.2.3 does permit the continued, but limited, development of the balance of the area designated “Estate Residential” to be developed for estate residential purposes. The reference to “balance of the area” within policy 4.2.3 is referring to the large contiguous undeveloped area located between The Gore Road and McVean Drive and directly north of Castlemore Road (approximately 80 hectares).

As a low-density designation, Estate Residential areas permit a limited range of dwellings, single detached dwellings, group homes, public utilities, and public open space. Density targets for low-density areas vary by location and secondary plan status. **Table 1** identifies the density range of existing, built-up low-density areas in Brampton. These are not density targets – rather, the numbers are reflective of what is built today within older secondary plan areas of the City. In comparison, **Table 1** also identifies the maximum density of newly developing areas of the City, where the same housing type is contemplated.

Figure 6: City of Brampton Official Plan – Schedule A – General Land Use Designations



Source: City of Brampton Official Plan, Schedule A)



**Table 1: Existing Official Plan Policies: Observed Density vs. Max. Density**

|  | <b>Observed Density<br/>(Existing built-up<br/>low-density areas)</b> | <b>Max. Density<br/>(Newly developing<br/>areas)</b> |
|--|---|--|
| Single Detached Density or Single Family Density | max. 25 units / net hectare   | 30 units / net hectare                               |

(Source: City of Brampton 2006 Official Plan – Office Consolidation September 2020)

The Official Plan also sets out maximum densities and/or minimum lot sizes specific to residential land use designations, as shown in **Table 2**, including the Upscale Executive Residential and Estate Residential designations.

**Table 2: Existing Official Plan Policies: Max. Density and Resulting Density**

|  | <b>Maximum Permitted Density</b> | <b>Minimum Lot Size</b> | <b>Resulting Density*</b>     |
|--|----------------------------------|-------------------------|-------------------------------|
| Upscale Executive Residential                    | Max. 14.5 units/net hectare      | N/A                     | 14.5 units/net hectare        |
| Estate Residential Area (City-wide)              | N/A                              | 0.4ha to 1.2ha          | 0.83 to 2.5 units/net hectare |
| Estate Residential Area (Toronto Gore Community) | N/A                              | 0.8ha                   | 1.25 units/net hectare        |

\*based on one unit per lot.  
Consolidation – September 2020)

(Source: Based on City of Brampton 2006 Official Plan – Office

The Toronto Gore Community requires a minimum lot size of 0.8 hectares, which therefore results in a maximum density of 1.25 units per net hectare.

### **Criteria for Severances**

Section 5.17 of the Official Plan sets out criteria for the severance of lots in residential areas, including the Estate Residential designation. The following general criteria apply in the evaluation of the appropriateness of a severance:

- a proposed lot severance must be compatible with the size, shape and configuration of adjacent and nearby parcels;
- the frontage of a severed parcel shall be approximately half of the depth of the new lot, and should have a similar lot depth and shape as adjoining lots, where appropriate; and
- severed parcels must also be located outside of flood prone areas and have access to internal subdivision roads (not surrounding collector and arterial roads).

The policies in Section 4.2.3 recognize that large lots in the Toronto Gore contribute to the rural-like character of the Estate Residential area. In addition to the severance criteria noted above, severance applications within designated Estate Residential areas shall be considered and may only be granted subject to meeting the criteria found in Section 4.2.3.5. One of these criteria is meeting the minimum lot sizes as required in Section 4.2.3.3. The importance of maintaining the minimum lot sizes as prescribed by the Estate Residential policies is to preserve the character of the established estate residential community.

As noted earlier, there is a large undeveloped portion of Estate Residential designated land in the Toronto Gore Community. Applicable to these lands, the Official Plan also contains broad policies on the preferred design of Estate Residential subdivisions, including policies on subdivision access, the sizing of lots to accommodate private services and the location and size of accessory buildings on lots. This study will examine whether these lands should be further developed for Estate Residential purposes, or if more urban densities should be introduced to the area.

### ***Upscale Executive Housing***

The Official Plan also contains an Upscale Executive Housing designation. This designation is intended to accommodate large, detached dwellings, however in a more urban setting on much smaller, fully serviced lots. While no lands within the Toronto Gore Community are designated for Upscale Executive Housing purposes, some of the areas surrounding Toronto Gore are designated as such, and provide a transition between the very low density Estate Residential designated lands, and the more urban densities located to the south and west.

**Figure 7** identifies the location of the eight policy areas that are designated in Brampton to accommodate Upscale Executive Housing. As shown, a large proportion of lands designated to accommodate this type of housing are located in the northeast area of Brampton bordering the Toronto Gore Community.

Section 4.2.2 of the Brampton Official Plan outlines policies related to Upscale Executive Housing. The Upscale Executive Housing land use designation is intended to accommodate low density housing that is characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities.

Upscale Executive Housing is intended to be accommodated on lots with a minimum frontage of 50 feet and a maximum net density of 14.5 units per net hectare.

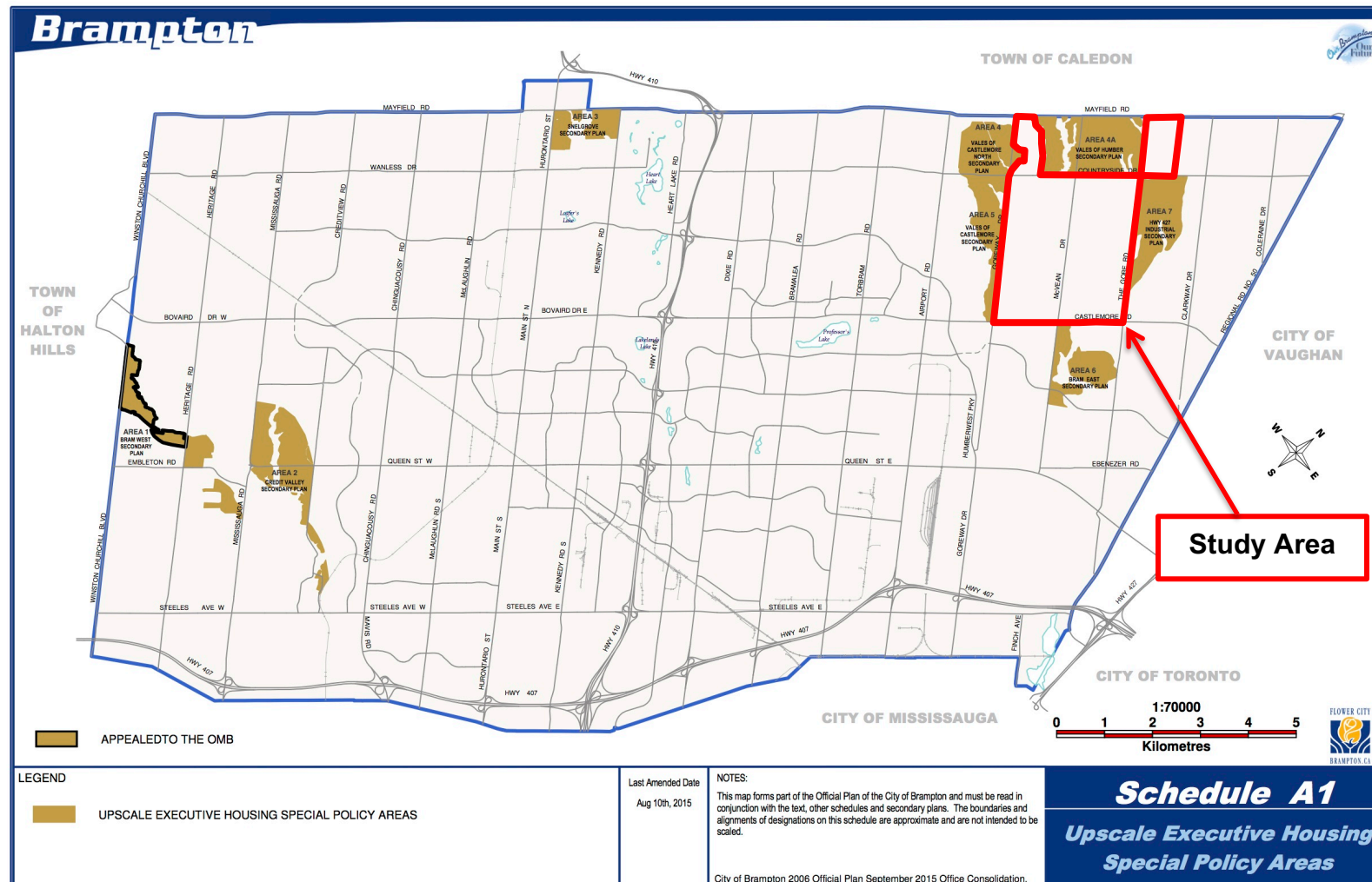
While the existing, in-effect City of Brampton Official Plan includes an Upscale Executive Housing land use designation and associated policies, it is understood



that the City is currently undertaking an Official Plan Review, which may combine the existing residential land use designations, including the Upscale Executive Housing designation, into one “Residential” land use designation.

In summary, similar to the Region, Brampton recognizes that established Estate Residential areas are key in providing for a mix of housing options in the City. As such, the City strives to protect the established Estate Residential areas by maintaining low densities and minimal variation in lot size. The City also discourages the expansion of the Estate Residential designation beyond their current locations.

Figure 7: City of Brampton Official Plan – Schedule A1 – Upscale Executive Housing Special Policy Areas



(Source: modified from the City of Brampton Official Plan, Schedule A1)

### 3.4 City of Brampton Zoning By-law

The City of Brampton Zoning By-law generally zones all the properties within the Toronto Gore Community as Estate Residential Two (RE2). The Estate Residential zone sets out specific standards regulating the characteristics of lots and the placement of dwellings on properties.

**Table 3** provides a summary of applicable zone standards for Toronto Gore. **Table 3** also summarizes the number and percentage of lots that meet each of the applicable zoning by-law requirements; however, not all zone standards apply to every lot (eg. only corner lots have an exterior side yard, or the side yards for a vacant lot cannot be determined). The percentage of how many of lot that meet the individual requirements are also provided.

**Table 3: Estate Residential Zone Standards**

|   | Requirement                               |
|---|---|
| Minimum Lot Area                            | 0.8ha                                     |
| Minimum Lot Width                           | 45m                                       |
| Minimum Lot Depth                           | No requirement                            |
| Minimum Front Yard Depth                    | 12m                                       |
| Minimum Interior Side Yard Width            | 7.5m                                      |
| Minimum Exterior Side Yard Width            | 7.5m                                      |
| Minimum Rear Yard Depth                     | 15.0m                                     |
| Maximum Building Height                     | 10.6m                                     |
| Maximum Lot Coverage                        | No requirement                            |
| Minimum Landscaped Open Space               | 70% of front yard                         |
| Minimum Ground Floor Area for Main Building | One Storey: 170sq.m<br>>1 Storey: 115sq.m |

The City of Brampton is currently undertaking a detailed review and update to Zoning By-law 270-2004 to ensure conformity with the new Official Plan and recent provincial legislation. The update is anticipated to be completed by 2023, after the new Official Plan is adopted.

### 3.5 Living the Mosaic – Brampton 2040 Vision

The Brampton 2040 Vision is a vision document created by the people of Brampton. It is meant to function as a detailed statement of what Brampton will

look like in the year 2040, and lays out objectives and goals to achieve the various elements of the vision through key transformations.

The Brampton 2040 Vision identifies one of five Town Centres along The Gore Road in the vicinity of the Gore Meadows Community Centre. The vision for Town Centres is that they will be nodes accommodating a mix of employment, retail and residential uses at high densities to support the surrounding communities. The Town Centre along The Gore Road will have an impact on the form of development that occurs in the area, including the lands within Toronto Gore. This is discussed in greater detail in Section 14 of this report.

## PART B: SUPPLY AND DEMAND

### 4 APPROACH

As part of this project, urbanMetrics has evaluated the supply and demand for Estate Residential lots within the City and reviewed the merit of potentially introducing more urban densities into the Toronto Gore Community “Toronto Gore”.

In order to assess the market demand for Estate Residential housing in Brampton the following work steps have been undertaken:

- **Estate Residential Housing** – The supply of developed and undeveloped estate lots in the Toronto Gore Community and surrounding area has been reviewed. This has included an assessment of amenities, servicing, lot sizes, and price points. The existing demographic characteristics of residents of Toronto Gore has been reviewed in comparison to the City of Brampton overall.
- **Upscale Executive Housing** – The historic absorption patterns were examined for Upscale Executive Housing in Brampton to determine the extent to which it may partially serve the demand for Estate Residential housing. This includes an assessment of the location, amenities and price point of Upscale Executive Housing in Brampton. The demographic profile of residents was also reviewed in comparison to Toronto Gore, as this will be important in determining if Upscale Executive Housing is a substitute for Estate Residential housing in Brampton.
- **Supply of Estate Residential Lots in the Local Market Area** – A Local Market Area was delineated from which Estate Residential lots in Brampton would compete with similar developments. The Local Market Area includes the Town of Caledon, City of Vaughan and King Township.
- **Forecast Demand for Estate Residential Housing in Brampton** – The forecasted demand for Estate Residential housing in Brampton was based on future demographic trends that are likely to occur in the municipality.

## **5 ESTATE RESIDENTIAL HOUSING IN BRAMPTON**

This section of the report identifies the locations of Estate Residential housing in Brampton, the supply of vacant Estate Residential lots in the City and the demographic profile of residents in Toronto Gore.

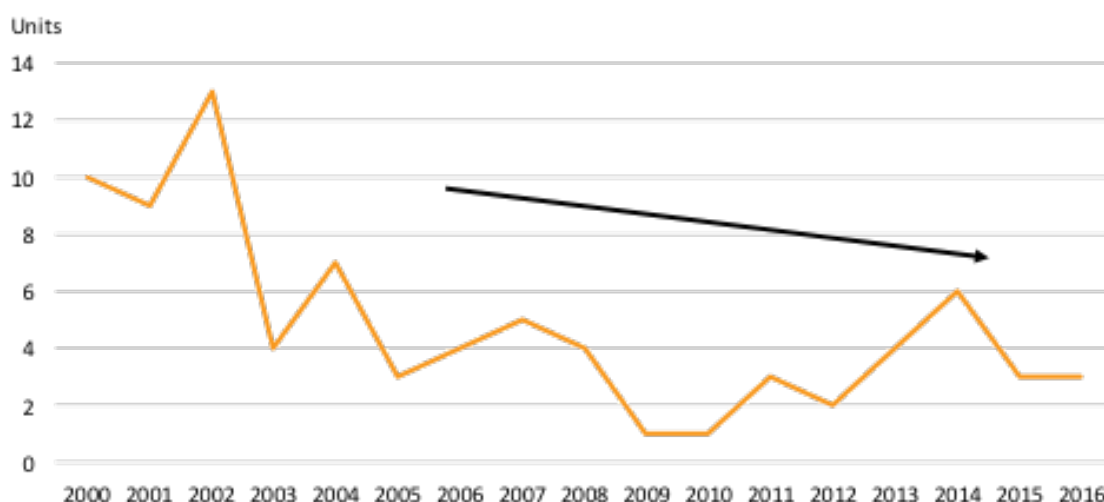
### **5.1 Historic Demand for Estate Residential Housing in Brampton**

**Figure 8** illustrates building permit data for Estate Residential housing in Brampton between 2000 and 2016. Over this 16-year period, there were 82 building permits issued for Estate Residential housing, or an average of about five building permits per year.

As shown, approximately 40% of these building permits were issued between 2000 and 2002. Since 2003, demand for Estate Residential lots has decreased. Over the 2003 to 2016 period, there has been an average of approximately four building permits per year for new housing on Estate Residential lots.

The recent decline in the demand for Estate Residential lots in Brampton likely reflects a variety of factors, including, but not limited to the decreasing supply of vacant Estate Residential lots both within Brampton and neighbouring municipalities and changing housing preferences, where people are choosing to live in smaller homes on smaller lots, in part due to maintenance and cost concerns.

***Figure 8: Building Permits for Estate Residential Housing, 2000 to 2016***



(Source: urbanMetrics Inc. based on the City of Brampton building permit data)

### **5.2 Supply of Estate Residential Housing in Brampton**

According to our analysis, there are 53 vacant Estate Residential lots available in Toronto Gore. The average vacant lot size is approximately 0.8 hectares. In

addition to these vacant lots, there are also large parcels in the southeast of Toronto Gore that are vacant or have development potential for Estate Residential housing. These large parcels have a land area of 80.3 gross hectares.

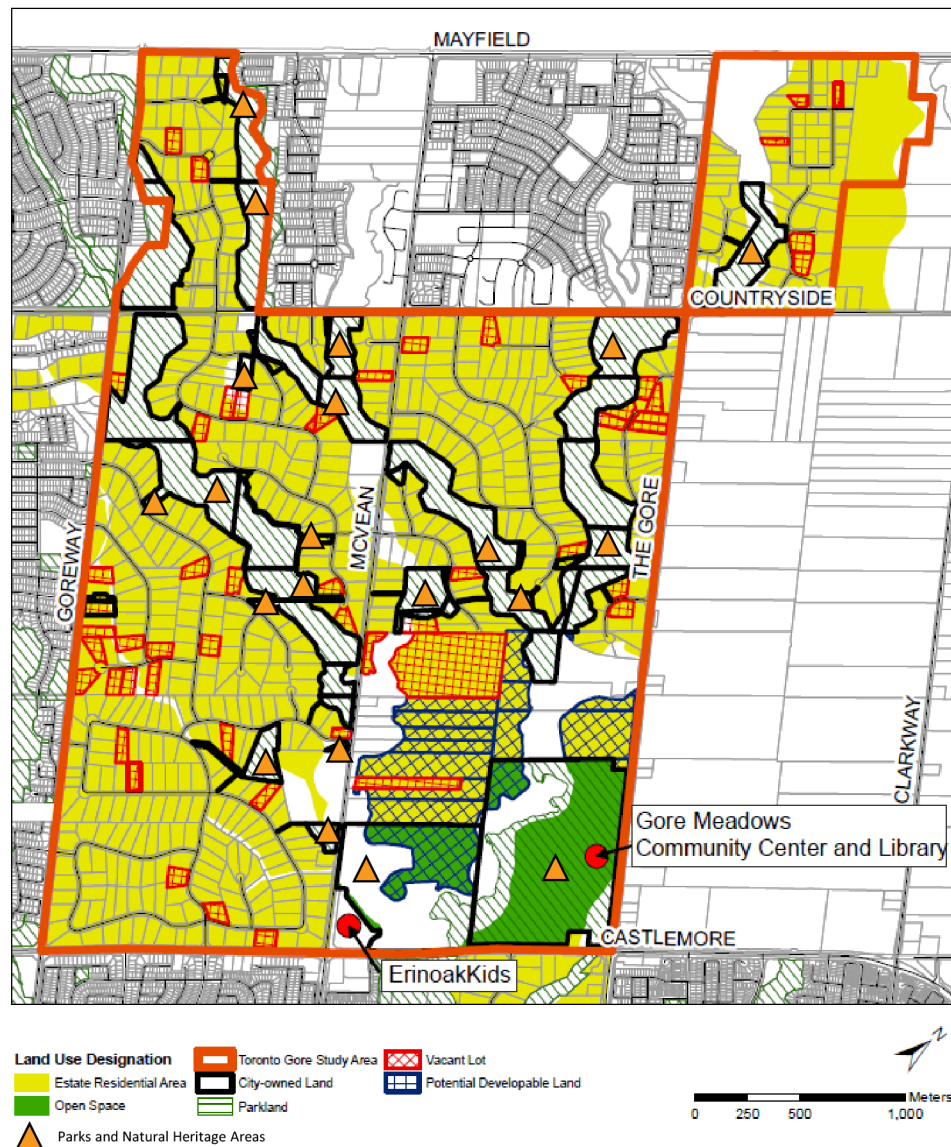
Based on a net-to-gross ratio of 0.85 and an average lot size of 0.8 hectares, these large parcels could accommodate as many as 85 Estate Residential lots. Therefore, there are estimated to be potential for as many as 138 vacant Estate Residential lots available in Toronto Gore. Assuming an average absorption of four lots per year, these vacant lots represent a 35-year supply.

**Figure 9** identifies the location of the vacant Estate Residential lots in Toronto Gore. As shown, these vacant lots are generally scattered throughout the secondary plan area.

Based on research conducted by urbanMetrics, there are only two vacant Estate Residential lots listed for sale in Toronto Gore. These lots include a 0.8-hectare lot listed at \$1.1 million and a 2.0-hectare lot listed at \$1.3 million. Both lots are serviced with water, natural gas, hydro and cable.

In addition to vacant Estate Residential lots in Toronto Gore, there are also a number of existing homes listed for resale. Homes listed for resale in Toronto Gore range from \$1.9 million to \$5.7 million with an average listing price of \$3.2 million. This is in comparison to the City of Brampton, where the average single-family home price was approximately \$675,000 in the first eight months of 2016.

**Figure 9: Location of Vacant Estate Residential Lots**



(Source: Data from the City of Brampton)

### 5.3 Amenities

As Toronto Gore has become enveloped by residential subdivisions, it has resulted in a broader array of amenities in the area to serve this growing population.

**Figure 9** illustrates the amenities in proximity to Toronto Gore, including Gore Meadows Community Centre and Library Branch, which are located at 10150 the Gore Road. There are also a number of parks located near Toronto Gore, including, but not limited to, Ezard Park, Gladstone Shaw Park, Martyniuk Park, and Cassin Park. In addition, the City of Brampton will be initiating the



development of a community park at the Gore Meadows Community Centre within the next 3 years. This park is expected to include a series of sports fields and other outdoor recreational activities.

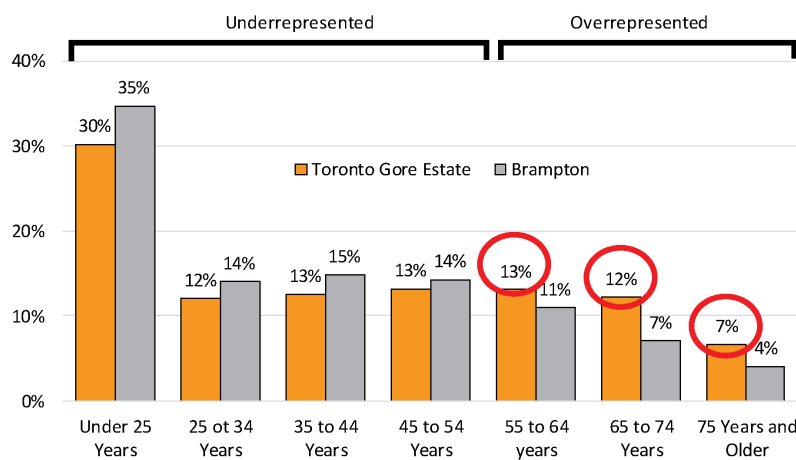
In addition to these municipal amenities, there are also Neighbourhood Retail and Convenience Retail facilities in proximity to the Toronto Gore Community. Access to such a broad array of nearby amenities is a characteristic that separates Toronto Gore from Estate Residential communities in neighbouring GTA municipalities, particularly Caledon.

#### 5.4 Demographic Profile of the Toronto Gore Community

As part of this market analysis for Estate Residential housing in Brampton, the demographic profile of residents in Toronto Gore was examined in comparison to the overall profile of Brampton residents.

- Based on information provided by the City, Toronto Gore had a census population of approximately 2,292 persons in 2016. There were also approximately 532 households in Toronto Gore. This represents a person per unit (PPU) factor of 4.3 persons per unit, which was slightly higher than the PPU for the City of Brampton overall, which was 3.5 persons per unit in 2016.
- Toronto Gore is characterized as having an older population in comparison to the rest of Brampton. **Figure 10** illustrates the age profile of persons living in Toronto Gore, compared to the City of Brampton. As shown, Toronto Gore had a lower share of persons under the age of 55 (underrepresented) and a larger share of the population in groups aged 55 and over.

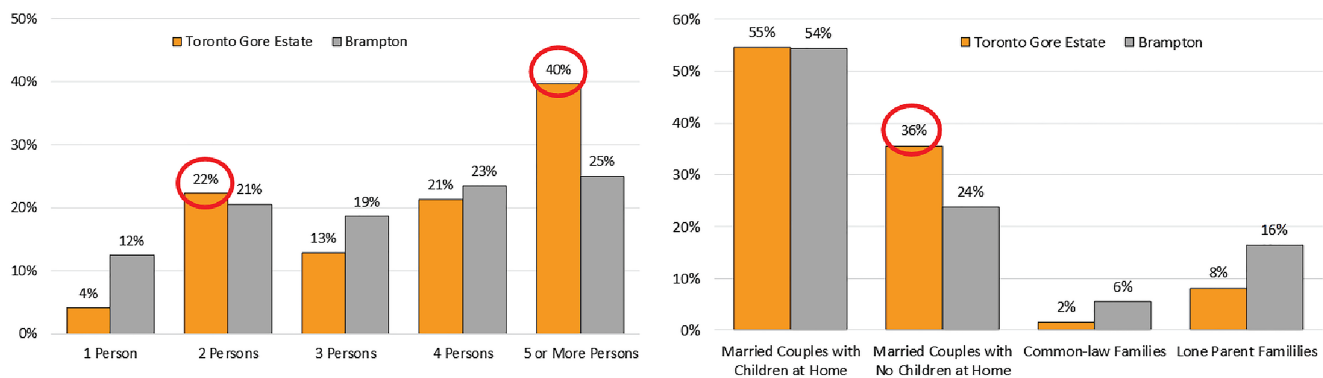
**Figure 10: Share of Population by Age Group, Toronto Gore and City of Brampton, 2016**



(Source: urbanMetrics Inc. based 2016 Census of Canada data)

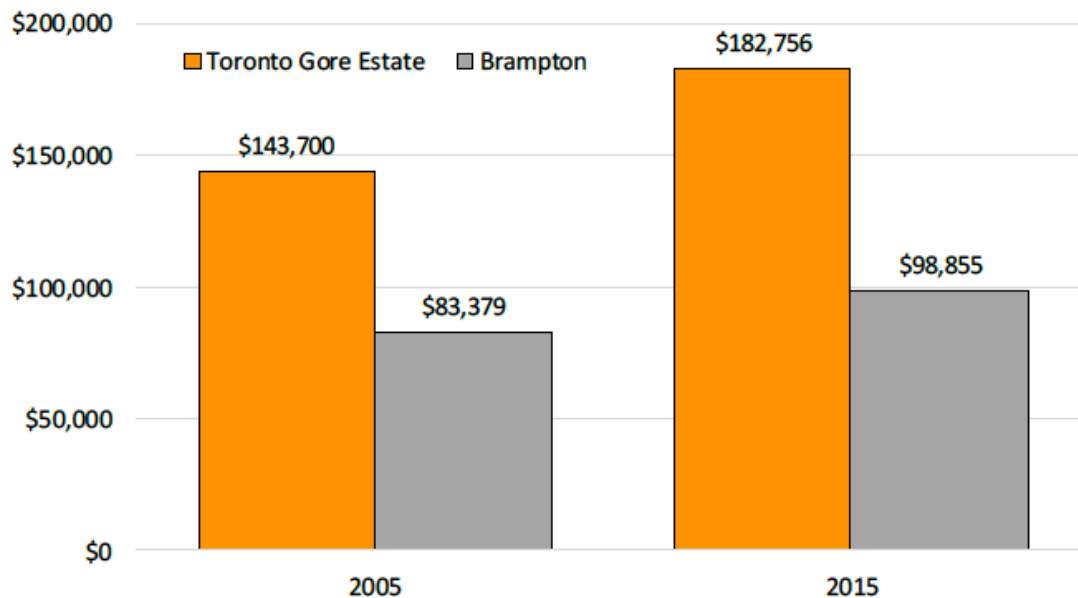
- Related to the older age profile in Toronto Gore, there is a larger share of two-person households in the community in comparison to the rest of Brampton. Data from the 2016 Census indicates that many of these households were married couples with no children at home (right side of **Figure 11**).
- While Toronto Gore has a larger share of households with two persons compared to the City of Brampton overall (left side of **Figure 11**), it also has a larger share of five or more person households compared to the City. The larger share of households with five or more persons likely reflects the larger dwelling sizes in Toronto Gore.
- **Figure 12** summarizes the average household income in Toronto Gore and the rest of Brampton. Households in Toronto Gore had an average household income of nearly \$144,000 in 2005, which was approximately \$60,000 higher than the average household income in the City of Brampton. By 2015, this gap in average household income grew further to approximately \$84,000.

**Figure 11: Household Size and Family Structure, Toronto Gore and City of Brampton, 2016**



(Source: urbanMetrics Inc. based on 2016 Census of Canada data)

**Figure 12: Average Household Income, Toronto Gore and City of Brampton**



(Source: urbanMetrics Inc. based on 2006 and 2016 Census of Canada data)

Overall, a review of the demographic characteristics of people residing in Toronto Gore indicates that these households are typically older than the City of Brampton overall. These households are also more likely to be comprised of married couples with children no longer living at home. This suggests that a portion of these households may be nearing the point when they want to downsize to a smaller home. This downsizing could potentially release existing homes in the community, which could fulfill a portion of the demand for Estate Residential housing in future years.

## 5.5 Summary

Nearly all of the lands designated as Estate Residential in the Brampton Official Plan are located within the Toronto Gore Community (87.7% of all lands designated Estate Residential in the City of Brampton). Based on information provided by the City of Brampton and our own estimates, these lands have the potential to accommodate as many as 138 additional Estate Residential lots. These 138 potential lots represent a 35-year supply of Estate Residential housing based on recent trends in absorption.

Unlike the other Estate Residential communities reviewed in Section 7 of this report, Toronto Gore has good access to amenities including schools, public facilities, parks and shopping. Proximity to these types of amenities is what sets Toronto Gore apart from Estate Residential developments in neighbouring communities, which are much more rural in character.

A review of the demographic profile of people living in Toronto Gore indicates that in comparison to the City of Brampton, households living in Toronto Gore are more likely to be over the age of 55 and be comprised of married couples with no children at home. These households also have an average household income that is about \$84,000 higher than the City-wide average.

Given the older age profile of residents in Toronto Gore, there is a strong likelihood that these households will choose to downsize over the short to medium-term. As a result, this would increase the supply of Estate Residential units available for sale. This increased supply of resale units could satiate some of the demand for Estate Residential units and ease demand for vacant lots.

## **6 UPSCALE EXECUTIVE HOUSING IN BRAMPTON**

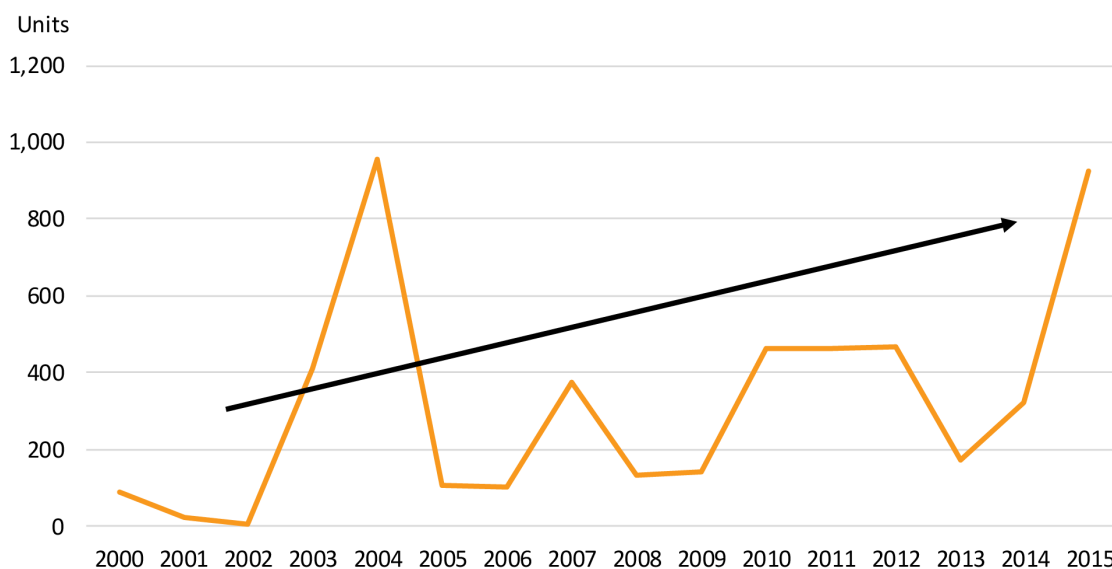
This section of the report identifies the location of and demand for Upscale Executive Housing in Brampton. This section examines absorption patterns for this type of housing and to what extent this type of housing may serve the demand for Estate Residential lots in Brampton.

### **6.1 Historic Demand for Upscale Executive Housing in Brampton**

Since 2000, there have been approximately 5,400 building permits issued for new homes on lands designated as Upscale Executive Housing in Brampton, or about 320 units per year. Over this period, most of these new home sales have occurred in Area 2 (Credit Valley Secondary Plan – 1,033 units), Area 4 (Vales of Castlemore North Secondary Plan – 1,117 units) and Area 4A (Vales of Humber Secondary Plan – 1,244 units), which combined have accounted for nearly 80% of new home sales on lands designated as Upscale Executive Housing.

Demand for Upscale Executive Housing in Brampton has trended slightly higher in recent years, as shown in **Figure 13**. The increasing number of Upscale Executive Housing sales in Brampton reflects the available supply of this type of housing, which has also increased over the period between 2000 and 2015.

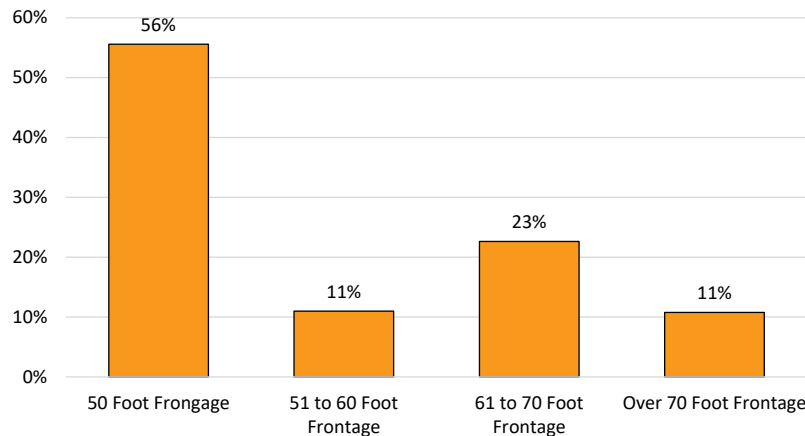
***Figure 13: Building Permits for Upscale Executive Housing, 2000 to 2015***



(Source: urbanMetrics Inc. based on City of Brampton building permit data)

The Upscale Executive Housing land use designation generally permits lot frontages ranging from 50 feet up to 85 feet and beyond. As shown in **Figure 14**, based on data from RealNet Canada Inc., 56% of new Upscale Executive Housing sales are on lots with 50 feet of frontage. Lots with over 60 feet of frontage account for one third (33%) of new Upscale Executive Housing sales in Brampton over the 2000 to 2016 period.

**Figure 14: New Upscale Executive Housing Sales by Lot Size, 2000 to 2016**



(Source: urbanMetrics Inc. based on RealNet Canada Inc. data)

## 6.2 Supply of Upscale Executive Housing in Brampton

Policy 4.2.2.6 of the Brampton Official Plan identifies that a minimum of 5,100 upscale executive housing units are to be developed in eight policy areas in Brampton. The distribution by policy area is identified in **Table 4** below. As shown in the previous section of this market analysis, there have been approximately 5,400 building permits issued for Upscale Executive Housing in Brampton since 2000, therefore, the City has already surpassed the minimum number of units identified in its Official Plan.

**Table 4: Supply of Upscale Executive Housing by Secondary Plan Area**

| Area         | Secondary Plan Area                      | Housing Unit Requirement | Building Permits Issued |
|--------------|--|--------------------------|-------------------------|
| Area 1       | Bram West Secondary Plan                 | 1,000                    | 2                       |
| Area 2       | Credit Valley Secondary Plan             | 1,000                    | 1,064                   |
| Area 3       | Snelgrove Secondary Plan                 | 200                      | 85                      |
| Area 4       | Vales of Castlemore North Secondary Plan | 500                      | 1,116                   |
| Area 4a      | Vales of Humber Secondary Plan           | 1,000                    | 1,244                   |
| Area 5       | Values of Castlemore Secondary Plan      | 500                      | 847                     |
| Area 6       | Bram East Secondary Plan                 | 300                      | 1,053                   |
| Area 7       | Highway 427 Industrial Secondary Plan    | 600                      | 1                       |
| <b>TOTAL</b> |  | <b>5,100</b>             | <b>5,412</b>            |

(Source: urbanMetrics Inc. based on City of Brampton 2006 Official Plan and building permit information)



As shown in **Table 4**, the number of building permits on Upscale Executive lands in Policy Areas 2, 4, 4a, 5 and 6 already exceed the minimum number of units identified in the Brampton Official Plan, while Areas 1 and 7 are still undeveloped. Based on our analysis of vacant lands available to accommodate Upscale Executive Housing, the City is quickly absorbing the land supply designated to accommodate this type of housing.

### 6.3 Average New Home Price

**Table 5** summarizes the average unit size and price of new Upscale Executive single-detached housing being actively marketed in Brampton as of October 2016. As shown, the average unit size for actively marketed units in the Upscale Executive housing designation is 4,450 square feet and the average unit price was approximately \$1.4 million. For comparison purposes, the average new single-detached house price is significantly less than the average resale price in Toronto Gore (approximately \$3.2 million).

**Table 5: Upscale Executive Housing Projects Being Actively Marketed in Brampton, October 2016**

| Area                                     | Average Unit Size (sq.ft.) | Average Price | Average Price Per Sq.ft. |
|--|----------------------------|---------------|--------------------------|
| Area 2 (Credit Valley Secondary Plan)    | 4,250                      | \$1,382,000   | \$325                    |
| Area 4A (Vales of Humber Secondary Plan) | 4,850                      | \$1,478,000   | \$305                    |
| Area 6 (Bram East Secondary Plan)        | 4,250                      | \$1,382,000   | \$325                    |
| TOTAL / AVERAGE                          | 4,450                      | \$1,414,000   | \$318                    |

Note: Unit sizes rounded to nearest 50 square feet and unit prices rounded to nearest \$1,000.

(Source: urbanMetrics Inc. based on RealNet Canada Inc. data)

### 6.4 Demographic Profile

In determining if Upscale Executive Housing could be a substitute for Estate Residential housing, data from the 2016 Census on the profile of households living in these two types of housing was examined. This section examines the profile of residents in Area 4 (Vales of Castlemore North Secondary Plan) and Area 5 (Vales of Castlemore Secondary Plan), as these two areas border Toronto Gore and were largely built-out at the time of the 2016 Census.

As shown in **Table 6**, the age profile of residents in Areas 4 and 5 are similar. In fact, the age profile of people in Areas 4 and 5 are similar to the City of Brampton overall. However, in comparison to Toronto Gore, Areas 4 and 5 have a larger share of the population under age 45 and a significantly larger share of the population under the age of 25. This is due to Areas 4 and 5 having a larger

share of households who are married couples with children at home. Whereas in Toronto Gore, there is a larger share of households who are married couples without children at home.

The difference in age structure between Upscale Executive housing and Estate Residential housing, likely reflects, in part, when the homes were constructed. The majority of the Upscale Executive housing in Brampton has been built since 2000, therefore, many of the young families who moved into these homes are still young and have children living at home. By comparison, approximately 75% of dwelling units in Toronto Gore were built prior to 1990. Therefore, many of the young families who may have moved into these homes when they were first built are now older and their children have moved out of the parental home. Therefore, when the homes in Toronto Gore were first built, they may have been a substitute for Upscale Executive Housing.

**Table 6: Demographic Profile, Area 4, Area 5, Toronto Gore and City of Brampton, 2016 Census**

|  | Area 4 | Area 5 | Toronto Gore | City of Brampton |
|--|--------|--------|--------------|------------------|
| Persons Per Unit (PPU)                       | 4.4    | 4.7    | 3.9          | 3.6              |
| <b>Share of Population by Age</b>            |        |        |              |                  |
| Under 25                                     | 37%    | 36%    | 30%          | 35%              |
| 25 to 34                                     | 11%    | 12%    | 12%          | 14%              |
| 35 to 44                                     | 15%    | 14%    | 13%          | 15%              |
| 45 to 54                                     | 16%    | 16%    | 13%          | 14%              |
| 55 to 64                                     | 9%     | 11%    | 13%          | 11%              |
| 65 to 74                                     | 7%     | 7%     | 12%          | 7%               |
| 75 and Older                                 | 4%     | 4%     | 7%           | 4%               |
| <b>Share of Households by Household Size</b> |        |        |              |                  |
| 1 Person                                     | 3%     | 2%     | 4%           | 12%              |
| 2 Persons                                    | 13%    | 10%    | 22%          | 21%              |
| 3 Persons                                    | 14%    | 11%    | 13%          | 19%              |
| 4 Persons                                    | 30%    | 28%    | 21%          | 23%              |
| 5 Persons                                    | 41%    | 49%    | 40%          | 25%              |
| <b>Share of Families by Family Structure</b> |        |        |              |                  |
| Married Couples with Children at Home        | 66%    | 65%    | 55%          | 54%              |
| Married Couples with No Children at Home     | 23%    | 24%    | 36%          | 24%              |
| Common-law Families                          | 2%     | 2%     | 2%           | 6%               |
| Lone Parent Families                         | 9%     | 9%     | 8%           | 16%              |

(Source: urbanMetrics Inc. based on 2016 Census of Canada data)

## 6.5 Summary

The City of Brampton Official Plan identifies eight areas that are designated to accommodate Upscale Executive Housing. The purpose of this land use designation is to accommodate low density housing that is characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities.

Since 2000, the City has issued approximately 5,400 building permits for units located on lands designated for Upscale Executive Housing. The number of building permits issued exceeds the minimum number of units identified in the Brampton Official Plan. This demonstrates strong demand for this type of housing in Brampton.

Based on a review of the profile of residents living in Upscale Executive Housing, these household characteristics are different from people living in Estate Residential housing. Upscale Executive Housing is more likely to have larger household sizes and consist of married couples with children at home. By comparison, Toronto Gore has a slightly smaller household size and is more likely to comprise married couples without children at home. While some of the difference in the household profile may reflect when the homes were first built, the significant difference in price between Upscale Executive Housing and Estate Residential housing likely indicates that these two types of housing are not direct substitutes.

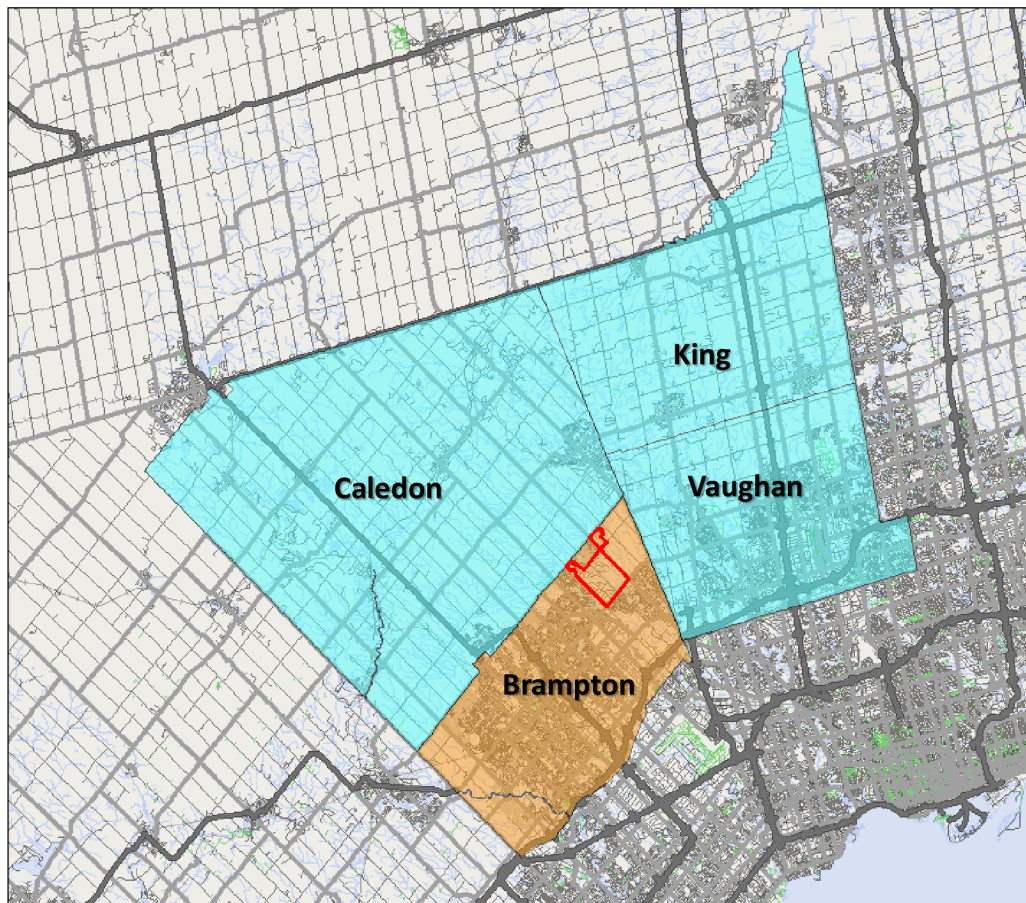
## **7 SUPPLY OF ESTATE RESIDENTIAL LOTS IN LOCAL MARKET AREA**

When individuals or families make the decision to purchase a home, they typically look across a relatively broad market area reflecting the preferences for locations, housing types, amenities and services and other factors. With a limited supply of Estate Residential lots available in GTA municipalities, purchasers of these types of homes will be required to look over a larger geography, compared to the market for typical low-density housing.

In this section, a Local Market Area was identified that will likely compete with Estate Residential housing in Brampton. As shown in **Figure 15**, this Local Market Area includes the Town of Caledon, City of Vaughan and Township of King.

Where possible, this section of the report summarizes the supply of vacant and occupied Estate Residential lots, amenities, servicing and lot sizes for these types of housing in the Local Market Area.

**Figure 15: Estate Residential Local Market Area**



(Source: urbanMetrics Inc. based on Mapinfo)

## 7.1 Town of Caledon

The Town of Caledon Official Plan identifies areas to accommodate Rural Estate Residential housing. The location of Rural Estate Residential Areas are identified in Schedule F of the Town of Caledon Official Plan (see **Figure 16 below**). As shown, these areas are located throughout the municipality with a slight concentration of lands in the northeastern area of the municipality, which is identified as the Palgrave Estate Residential Community (“Palgrave”).

Within the Town of Caledon, Palgrave is intended to account for the majority of Estate Residential development within the Town. The location of Palgrave is identified in **Figure 17**. Within Palgrave, there are four policy areas that determine the nature and form of growth. Based on the Caledon Official Plan, Policy Area 1 is the prime area for future Estate Residential development. Policy Areas 2 and 3 are also suitable for Estate Residential development, but at lower densities and higher minimum lot sizes than Policy Area 1. The Caledon Official Plan states that Policy Area 4 is not suitable for residential development.

Based on Table 4.2 in the Caledon Official Plan, the population in Palgrave is expected to grow to 5,371 persons by 2031, which represents growth of 1,890 persons between 2011 and 2031. Based a factor of 3.30 persons per unit, this represents approximately 570 new dwelling units over the 20-year period.

urbanMetrics has estimated the current supply of Estate Residential building lots in Palgrave that are available for development. Based on our analysis, there are estimated to be 845 lots zoned for Estate Residential development in Palgrave, of which approximately 57 are vacant and available for new development. As of the date of writing this report, Town staff has also indicated that there are also four active development applications for new homes in Palgrave. As shown in **Table 7**, these four applications account for 89 potential units. Therefore, Palgrave has 146 vacant Estate Residential lots approved and in the pipeline for development.

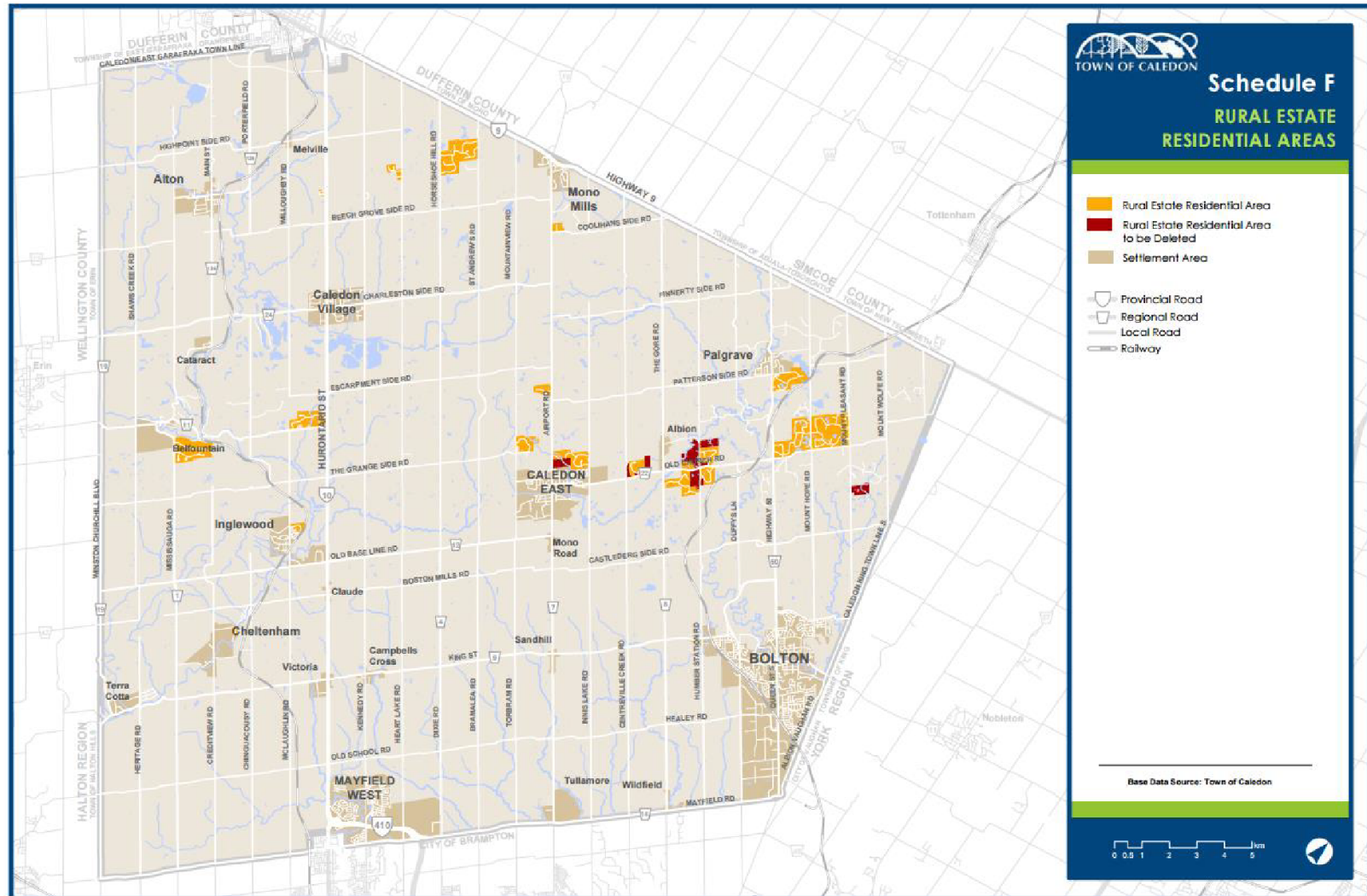
**Table 7: Caledon Estate Residential Development Applications, October 2016**

| Applicant          | Year of Application | Proposed Units |
|--------------------|---------------------|----------------|
| Flato Developments | 1990                | 8              |
| Beaverhall Homes   | 1995                | 42             |
| Halls Lake Estates | 2015                | 28             |
| Mount Hope Estates | 2016                | 11             |
| Total              |                     | 89             |

(Source: urbanMetrics Inc. based on information from Town of Caledon staff)



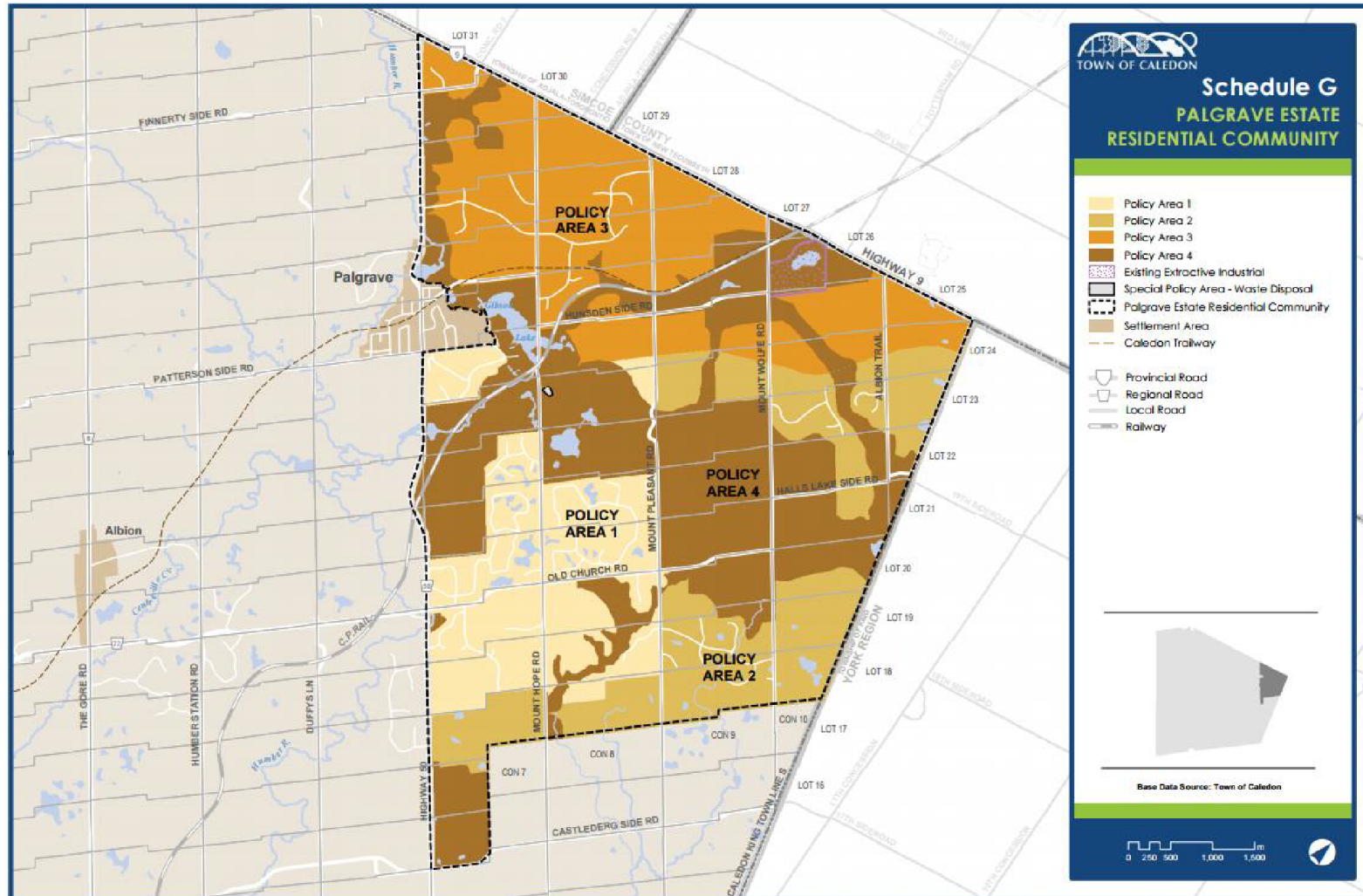
**Figure 16: Town of Caledon Rural Estate Residential Areas**



(Source: Town of Caledon Official Plan, November 2015 Consolidation, Schedule F)



**Figure 17: Palgrave Estate Residential Community**



(Source: Town of Caledon Official Plan, November 2015 Consolidation, Schedule G)

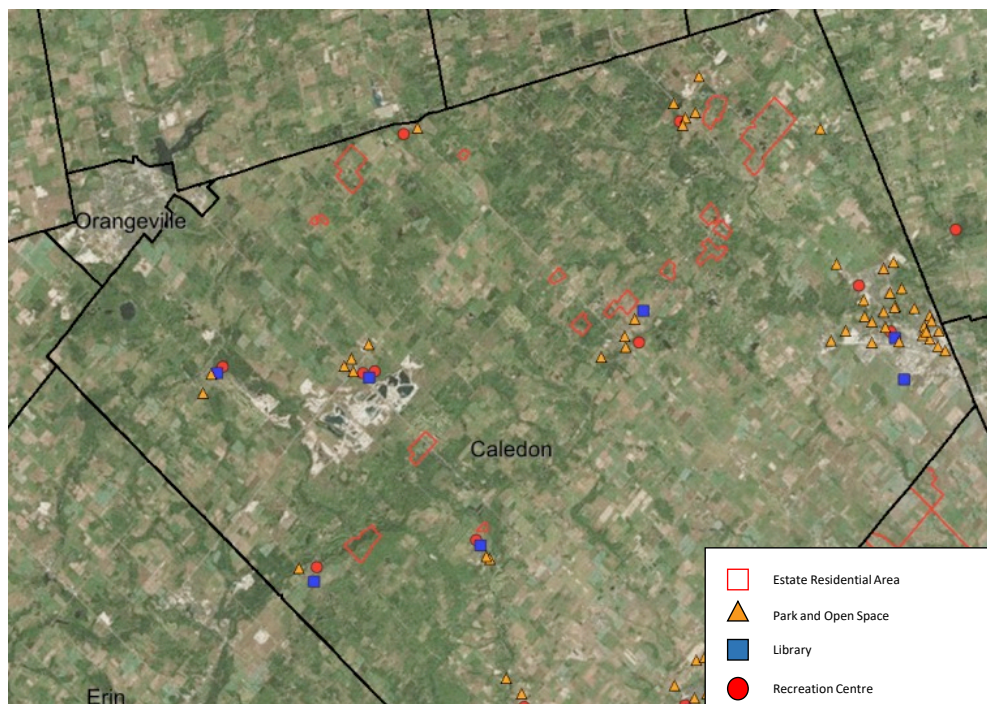
All Estate Residential lots within Palgrave are to be on private sewage disposal systems and municipal water service will be provided by expansion of the existing Palgrave water supply system.

The Caledon Official Plan also identifies minimum lot sizes within the various Estate Residential areas of Caledon. In Palgrave, the Town's Official Plan requires a minimum net lot area between 0.45 and 0.6 hectares, varying by Policy Area. Among the residential development applications summarized in **Table 7**, the lots within Palgrave range between the minimum required 0.45 hectares to as large as approximately 6 hectares in size.

Based on a review of active listings on the Multiple Listings Service (MLS) in October 2016, the average listing price for Estate Residential dwellings in Palgrave was approximately \$1.5 million. This was the lowest average listing price among the municipalities in the Local Market Area, which likely reflects the rural character of Palgrave.

One attribute that distinguishes Toronto Gore from Estate Residential development in Caledon is proximity to community amenities. Toronto Gore is in close proximity to a community recreation centre, library, public transportation and shopping facilities. By comparison, lands designated for Estate Residential development in Caledon are much more rural in character and are not located in close proximity to recreation centres, libraries and shopping facilities. The proximity of the Estate Residential areas in Caledon to community centres and libraries are shown in **Figure 18** below.

**Figure 18: Location of Community Centres, Libraries and Parks in Caledon**



(Source: urbanMetrics Inc. based on Google Maps and information from the Town of Caledon)



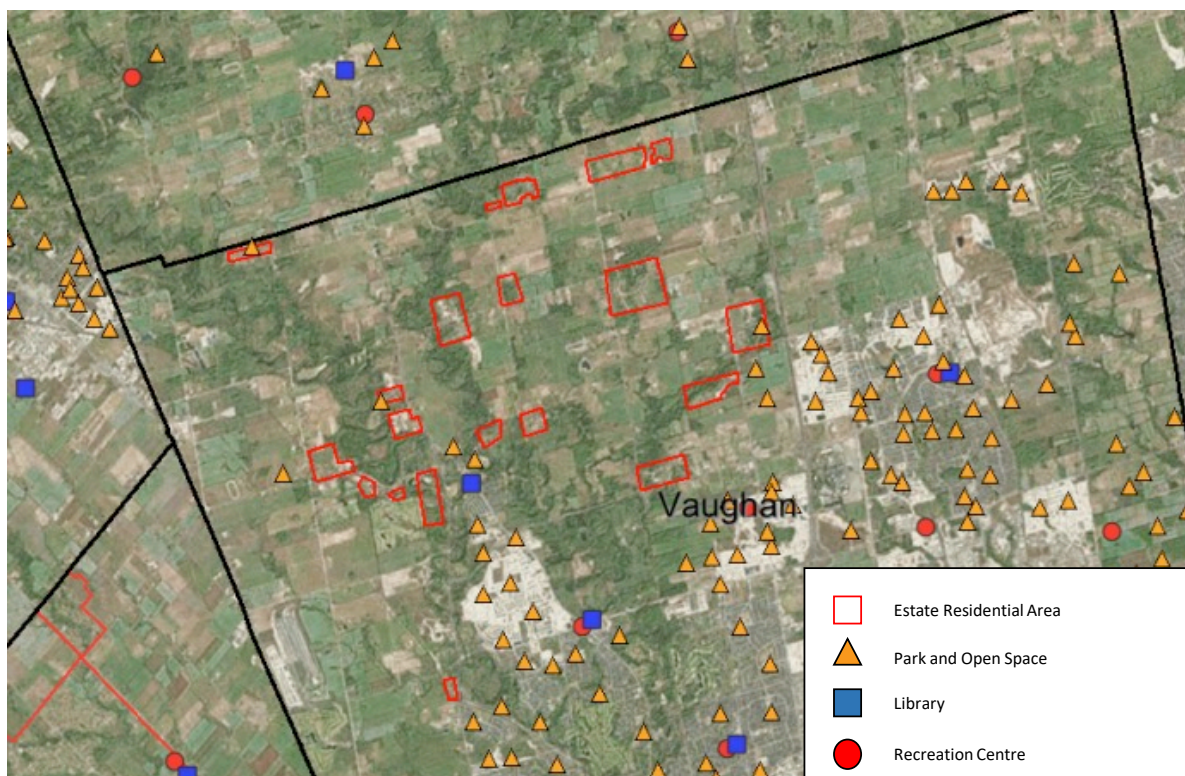
## 7.2 City of Vaughan

The City of Vaughan has a supply of large Estate Residential lots located in the northwestern portion of the municipality. Similar to Brampton, these large estate lots in Vaughan border single-detached subdivisions with higher urban densities.

The City of Vaughan Official Plan does not have an Estate Residential land use designation within its Official Plan. Many of the large Estate Residential lots in Vaughan are located on lands designated as Low-Rise Residential or Rural in the City's Official Plan.

In identifying the supply of large estate lots in Vaughan, the City of Vaughan Zoning By-law 1-88 was utilized, which identifies Rural Residential zone. The location of these Rural Residential zones in Vaughan are illustrated in **Figure 19** below. In reviewing the City of Vaughan zoning maps, there are approximately 530 lots that are zoned Rural Residential, of which there are approximately 30 vacant lots available for development.

*Figure 19: Location of Community Centres, Libraries and Parks in Vaughan*



(Source: urbanMetrics Inc. based on Google Maps and information from the City of Vaughan)

There are no policies in the Vaughan Official Plan that relate to servicing of Rural Residential lots. However, based on discussions with staff in the Vaughan Planning Department, most of the Rural Residential lots are not on municipal wastewater services.

Based on active listings on the MLS in October 2016, the average resale price for these Estate Residential dwellings was approximately \$3.3 million. This average listing price is similar to the average listing price for homes for sale in Toronto Gore.

**Figure 19** illustrates the location of community amenities relative to Rural Residential properties in Vaughan. As shown, many of the Rural Residential lots located in the northwestern portion of the municipality are not located in close proximity to community facilities such as libraries and community centres.

### 7.3 Township of King

Based on discussions with staff in the planning department of the Township of King, the location of Estate Residential housing within the municipality was identified. The location of Estate Residential housing in King Township is illustrated in **Figure 20**.

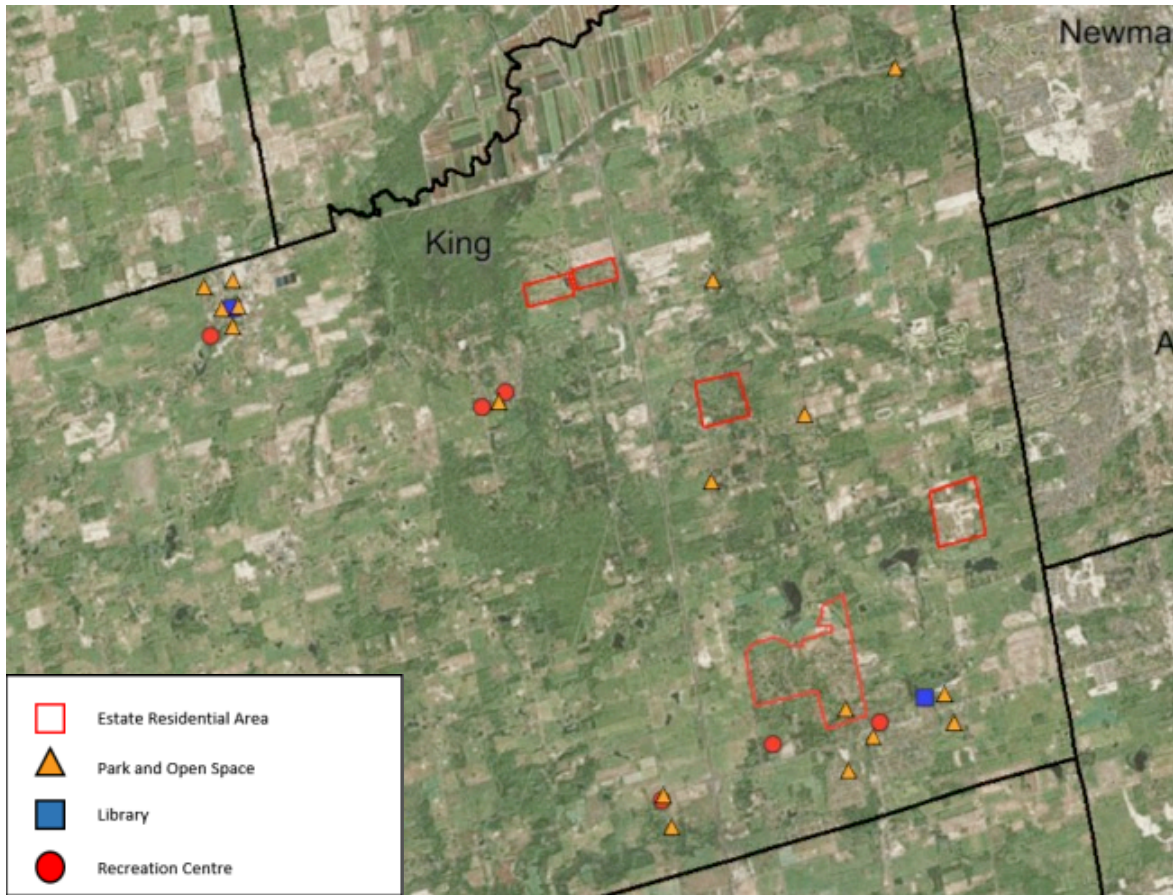
Overall, based on information provided by staff at the Township of King, there are a total of 290 Estate Residential lots that are developed within the municipality and 97 lots that remain vacant.

Within the King City Community Plan, the Estate Residential lots are identified according to three areas, shown in **Figure 21**. Estate Residential 1 only permits single-family home development to replace existing properties. Estate Residential 2 recognizes and protects existing uses but allows for a lot created by consent or subdivision. Finally, Estate Residential 3 is the area designated for future Estate Residential Development.

Based on information provided by staff at the Township of King, lots that permit Estate Residential development are not serviced by the municipality and the minimum lot size is one hectare, which is the largest lot size among the municipalities in the Local Market Area. At an average listing price of \$3.5 million, the average price for Estate Residential units in King Township is similar to the municipalities of Brampton and Vaughan.

**Figure 20** identifies the location of community centres and libraries in King Township. As shown, many of the areas in King that permit Estate Residential development are not located in close proximity to community facilities. The exception are the Estate Residential lots located in King City. As such, Estate Residential housing in King City would likely complete most closely with housing in Toronto Gore.

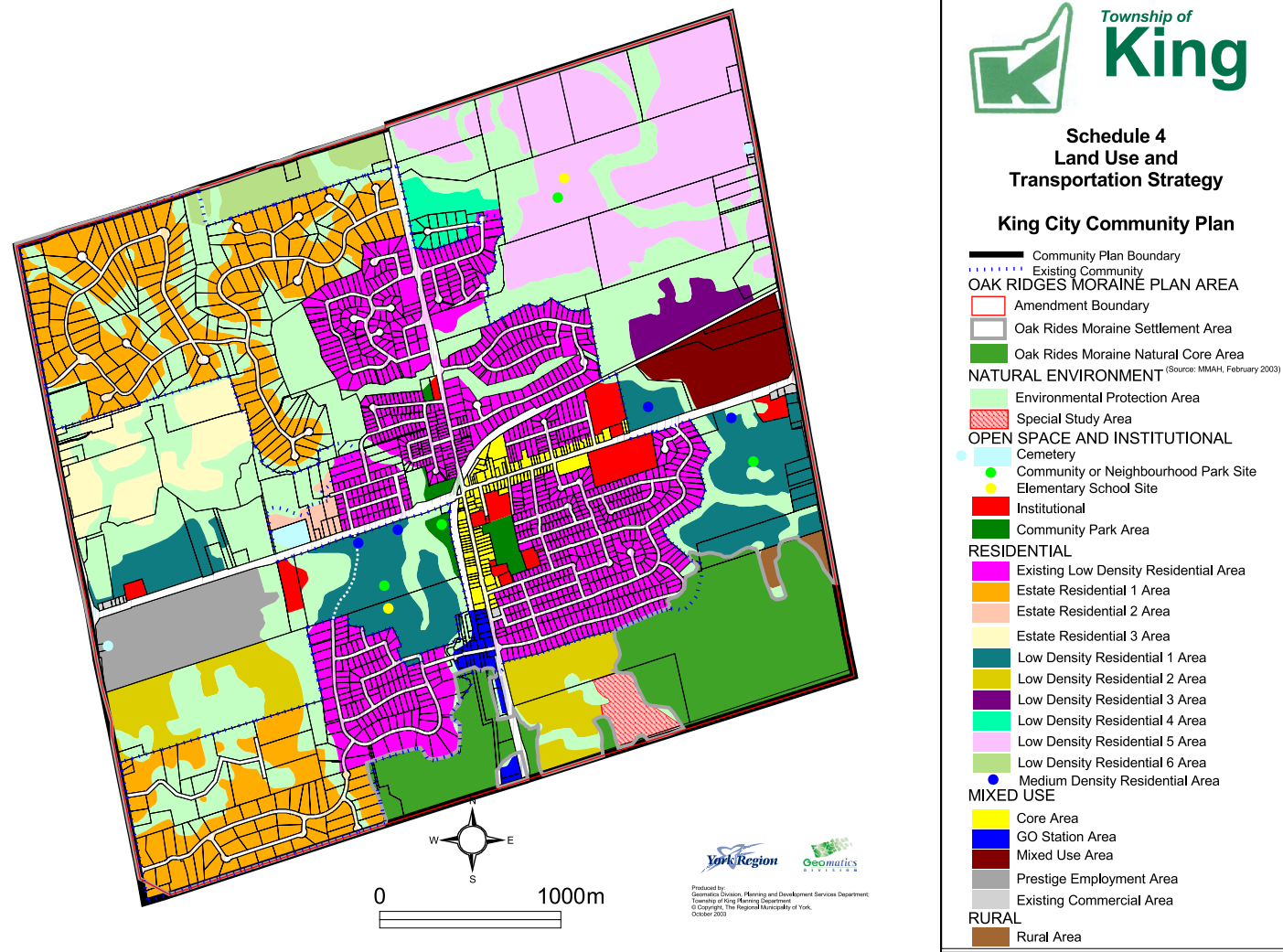
**Figure 20: Location of Community Centres, Libraries and Parks in King Township**



(Source: urbanMetrics Inc. based on Google Maps and information from the Township of King)



Figure 21: King City Community Plan, Schedule 4



(Source: Township of King Community Plan, Schedule 4)

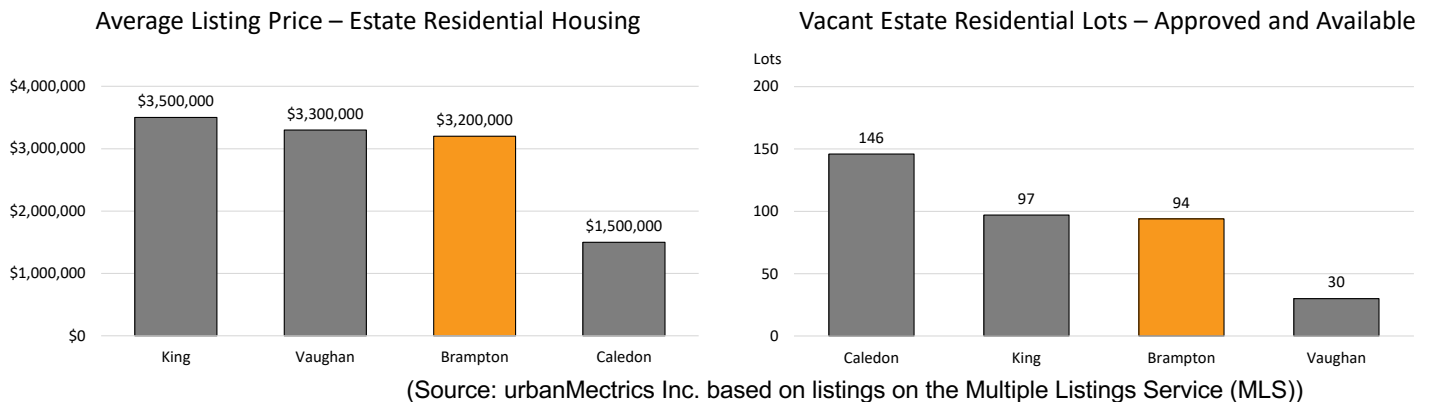


## 7.4 Summary

Estate Residential development in Toronto Gore would likely compete with similar developments in the Town of Caledon, City of Vaughan and Township of King. As such, each of these municipalities was identified as being within the Local Market Area for Estate Residential housing in Toronto Gore.

Among the municipalities in the Local Market Area, Estate Residential housing in Vaughan and King City would likely compete directly with Toronto Gore. However, similar to Toronto Gore, each of these two areas also have a constrained supply of Estate Residential lots to accommodate future development (right side of **Figure 22**). The municipalities of King and Vaughan also have an average listing price for Estate Residential housing that is similar to Brampton, as summarized in **Figure 22** (left side).

**Figure 22: Average Listing Price and Lot Supply in the Local Market Area**



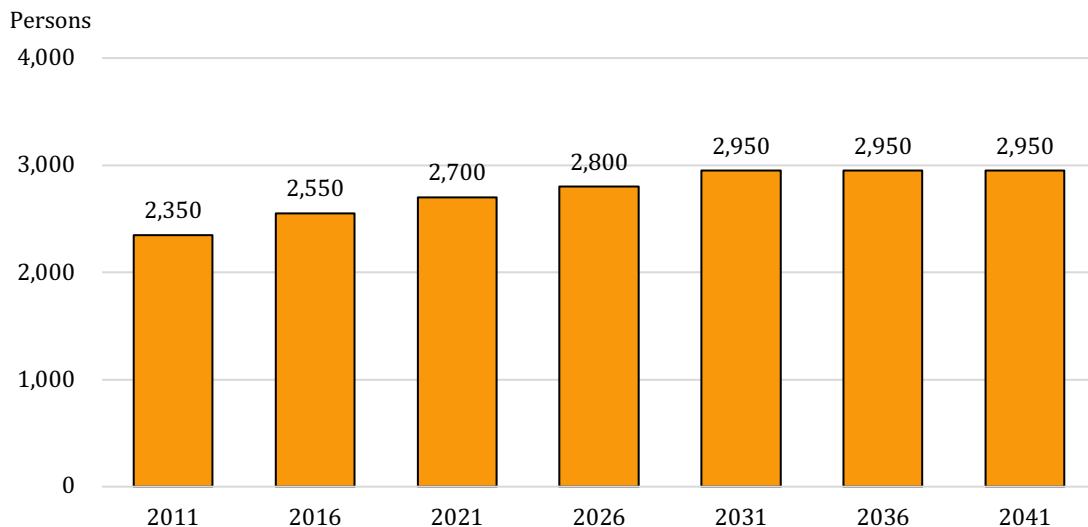
The only municipality in the Local Market Area that is expected to experience significant growth in the number of Estate Residential lots is Caledon, specifically Palgrave. However, when compared to Toronto Gore, the Estate Residential development in Palgrave is much more rural in character than Toronto Gore and, as such, is located further from urban amenities such as community facilities, shopping and public transportation.

## **8 DEMAND FOR ESTATE RESIDENTIAL LOTS IN BRAMPTON**

Based on the preceding analysis, future demographic trends that are expected to occur in the City of Brampton were examined to determine the extent to which demand will be generated for Estate Residential lots.

In determining this potential demand, population forecasts prepared for the City of Brampton and the expected age profile in the City were examined. As shown in **Figure 23**, the population in Toronto Gore is expected to increase from 2,550 persons in 2016 to 2,950 in 2041, a growth of 400 persons. This population growth represents demand for approximately 103 new housing units, based on a factor of 3.9 persons per unit. By comparison, as shown earlier in this report, there is the potential for as many as 138 additional Estate Residential lots in Toronto Gore. Therefore, the supply of lots available in Toronto Gore could potentially be greater than anticipated demand over the next 25 years.

**Figure 23: Population, Toronto Gore Community**



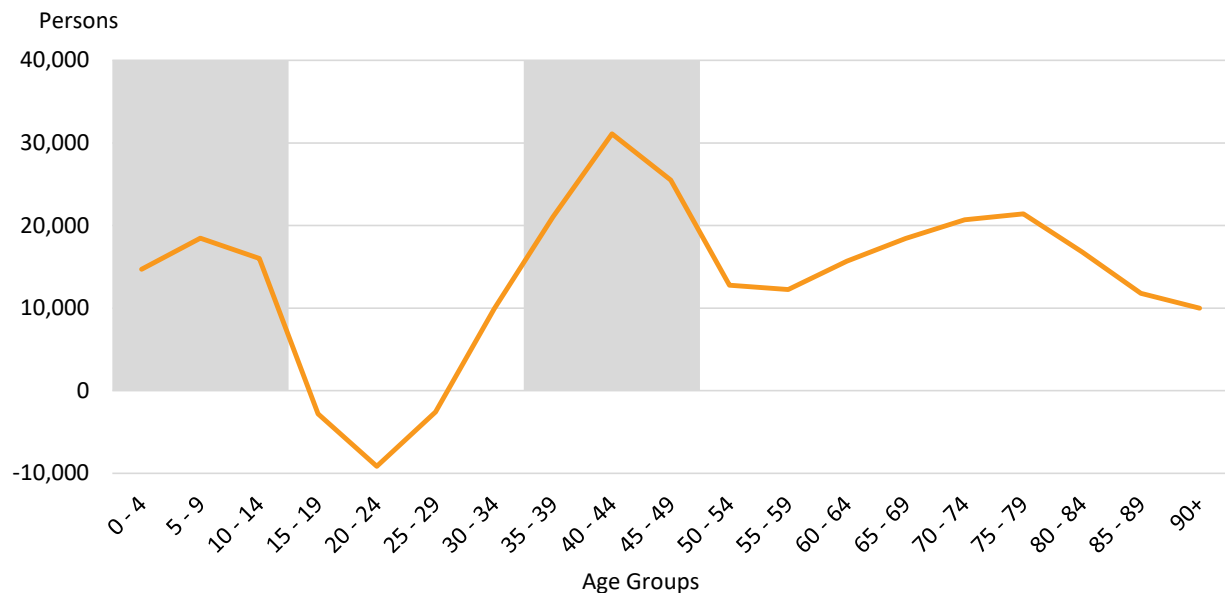
Source: urbanMetrics Inc. based on data from the City of Brampton)

In determining demand for Estate Residential housing in Brampton, population forecasts by age group between 2016 and 2041 were also reviewed. **Figure 24** summarizes population growth by 5-year age group in the City of Brampton. As shown, the population is expected to grow in all age groups between 2016 and 2041, aside from the 15 to 29 age group, where the population is expected to decline.

The age group that is expected to experience the strongest growth is the 35 to 49 age cohort. As shown earlier in this Market Analysis, this age cohort tends to gravitate towards Upscale Executive Housing, rather than Estate Residential housing.

Based on demographic forecasts by age cohort and the supply of vacant Estate Residential lots in Brampton and other municipalities in the Local Market Area, demand for Estate Residential lots will likely continue to average approximately 4 lots per year through the study period, which is consistent with recent trends in demand. In fact, demand for vacant Estate Residential lots could be weaker than anticipated, as some residents who currently live in Toronto Gore may decide to downsize, which will free up the existing housing stock and reduce demand for vacant lots.

**Figure 24: Population Growth by Age Group, 2016-2041, Brampton**



(Source: urbanMetrics Inc. based on forecasts provided by the City of Brampton)

## **9 SUPPLY AND DEMAND SUMMARY**

Our market analysis for Estate Residential housing in the City of Brampton indicates that this form of housing will continue to play a role with regards to the overall housing mix in Brampton. Based on our analysis there is the potential to accommodate as many as 138 additional Estate Residential lots in Toronto Gore. These vacant lots will ensure that Brampton has the ability to accommodate a segment of the population looking for a rural lifestyle within an urban setting.

In recent years, demand for Estate Residential lots has been limited, with an average of four building permits issued per year. At the same time, there has been robust demand for Upscale Executive Housing in the City. Upscale Executive housing has averaged approximately 320 building permits per year and is approaching build-out in the eastern portions of Brampton. Therefore, there may be an opportunity to introduce higher urban densities into Toronto Gore to accommodate additional Upscale Executive Housing, in part.

Introducing higher urban densities into Toronto Gore will provide the City with an opportunity to accommodate additional population, including the growing share of the population in the 35 to 49 age cohort, which has gravitated towards Upscale Executive Housing in recent years.

## PART C: BACKGROUND CONSIDERATIONS FOR FUTURE GROWTH

As summarized in the supply and demand analysis in Part B of this report, Estate Residential housing will continue to have a limited role in fulfilling future housing demand in Brampton. It is expected that this housing demand can be accommodated largely within the existing supply of vacant Estate Residential lots in Toronto Gore.

Within Toronto Gore, and as shown on **Figure 25** of this report, there is a large area in the southeast quadrant that is currently largely undeveloped. The undeveloped lands in Toronto Gore include:

- Gore Meadows Community Centre and Community Park,
- a network of natural heritage features,
- large privately-owned land holdings, and
- a large parcel of City-owned lands west of the tributary, currently designated as Open Space and identified as a City Wide Park.

It is within this largely undeveloped lands that the majority of new development within Toronto Gore will occur. Whereas it is anticipated that limited infill will occur within the existing established estate residential community largely through development of vacant lots and severance of large lots that maintain the estate residential character.

### Growth Scenarios

Based on the findings of Part B, new residential development in the southeast quadrant will not be in the form of Estate Residential development due to lack of market demand for that type of housing. As well, when considering current Provincial Policy, a more dense form of residential development than estate housing is warranted.

Despite these parameters which would suggest denser urban residential housing forms, the majority of the developable area does not abut a major road and is surrounded by two tributaries of the West Main Branch of the Humber River. As well, the north side of this developable area abuts existing Estate Residential development. Due to lack of limited access to arterial roads, and the need to provide a compatible transition to the abutting Estate Residential development, lower density urban forms may be appropriate in the interior area. As such, when the study commenced in 2016, **Scenario 1** considered growth in the form of Upscale Executive Residential development. The current Official Plan identifies Upscale Executive Residential areas as areas intended to

accommodate large, detached dwellings, in a more urban setting on much smaller, fully serviced lots, when compared to estate residential development. Upscale Executive Housing is intended to be accommodated on lots with a minimum frontage of 50 feet and a maximum net density of 14.5 units per net hectare. Developable lands in Scenario 1 total approximately 40 hectares for a total potential housing of 600 units. Scenario 1 is illustrated in **Figure 25**.

**Scenario 2** is a refinement of Scenario 1. For the smaller developable parcel abutting the Gore Road, increased residential densities could be considered due to frontage on the Gore Road and separation from the existing Estate Residential area by a natural are. On the east side of the Gore Road, the lands are designated Neighbourhood Retail and Low/Medium Density Residential. A density of 25 units per net hectare was assumed for the developable lands abutting the Gore Road (approximately 10 hectares) for a total potential housing of 750 units. The assumed average density is a general urban density for purposes of analysis of the scenario. The specific densities and residential designations would need to be further assessed in a subsequent secondary plan study. Scenario 2 is illustrated in **Figure 25**.

### **Analysis of Growth Scenarios**

The following sections of the report examine how future growth within the undeveloped lands in Toronto Gore can be accommodated in the context of:

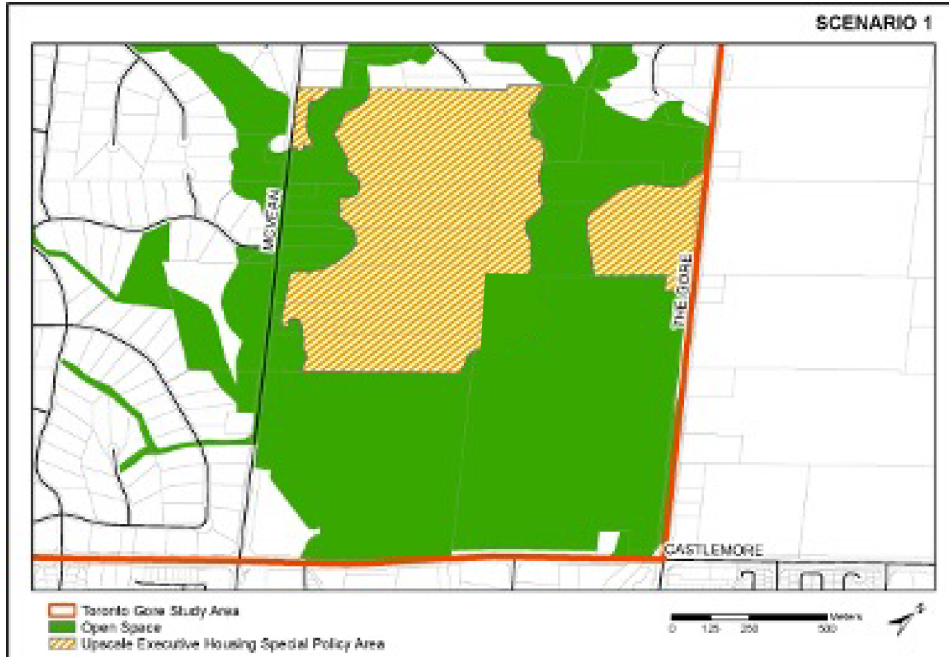
1. parkland and open space,
2. transportation, and
3. infrastructure.

For each of these three topic areas, an analysis of future growth was conducted based on the two growth scenarios. It is important to note that while this analysis was completed in 2016 and 2017, the data collected for this analysis is still considered to be relevant for the purposes of this Study.

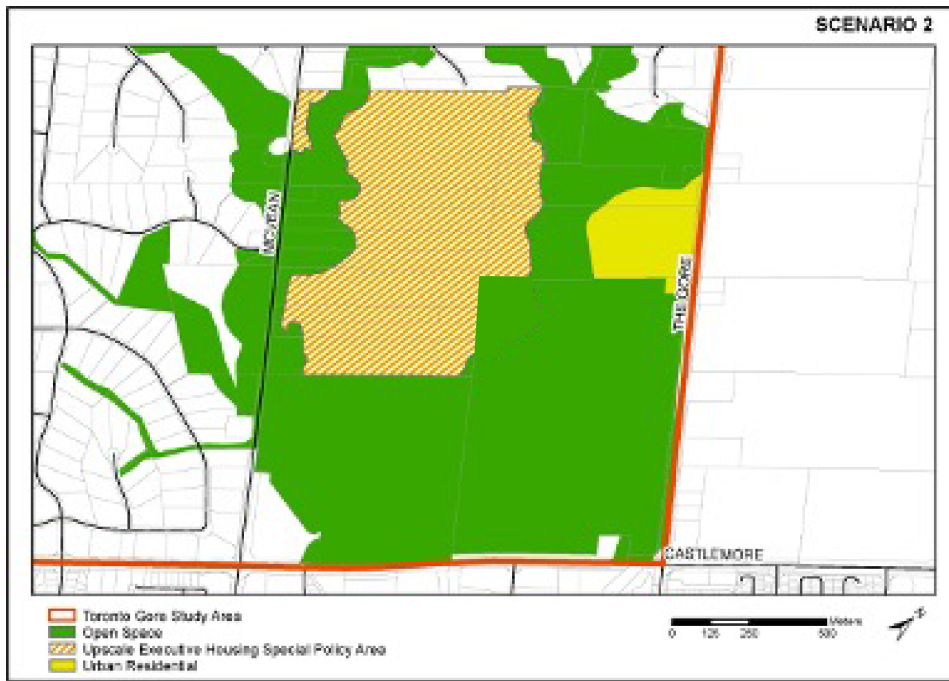


*Figure 25: Development Scenarios for the Undeveloped Lands*

**Scenario 1**



**Scenario 2**



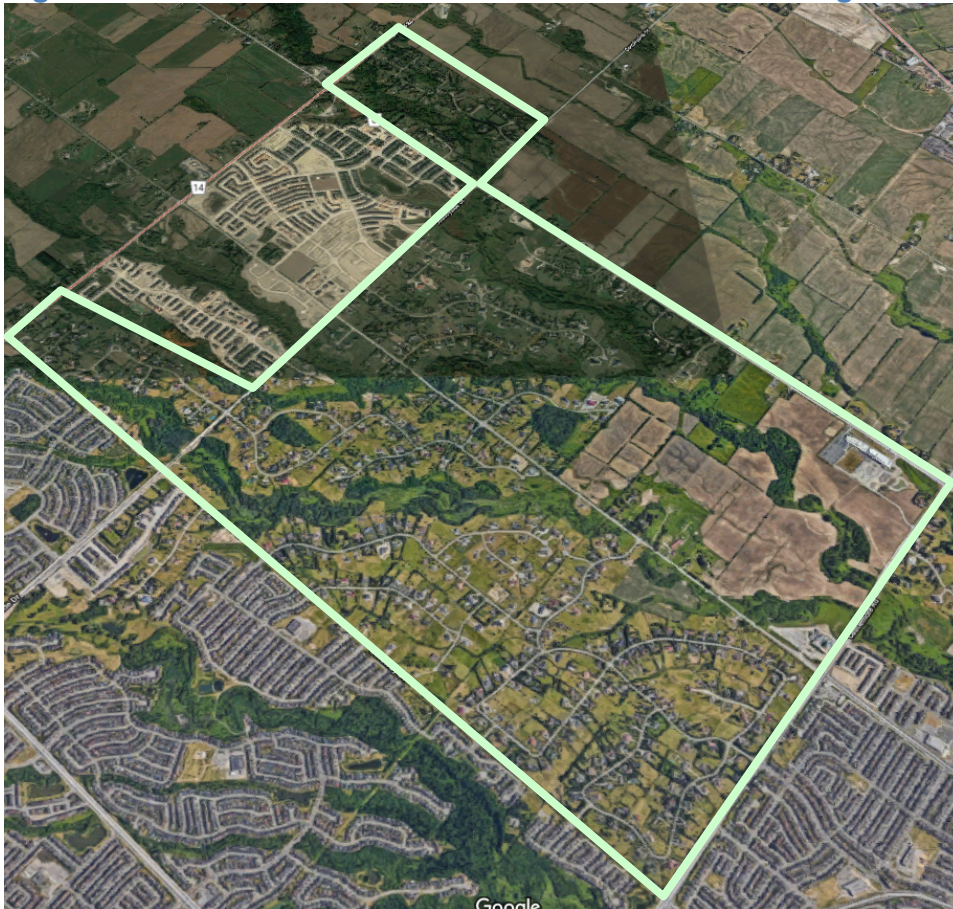
## **10 OPEN SPACE ANALYSIS**

Cosburn Giberson, Landscape Architects, conducted an analysis on the suitability and adequacy of Parks and Open Spaces for the Toronto Gore Community. The analysis looked at parkland and open space needs for the existing community, as well as the needs of the future residents in the undeveloped lands in Toronto Gore.

### **10.1 Existing Open Space and Demographic Characteristics**

The Toronto Gore Community is noticeably distinct in appearance from that of the development patterns of surrounding neighbourhoods to the south and west, and also from those of north-central edge that are framed by the study area boundaries. **Figure 26** highlights the location of Toronto Gore in relation to the surrounding neighbourhoods. The densities within these neighbourhoods are higher than those in the Toronto Gore, and contain a network of neighbourhood parks and school blocks along with connecting corridor open space systems.

***Figure 26: Aerial View of Toronto Gore and Surroundings***



**Figure 26** also reveals the important defining nature of the open space riparian corridors within the study area. These stream valleys frame the edges and physically separate the neighbourhood areas within Toronto Gore. They also provide genuine connectivity between the areas through the open space network and the potential trail systems joining all areas of the Toronto Gore Community.

With the land currently designated and developed as Estate Residential and Open Space, the Toronto Gore Community possesses many of the qualities of openness that are characteristic of rural areas. The approximately 600 single-detached dwellings on large, estate properties creates a rural atmosphere through large spaces between dwellings and open vistas across the community and to the surrounding open spaces. The average lot size in the Toronto Gore is approximately 0.8 hectares and this very ample lot size means that local residents are able to utilize the expanse of their properties for outdoor recreation and leisure. Streetscapes are relatively quiet with very little activity throughout much of the day.

Park provision in estate lot areas is often distinctively different to that of conventional, higher density subdivision developments. The rural atmosphere and open connection with natural spaces of woodlands and valleys is a common feature of estate communities; and this close and seemingly uninterrupted connection is seen as a very desirable component to estate-lot living. The open character is often further reinforced by a lack of line-fences between individual lots in order to maintain this connected open character of the community. More often, fencing in the private realm is installed close to the main residence to contain amenities such as swimming pools, tennis courts or outdoor terraces where privacy might be desired by homeowners.

This very open nature of the lot fabric of estate lot areas, coupled with the generous expanses of privately-held land mean that many of the roles and functions of local-scale park spaces (other than structured sportsfields) are taken-up by the private realm. Children in the area often find play spaces and open spaces for unstructured activity within the private lots of the community and the full resident profile engages with the natural open spaces through formal and informal trails as a benefit to estate living.

This aspect of estate lot areas is commonly reflected in the configuration of parkland dedication put in place during the approvals process. With less demand for structured recreation, the prototypical five-acre neighbourhood park is rare within these types of subdivisions.

Residents do however share an interest in higher-order parks. The services and amenities of Community Parks and City Wide Parks within reasonable convenient reach, whether by car or trail system, are also very desirable elements to residents looking to locate in estate developments.

The current demographic profile (primarily those aged 55 and over) in the Toronto Gore Community along with what is the common nature of estate residential lifestyle has been reflected in the reduced demand for local neighbourhood-level parks.

A field review of existing parkland, open space and recreation facilities was conducted. The following are the key attributes of the community (as shown on **Figure 27**):

- The existing residential community has twenty-five local parks and is recognized for its defining green spaces and network of natural heritage areas – it includes: 17 environmental parks and 3 neighbourhood parks; and
- The currently undeveloped lands in Toronto Gore, in the southeast quadrant, have two community parks and two indoor community recreation facilities (the Gore Meadows Community Centre and the Library).

A detailed analysis of parkland facilities is included in **Appendix A** of this report.

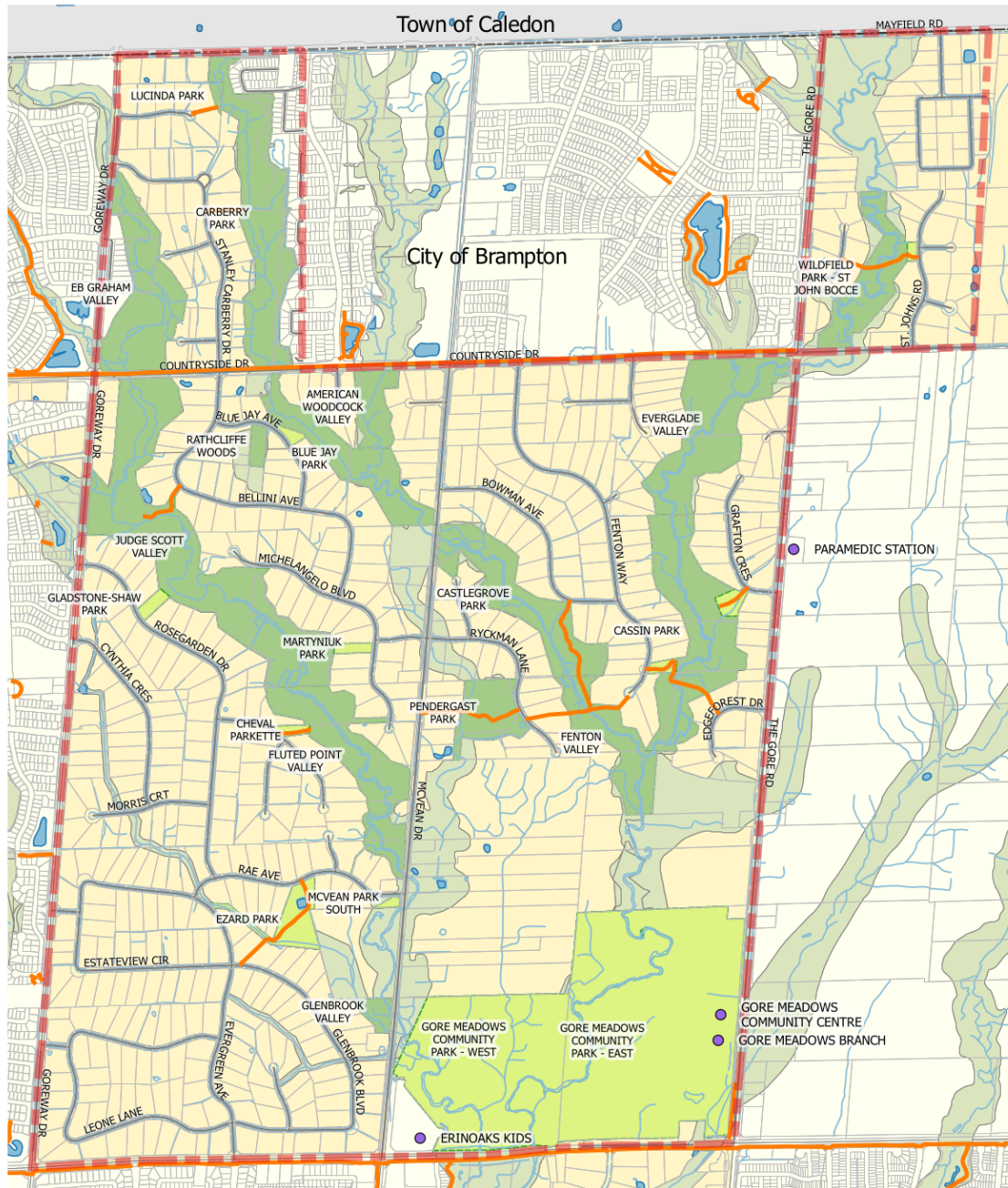
The Toronto Gore Community falls under Recreation Planning Area “D” (RPA “D”) in the City of Brampton’s Parks and Recreation Master Plan. In the Parkland Requirements Study for 2016-2031, RPA “D” is projected to have:

- 9.9 ha surplus of combined City and Community Parks; and
- 18.3 ha deficit of Neighbourhood Parks.

This results in an 8.4 ha overall deficit of parkland (based on service-level rate of 1.6 ha per 1000 persons). This deficiency in parkland may be somewhat reduced in importance given the nature of the estate lot development, as discussed above.



**Figure 27: Existing Parkland, Open Space and Community Facilities**



**Toronto Gore Community**  
Existing Parkland, Open Space, and  
Public Facility Context



**LEGEND**

- |  |                                     |  |                      |
|--|-------------------------------------|--|----------------------|
|  | STUDY AREA                          |  | PARKS WITH TABLELAND |
|  | ESTATE RESIDENTIAL                  |  | ENVIRONMENTAL PARKS  |
|  | RESIDENTIAL                         |  | EXISTING PATHWAY     |
|  | ENVIRONMENTAL SPACE/<br>GREEN SPACE |  | PUBLIC FACILITY      |

## 10.2 Future Open Space and Demographic Characteristics

As the Toronto Gore Community matures, it is expected to see a demographic shift towards married couples with children at home, along with growth in its senior population. The quiet suburban nature of the Toronto Gore Community and living in close proximity to recreational facilities and green spaces make this community favourable for families. Though there is currently a relatively large component of seniors in the area, this demographic may diminish over time as estate residences become too large for empty-nest lifestyles, and also too onerous a maintenance burden for seniors. This change, when combined with the potential of higher densities in Scenarios 1 and 2, should be factored into the considerations of local park program and parkland requirements for new growth within the Toronto Gore Community.

As noted in the introduction to Part D of this report, an analysis of future growth was conducted based on two growth scenarios, considering the changing demographics of the existing Toronto Gore community, as well as the introduction of residential development at higher densities in the currently undeveloped portion of the community.

Factors to be considered for future local parks in Toronto Gore include:

- An increase in demand due to a demographic shift towards married couples with children – the suburban nature of the Toronto Gore Community's proximity to recreational facilities and green spaces is favourable for families;
- A diminishing senior population as some estate residents downsize; and
- Higher densities of future residential development.

The Parks and Recreation Master Plan was endorsed by Council on June 21, 2017. Documenting the City's pattern of growth and cultural profile, this planning document informs and guides the planning of parks, recreational facilities and programs. The Master Plan promises to provide an up-to-date and excellent template for parks and recreation planning and outlines achievable strategies to meet the projected community park, culture and recreation needs City-wide, and for the recognized district planning areas and their component neighbourhoods. The Master Plan identifies six specific recommendations for Recreational Planning Area "D" (RPA "D"), which are largely focused on the Gore Meadows Community Centre and associated Community Park:

- #50 – Rectangular sports field in RPA 'D'
- #51 – One (1) new artificial turf field
- #55 – Full cricket pitch at the Gore Meadows Community Park
- #56 – Tennis Courts
- #57 – 6 Club-based tennis courts at the Gore Meadows Community Park
- #64 – Construct one minor Skateboard Park, located at the Gore Meadows Community Park



### **10.3 Open Space Conclusions**

Scenario 1 contemplates the re-designation of the undeveloped lands in Toronto Gore to higher residential densities, which would result in approximately 600 residential units. Under this scenario, the amount of parkland to be provided would be expected to exceed the minimum service level of 0.7 ha/1000 persons for the new lands, as per the Parks and Recreation Master Plan for the Toronto Gore community, helping to bridge the gap between the minimum recommended service level for Toronto Gore and the existing parkland deficit in the community.

From the perspective of park provision for the study area, Scenario 1 represents a superior proposal for the long-term development of the area. Scenario 1 includes the full retention of land currently contemplated for the Gore Meadows Community Park thereby allowing the City to meet its goals for providing Community Park and City Wide Park facilities as is recommended by the Parks and Recreation Master Plan.

Scenario 2 is similar in terms of the amount of parkland and other open space features but with slightly higher numbers of residential units with the designation of lands on the west side of The Gore Road to accommodate more urban densities than the balance of the undeveloped lands, resulting in approximately 750 residential units overall.

Scenario 2 contemplates the re-designation of the undeveloped lands in Toronto Gore to higher residential densities to the same extent as in Scenario 1, plus the re-designation of the City Wide Park (City-owned) lands west of the tributary for the same purposes. Under this scenario, the amount of parkland to be provided would be expected to exceed the minimum service level of 0.7 ha/1000 persons for the new lands, as per the Parks and Recreation Master Plan for the Toronto Gore community, helping to bridge the gap between the minimum recommended service level for Toronto Gore and the existing parkland deficit in the community.

At the onset of this study, our consulting team was asked to consider whether the City-owned lands on the west side of tributary would be a suitable candidate for redesignation to residential purposes. From a parkland perspective, this would reduce the provision of higher-order parkland and facilities, and is by virtue of this fact less aligned with the objectives of the City as represented in the Parks and Recreation Master Plan when compared to Scenarios 1 and 2. It would also require the City to reconsider the distribution and provision of parks and recreation facilities to other planned locations within the City and may involve land acquisition to accomplish the goal. As such, for the purposes of this study, the City-owned lands west of the tributary are assumed to remain in the ownership of the City for the long term.

Regardless of the scenario selected, the analysis of open space has drawn some important conclusions pertinent to the overall study:

- The deficiency of parkland for neighbourhood parks and parkettes for Recreational Planning Area 'D' (RPA 'D') as is noted in the Parks and Recreation Master Plan does not have severe impacts for service levels within the existing estate residential community in Toronto Gore. Local table land park areas are considered adequate to the more limited needs of local residents in the estate residential community, with only small portions of the existing community outside of a five-minute walk to useable parkland.
- There are sufficient tableland park areas within the existing community to allow for modestly increased programming (should there be demand from the community). Moreover, if densities within the existing community are increased through the approval of severances, there is still anticipated to be a sufficient amount of parkland to serve the community (partly due to the development of the Gore Meadows Community Park and the potential development of the remaining undeveloped lands in Toronto Gore).
- The enhancement and better definition of the existing open space resources through the natural heritage system within the community will be of real benefit to local residents. Modest changes and definition to trailhead access to the open space will improve the role, appearance and usability of these natural heritage open spaces along with other local parks in the area.
- It is important to note that park services for the Community Park and City Park are a defined need for the Toronto Gore Community as well as for the broader city. The development of the Gore Meadows Community Park will have major benefit to the residents of the study area. The Community Park will provide a valuable and conveniently accessible resource that will be desirable to existing residents and also to purchasers who may look to relocate to the Toronto Gore.

In addition, the analysis has drawn certain conclusions to be considered in a future secondary plan process for the lands:

- At the appropriate time, when the undeveloped lands in Toronto Gore are developed, it is recommended that parkland be provided in the northern limits of this area, in order to provide a local neighbourhood park of at least two hectares in size to service the expanded community. A park in this location would also offer benefit to the existing residential areas that are currently beyond convenient reach of existing tableland park spaces.
- The future programming and amenities for the development of the Gore Meadows Community Park should respond to the recommendations of the Park and Recreation Master Plan. Designs for the park should have the objective of providing common park amenities such as play areas and open spaces for un-programmed field recreation (potentially within the western portions of the Community Park).

- The plans to complete the fully connected trailways within the Gore, subject of course to required minimum setbacks from features housing species at risk, will be of significant benefit to the community area and beyond. These trails will provide valuable connection to the developing Community Park and Community Centre. The completion of the trail network will respond to the active-transportation goals of the City and will also make the Toronto Gore Community an attractive place for residents. Completing the trail network through recognizable connections to the local street network will further enhance quality of community.

## 11 TRANSPORTATION

LEA Consulting conducted an analysis of the existing and future transportation network surrounding and traversing through the Toronto Gore community. The analysis looked at the capacity of the existing road network in the area, as well as considered future background traffic and the development of the southeast quadrant of the Toronto Gore Community for residential purposes in accordance with Scenarios 1 and 2 described above. In addition, LEA examined the existing transit service levels in the area and reviewed the level of transit service required to serve future populations in the area assuming future development.

LEA made specific assumptions in undertaking this analysis. According to the Brampton Transportation and Transit Master Plan, arterial roads with speeds between 50 - 80 km/hr are expected to have capacities between 600 - 800 vehicles per hour (vph). In this analysis, the following assumptions have been made:

- The Gore Road and McVean Drive have been assumed to have 700 vph per lane;
- Castlemore Road is divided between the eastbound and westbound direction and therefore has capacities of 800 vph per lane; and
- Highway 50 has two lanes with frequent left turn lanes and is also assigned 800 vph per lane.

The following **Table 8** provides estimated road capacities for the existing road network shown in **Figure 28**:

**Table 8: Estimated Road Capacities (based on lane width)**

| # | Screenline                          | Capacities (vph) |            |
|---|-------------------------------------|------------------|------------|
|   |                                     | Northbound       | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 1400             | 1400       |
| 2 | McVean Dr South of Castlemore Rd    | 1400             | 1400       |
| 3 | Gore Rd South of Mayfield Rd        | 700              | 700        |
| 4 | McVean Dr South of Mayfield Rd      | 700              | 700        |
| 5 | Highway 50 South of Mayfield Rd     | 1600             | 1600       |
| # | Screenline                          | Eastbound        | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 1600             | 1600       |
| 7 | Mayfield Road East of The Gore Road | 1400             | 1400       |

**Figure 28: Existing Road Network**



## 11.1 Existing Transportation Conditions

Existing traffic conditions were obtained from the 2016 Region of Peel Cordon Count for the screenlines within the study area. Existing traffic volumes (AM/PM peak hours, as shown in **Table 9** below) and road capacities were used to develop an approximate volume/capacity ratio for existing traffic conditions (as seen in **Table 10** below).

**Table 9: AM and PM Peak Hour Volumes at the 2016 Cordon Count Screenlines**

| # | Screenline                          | AM Peak Hour Volumes |            | PM Peak Hour Volumes |            |
|---|-------------------------------------|----------------------|------------|----------------------|------------|
|   |                                     | Northbound           | Southbound | Northbound           | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 763                  | 324        | 426                  | 693        |
| 2 | McVean Dr South of Castlemore Rd    | 617                  | 341        | 389                  | 581        |
| 3 | Gore Rd South of Mayfield Rd        | 113                  | 386        | 329                  | 141        |
| 4 | McVean Dr South of Mayfield Rd      | 57                   | 263        | 173                  | 102        |
| 5 | Highway 50 South of Mayfield Rd     | 1187                 | 2260       | 1758                 | 1274       |
| # | Screenline                          | Eastbound            | Westbound  | Eastbound            | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 1316                 | 809        | 847                  | 1726       |
| 7 | Mayfield Road East of the Gore Road | 656                  | 468        | 638                  | 689        |

**Table 10: AM and PM Volume/Capacity Ratios for Existing Traffic Volumes**

| # | Screenline                          | AM Peak Hour Volumes |            | PM Peak Hour v/c |            |
|---|-------------------------------------|----------------------|------------|------------------|------------|
|   |                                     | Northbound           | Southbound | Northbound       | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 0.55                 | 0.23       | 0.30             | 0.50       |
| 2 | McVean Dr South of Castlemore Rd    | 0.44                 | 0.24       | 0.28             | 0.42       |
| 3 | Gore Rd South of Mayfield Rd        | 0.16                 | 0.55       | 0.47             | 0.20       |
| 4 | McVean Dr South of Mayfield Rd      | 0.04                 | 0.19       | 0.12             | 0.07       |
| 5 | Highway 50 South of Mayfield Rd     | 0.74                 | 1.66       | 1.10             | 0.80       |
| # | Screenline                          | Eastbound            | Westbound  | Eastbound        | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 0.55                 | 0.34       | 0.35             | 0.72       |
| 7 | Mayfield Road East of the Gore Road | 0.47                 | 0.33       | 0.46             | 0.49       |

It was found through this analysis that currently, the majority of trips were completed in a single occupancy vehicle. In total, auto trips represent 96% of all trips taken in the area. Also, all road segments show additional capacity, with the exception of the southbound traffic during the AM peak hour and southbound traffic during the PM peak hour on Highway 50 south of Mayfield Road as well as westbound traffic along Castlemore Road West during the PM peak hour, which is estimated to be operating at a level that is approaching capacity.

## 11.2 Future Transportation Conditions

In reviewing future transportation conditions in and around the Toronto Gore Community, LEA first examined planned road improvement projects in the works at both the City or Regional levels.

The following projects are street widenings that were found in the City's and Region's road construction plans, or were the subject of recent Environmental Assessments (it is important to note that while this analysis was completed in 2016 and 2017, the data collected for this analysis is still considered to be relevant for the purposes of this Study):

- Castlemore Road
  - Proposed road widening to 6 lanes
- The Gore Road
  - Recently widened to 4 lanes
  - Earlier plans identified road as future 6 lane widening – Region plans to maintain the current 4 lanes
- McVean Drive
  - Planned to be widened to 4 lane urban cross section (between Castlemore Rd and Countryside Drive)
- Countryside Drive
  - Planned to be widened to a 4 lane urban road (between Goreway Drive and the Gore Road)



- Highway 50
  - Identified cross section of 6 lane most preferred
  - Region's 10-year road network plan identifies road as 6 lane
  - Current capacity not sufficient for existing conditions, widening will occur in the future

The above improvements result in the estimated future road capacities in **Table 11** below:

**Table 11: Estimated Future Road Capacities**

| # | Screenline                          | Capacities (vph) |            |
|---|-------------------------------------|------------------|------------|
|   |                                     | Northbound       | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 1400             | 1400       |
| 2 | McVean Dr South of Castlemore Rd    | 1400             | 1400       |
| 3 | Gore Rd South of Mayfield Rd        | 700              | 700        |
| 4 | McVean Dr South of Mayfield Rd      | 1400             | 1400       |
| 5 | Highway 50 South of Mayfield Rd     | 2400             | 2400       |
| # | Screenline                          | Eastbound        | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 2400             | 2400       |
| 7 | Mayfield Road East of the Gore Road | 1400             | 1400       |

Due to the increased density in the area and increase in capacity due to road widenings, there is expected to be significant growth in the traffic volumes in the area. Based on historical growth in traffic volumes, a 3% increase in both directions has been applied to Gore Rd, Castlemore Rd and McVean Dr. The updated traffic volumes are shown in **Table 12** and the associated volume/capacity ratios for the future traffic conditions are shown in **Table 13**.

**Table 12: AM and PM Future Peak Hour Volumes**

| # | Screenline                          | AM Peak Hour Volumes |            | PM Peak Hour Volumes |            |
|---|-------------------------------------|----------------------|------------|----------------------|------------|
|   |                                     | Northbound           | Southbound | Northbound           | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 885                  | 376        | 494                  | 804        |
| 2 | McVean Dr South of Castlemore Rd    | 716                  | 396        | 451                  | 674        |
| 3 | Gore Rd South of Mayfield Rd        | 131                  | 448        | 382                  | 164        |
| 4 | McVean Dr South of Mayfield Rd      | 67                   | 305        | 201                  | 119        |
| 5 | Highway 50 South of Mayfield Rd     | 1377                 | 3084       | 2039                 | 1477       |
| # | Screenline                          | Eastbound            | Westbound  | Eastbound            | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 1526                 | 938        | 982                  | 2001       |
| 7 | Mayfield Road East of the Gore Road | 761                  | 543        | 740                  | 799        |

**Table 13: AM and PM Volume/Capacity Ratios for Future Volumes**

| # | Screenline                          | AM Peak Hour v/c |            | PM Peak Hour v/c |            |
|---|-------------------------------------|------------------|------------|------------------|------------|
|   |                                     | Northbound       | Southbound | Northbound       | Southbound |
| 1 | Gore Rd South of Castlemore Rd      | 0.63             | 0.27       | 0.35             | 0.57       |
| 2 | McVean Dr South of Castlemore Rd    | 0.51             | 0.28       | 0.32             | 0.48       |
| 3 | Gore Rd South of Mayfield Rd        | 0.19             | 0.64       | 0.55             | 0.23       |
| 4 | McVean Dr South of Mayfield Rd      | 0.05             | 0.22       | 0.14             | 0.09       |
| 5 | Highway 50 South of Mayfield Rd     | 0.86             | 1.93       | 1.27             | 0.92       |
| # | Screenline                          | Eastbound        | Westbound  | Eastbound        | Westbound  |
| 6 | Castlemore Road West of Highway 50  | 0.64             | 0.39       | 0.41             | 0.83       |
| 7 | Mayfield Road East of the Gore Road | 0.54             | 0.39       | 0.53             | 0.57       |

Despite extra vehicular capacity that will ensue from planned road widenings, future vehicle operation levels of service on Castlemore Road and Highway 50 are expected to decline.

The analysis then applied the two scenarios (as shown in **Figure 25** of this report) for potential future residential growth within the Toronto Gore Community to further examine road capacities. **Table 14** below examines the additional vehicular trips generated from the potential future residential development.

**Table 14: Trip Generation for Potential Future Development**

| Land Use                                      | Units                  |                        | Weekday AM Peak Hour   |            |            | Weekday PM Peak Hour       |            |            |
|---|------------------------|------------------------|------------------------|------------|------------|----------------------------|------------|------------|
|   |                        |                        | In                     | Out        | Total      | In                         | Out        | Total      |
| Single-Family Detached Housing ITE Code (210) | Scenario 1 (600 units) |                        | $T = 0.70 (X) + 12.12$ |            |            | $Ln(T) = 0.88Ln(X) + 0.62$ |            |            |
|   |                        | Rates (trips/unit)     | 0.19                   | 0.53       | 0.72       | 0.55                       | 0.31       | 0.86       |
|   |                        | <b>Trips Generated</b> | <b>122</b>             | <b>320</b> | <b>432</b> | <b>332</b>                 | <b>186</b> | <b>518</b> |
| Single-Family Detached Housing ITE Code (210) | Scenario 2 (750 Units) |                        | $T = 0.70 (X) + 12.12$ |            |            | $Ln(T) = 0.88Ln(X) + 0.62$ |            |            |
|   |                        | Rates (trips/unit)     | 0.23                   | 0.66       | 0.90       | 0.67                       | 0.38       | 1.05       |
|   |                        | <b>Trips Generated</b> | <b>140</b>             | <b>397</b> | <b>537</b> | <b>403</b>                 | <b>227</b> | <b>630</b> |

Trips generated by the potential future development are assumed to follow a similar distribution pattern as the existing conditions. In regards to the two-way trips in the AM and PM peak hours, Scenario 1 is expected to generate 432 and 518 two-way trips, while Scenario 2 is expected to generate 537 and 630 two-way trips.

After taking this all into consideration, all roads analyzed show sufficient capacity to accommodate the potential future development, with the exception of:

- Castlemore Road W (westbound) – this road may experience capacity constraints during PM peak hour; and

- Hwy 50 South of Mayfield Rd (southbound) – constraints indicate that the operations at the intersection of Highway 50 and Castlemore Road are anticipated to operate with a low level of service.

The analysis notes that despite these observations, additional capacity may be available through signal optimization and reassignment of trips to other east-west corridors.

### 11.3 Transit and Active Transportation

LEA also conducted a review of existing transit serving the Toronto Gore Community. According to their analysis, transit and walking trips make up 4% of the trips made in the study area. The City of Brampton has designated The Gore Road as a Primary Transit Corridor. During peak periods, there is a bus on The Gore Road every 12 minutes to the south of Cottrelle, and every 20 minutes to the north. Brampton Transit plans to increase service in accordance with the demand. The existing routes are as follows:

- Route 15A (Bramalea route) extends to Countryside Drive during weekday peak and mid - day service (north of Countryside Drive);
- 29/ services Goreway Drive and Kenview Boulevard; the 29A runs during weekday peak periods only;
- Route 31 McVean services McVean Drive from Ebenezer Road to Castlemore Road where it redirects to Goreway Drive and loops back at Martin Byrn Drive (route recently realigned in the north via Bloomsbury Avenue);
- Route 35 Clarkway operates from Brampton Civic Hospital along Castlemore to Clarkway Drive, then south to W Royal Gate Boulevard; and
- Route 50 Gore Road operates along Gore Road from Humber College to Castlemore Road.

According to LEA, the existing transit service has sufficient capacity to accommodate additional development in the Toronto Gore Community.

With respect to active transportation, the City is planning to complete fully connected trailways within the Toronto Gore Community, subject of course to required minimum setbacks from natural heritage features housing species at risk. This will be of significant benefit to the community area and beyond. These trails will provide valuable connection to the developing Gore Meadows Community Park and Community Centre. The completion of the trail network will respond to the active transportation goals of the City and will also make the Toronto Gore Community an attractive place for residents. Completing the trail network through recognizable connections to the local street network will further enhance quality of community.

In addition, existing and planned active transportation infrastructure on roads within and on the edges of the Gore will be further enhanced with additional walking and cycling connections within the undeveloped lands to provide connectivity and access to existing and planned transit stops. Some of the planned active transportation infrastructure in the area includes:

- Humber River valley trail – City and Province (proposed);
- Multi-use Pathway on Castlemore Road (proposed);
- Multi-use Pathway on Countryside Drive (under construction);
- Multi-use Pathway on Goreway Drive (proposed); and
- Multi-use Pathway on McVean Drive (proposed).

#### **11.4 Transportation and Transit Conclusions**

Overall, the transportation analysis indicates that the existing transportation network is feasible to accommodate future demand in the area, including the potential future development of the currently undeveloped lands in the Toronto Gore Community for increased densities. Despite certain capacity constraints outlined above, these constrained operations should not be the limiting factor for future development of the area when there is residual capacity on other roadways, and mitigative measures, such as right or left turn lanes, can be considered to relieve specific movement constraints.

Given the planned improvements for the road infrastructure in the area, the potential future development in Toronto Gore is feasible from the perspective of the surrounding arterial and major collector roads.

It is also important to consider how new development can be accommodated in terms of access to the existing network of arterial and major collector roads. According to information obtained from the City's environmental planner and traffic operations coordinator, as well as the Toronto and Region Conservation Authority, vehicular access to the undeveloped lands Toronto Gore must consider the following key matters:

- A minimum of two new points of access to the undeveloped lands would be required to maintain an adequate level of safety for emergency vehicles to service the lands;
- Preferably, the area would be serviced by three new points of access;
- Where possible, it is recommended that access points along McVean be aligned with intersecting roads on the west side of McVean;
- A minimum 300-metre distance is required between intersections along McVean Drive to allow for signalization;

- There is opportunity for two access points along McVean Drive, with the construction of a bridge at both access points to cross existing tributaries; and
- In order for access points to be considered, where a new road is proposed to cross a tributary, an Environmental Impact Report (EIR) will be required to determine the extent of redbreasted gull habitat and the floodplain.

A future secondary plan process for the undeveloped lands would address transportation and transit considerations, including the following matters:

- Analysis of the traffic operations of a minor collector road network within the block, including potential connections and intersections out to The Gore Road and McVean Drive to examine traffic flow and turning movements, while also considering future intersections within Area 47 on the east side of The Gore Road;
- Analysis of major collector and arterial road intersections to identify specific problem movements that may require signal optimization/minor infrastructure upgrades;
- Submission of required Environmental Impact Report(s) (EIR) addressing redbreasted gull habitat and floodplain when considering new access points to boundary roads; and
- With respect to transit, consideration of a local feeder bus route connecting to the arterial bus network on Castlemore Road.

## **12 INFRASTRUCTURE**

SCS Consulting Group conducted an analysis of the existing and planned water and wastewater infrastructure servicing the Toronto Gore community and identified required improvements to these facilities as a result of potential future development in the currently undeveloped lands in Toronto Gore.

### **12.1 Existing Servicing Conditions**

The Region of Peel's 2013 Water and Wastewater Master Plan for the Lake Based Systems was reviewed to determine the existing conditions of servicing within or adjacent to the Toronto Gore.

#### **Water Servicing**

The Toronto Gore, including the existing Estate Residential properties, is serviced by municipal water services.

The following is a summary of the existing watermains and local water pumping stations servicing the Toronto Gore community:

- A 400 mm diameter watermain on the Gore Road;
- A 600 mm diameter watermain on Castlemore Road east of McVean Drive;
- A 750 mm diameter watermain on Castlemore Road west of McVean Drive;
- A 300 mm diameter watermain on McVean Drive;
- An 1800 mm diameter trunk watermain on Castlemore Road that provides water to York Region; under an agreement between the Region of Peel and the Region of York it is dedicated to service York Region only and cannot be directly connected to for local development; and
- There may also be some water supply provided from the Tullamore Pumping Station due to the interconnectivity between pressure districts.

#### **Wastewater Servicing**

Currently the Toronto Gore is not serviced by municipal wastewater services. Rather, each estate residential property is serviced by private sanitary services (septic systems).

Along The Gore Road, a new trunk sewer was constructed in 2014, servicing the area adjacent to the Toronto Gore. The construction of this sewer was to accommodate the residential development in the Vales of the Humber Secondary Plan Area, as well as Secondary Plan Area 47. There is an existing 600mm sub-



trunk sewer running along Goreway Drive up to Countryside Drive. There is also an existing trunk sewer along McVean Drive, constructed between Castlemore Road and Countryside Drive in 2010 and 2011.

The following is a summary of the existing sanitary sewers, local sanitary pumping stations and the wastewater treatment facility servicing the Toronto Gore community:

- A 675 mm sanitary sewer on McVean Drive north of the undeveloped portion of the Toronto Gore;
- A 750 mm sanitary sewer on McVean Drive adjacent to and south of the undeveloped lands in Toronto Gore;
- A 750 mm sanitary sewer on The Gore Road;
- A 675 mm sanitary sewer on Goreway Drive;
- The sanitary flow from these sewers (where municipal connections exist) is pumped to the GE Booth Wastewater Treatment Facility via the existing McVean Drive Pumping Station located on Ebenezer Road west of McVean Drive; and
- The sanitary flow from these sewers is ultimately treated at the GE Booth Wastewater Treatment Plant (WWTP).

## **12.2 Future Servicing Conditions**

The Region of Peel's 2013 Water and Wastewater Master Plan for the Lake Based Systems was also reviewed to determine the planned infrastructure improvements within or adjacent to the Toronto Gore.

With respect to the potential future development of the currently undeveloped lands in Toronto Gore as contemplated in Scenarios 1 and 2, SCS has reviewed the existing and future planned servicing for the area and has assessed the feasibility of the proposed development.

### Water Servicing

There are planned and recently completed water main projects along Mayfield Road, McVean Drive and Goreway Drive. The watermain on McVean from Castlemore Road to Countryside Drive will be upsized from a 300 mm diameter to 400 mm diameter, and construction is scheduled to begin in 2023. In addition, the watermain on Countryside Drive from Goreway Drive to the Gore Road has been replaced with a new 750 mm diameter watermain to upgrade the water system capacity and reliability.

With respect to the potential future development of the undeveloped lands in Toronto Gore, SCS has determined that, under both scenarios, upgrades would

be required to service the lands. The lands would be provided water from the Airport Road Pumping Station. To accommodate this service, future upgrades may need to be brought forward (larger pumps) to service the lands. These upgrades will first need to be included within the Region's Capital Plan update and would be brought forward as needed to align with development plans for the lands. The details of required servicing upgrades would need to be studied at detail in a future secondary plan process.

### Wastewater Servicing

While there are planned upgrades for water and wastewater services in the broader area, there are currently no plans by the City or Region to extend wastewater services to the existing privately serviced lots in the Toronto Gore. It is unlikely that residents of the Toronto Gore would request an extension of wastewater services into the existing community due to cost.

The following is a summary of planned upgrades to the wastewater servicing system in the surrounding area:

- Upgrades are required for the McVean Pumping Station to upgrade the pumps and replace the forcemain:
  - Development planned within Secondary Plan Area (SPA) 47 will consume any remaining capacity of the McVean Pumping Station;
- The sanitary flow from the McVean Drive Pumping Station will be conveyed by twining the existing forcemain; an existing 525 mm sanitary forcemain will be abandoned or retained depending on its condition, an existing 900 mm sanitary forcemain will remain and a new 900 mm sanitary forcemain will be constructed;
- The GE Booth Wastewater Treatment Plant (WWTP) will receive planned upgrades, which will increase the de-rated peaking capacity from 486 ML/d to the design capacity of 518 ML/d.;
- GE Booth WWTP will have sufficient capacity to 2031 (100% of the capacity will be consumed by 2031); and
- In order to complete the above noted upgrades to the GE Booth WWTP a diversion sewer will be constructed on Derry Road to divert 250 ML/d from the east to the west until the plant is upgraded (in approximately 5 years).

There would be a requirement to extend wastewater services into the undeveloped lands in Toronto Gore, should these lands be developed for residential purposes as identified in Scenarios 1 and 2. This is in line with Provincial policy, which requires new development within settlement areas to be on full municipal services.

While there is currently no sanitary sewer along Castlemore Drive, along the south of the Toronto Gore community, the potential future wastewater service

connections from the undeveloped lands in Toronto Gore would be to both The Gore Road and McVean Drive. As such, no sanitary sewer would be required along Castlemore Drive.

With respect to infrastructure upgrades, it is the Region's preference that the development of the lands under any of the scenarios results in the avoidance of constructing a new pumping station. Rather, the existing pumping stations in the area would be used.

Further, according to the Region, the resulting development under both scenarios could be accommodated under the existing capacity of the wastewater treatment plant, providing for treatment to 600 ML/d.

### **12.3 Servicing Conclusions**

Given the existing services in the area, and servicing upgrades that are currently underway by the Region or are within their capital plans, the undeveloped lands within the Toronto Gore can be developed in accordance with higher densities without triggering the construction of new sewers or water mains surrounding the lands and likely requiring upgrades to nearby water and wastewater pumping stations. A future secondary plan process would examine the detailed infrastructure upgrades required to external facilities (such as pumping stations), as well as the infrastructure requirements internal to the lands. A future secondary plan process would also consider requirements for stormwater management on the lands.

## PART D: POLICY OPTIONS

This part of the report explores land use policy options that were presented in early 2019, geared at managing future development within the Toronto Gore and how this future development will relate to the established estate residential area and surrounding community.

The issue of compatibility of new development within and next to established residential areas is increasingly prevalent in Brampton. It is a key and essential component of this study to understand and identify how new development in the Toronto Gore Community, of any form and density, should relate to the existing established estate residential area within the Toronto Gore Community.

This study has assessed the Toronto Gore community in two distinct geographic parts. The first part is the existing estate residential community, which is considered to be a stable residential area facing infill-related growth pressures. The second part is the undeveloped lands in the southeast quadrant of Toronto Gore, which this study explores the potential for residential development at higher densities than currently designated for in the Official Plan. The common element of considering growth within these two distinct parts of Toronto Gore relates to compatibility and the interface between new and established residential development. However, separate policy options were presented to the public for these two distinct parts of Toronto Gore.

### Toronto Gore – Established Residential Community

For the established residential area of the Toronto Gore, the options presented addressed compatibility of new infill development within the character of the established community, including development on existing vacant lots and potential future severances.

### Toronto Gore – Undeveloped Lands in the Southeast Quadrant

For the undeveloped lands, the options presented considered how the development of these lands for urban densities would relate to the established estate residential community within Toronto Gore, as well as adjacent areas.

## **13 ESTABLISHED RESIDENTIAL COMMUNITY**

### **13.1 Policy Options**

The City of Brampton Official Plan, as described in Section 3.3 of this report, sets out policy criteria for development and severances on a City-wide basis and specific to the Estate Residential Area. Pertaining to Unique Communities and the Estate Residential Area, the policies generally recognize that development within these areas should contribute to the sense of place and identity of Brampton and preserve the unique and historic development patterns of Estate Residential Areas. Further, severance policies applicable to the Estate Residential Designation call for the preservation of the rural-like community character when considering consent applications, specifically ensuring that the minimum lot sizes prescribed by the Official Plan are satisfied. This policy framework is not a prohibition on severances. The City-wide severance policies in the Official Plan allow severances subject to the achievement of specific criteria.

However, despite the existing policies in force today, pressures for lot severances having a lot area less than 2.0 hectares within the established Estate Residential designation in Toronto Gore can sometimes lead to a lot fabric and built form that do not maintain the character of the community. The requests for severances over the last few years, particularly in the Marysfield Neighbourhood, are examples of this situation.

The following policy options were presented to the public.

#### **Policy Option 1 – Criteria for Preservation of Community Character**

It was proposed that the City could consider adding clear policy direction respecting the requirement for new development to respect and reinforce the existing character of the Estate Residential Area, similar to the Official Plan Amendment implemented by the City with respect to development in the City's Older, Mature Neighbourhoods.

Additional suggested development criteria included the following:

- The built form of development including scale, height and massing shall be compatible with the built form of existing homes in the adjacent neighbourhood; and
- The placement of new dwellings shall respect and reinforce the existing physical character of the neighbourhood in relation to setbacks, building orientation and building separation distances.

## **Policy Option 2 – Official Plan Policy on Severances**

It was also suggested that the City could also consider adding clear policy direction in the Official Plan that it is the intent to limit severances within Estate Residential Areas across the City, while still recognizing that severances could be considered on a case by case basis. A new policy could set out a requirement for severances to respect and reinforce the existing character of the Estate Residential Area with respect to lot size and configuration.

An additional policy was suggested for consideration, as follows:

- Severances in Estate Residential Areas shall be limited and are only appropriate where adherence to the criteria for preservation of community character can be achieved.

## **Policy Option 3 – Create Policies Specific to Toronto Gore**

It was also suggested that the City could also consider taking a site-specific approach to implementing policies to preserve neighbourhood character, applicable only to Toronto Gore, or even sub-areas of Toronto Gore. The Marysfield Neighbourhood is an example of such an area, where an Official Plan Amendment has been adopted by Council that includes a specific “Residential Character Area” designation and policies to protect the character of Marysfield.



## **14 UNDEVELOPED LANDS IN THE SOUTHEAST QUADRANT**

### **14.1 Policy Options**

The undeveloped lands in the southeast quadrant of Toronto Gore are currently designated as Estate Residential and Open Space. However, the supply and demand analysis in this report concluded that the demand for estate residential housing can be accommodated within the existing estate residential communities of Brampton, and that more urban densities could be considered on the currently undeveloped contiguous lands in Toronto Gore. As a result, the following policy options were presented to the public.

#### **Policy Option 4 – Redesignate Lands as an Upscale Executive Residential Area**

As discussed in the supply and demand analysis of this report, there is merit in considering higher residential densities on the undeveloped lands, including Upscale Executive Housing, as identified in the current Official Plan. This option is shown on **Figure 29**.

As described in Section 3 of this report, the Upscale Executive Housing land use designation is intended to accommodate low density housing that is characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities, at a maximum net density of 14.5 units per net hectare. Each Upscale Executive Housing Area within the City is also subject to specific policies that govern the specific development within that respective area. As such, it was suggested that specific policies could be considered for this part of the Toronto Gore to specify a range of densities and housing types within the area, while maintaining the overall intent of the Upscale Executive Housing policy areas of the Official Plan.

**Figure 29: Policy Option 4 – Scenario 1**

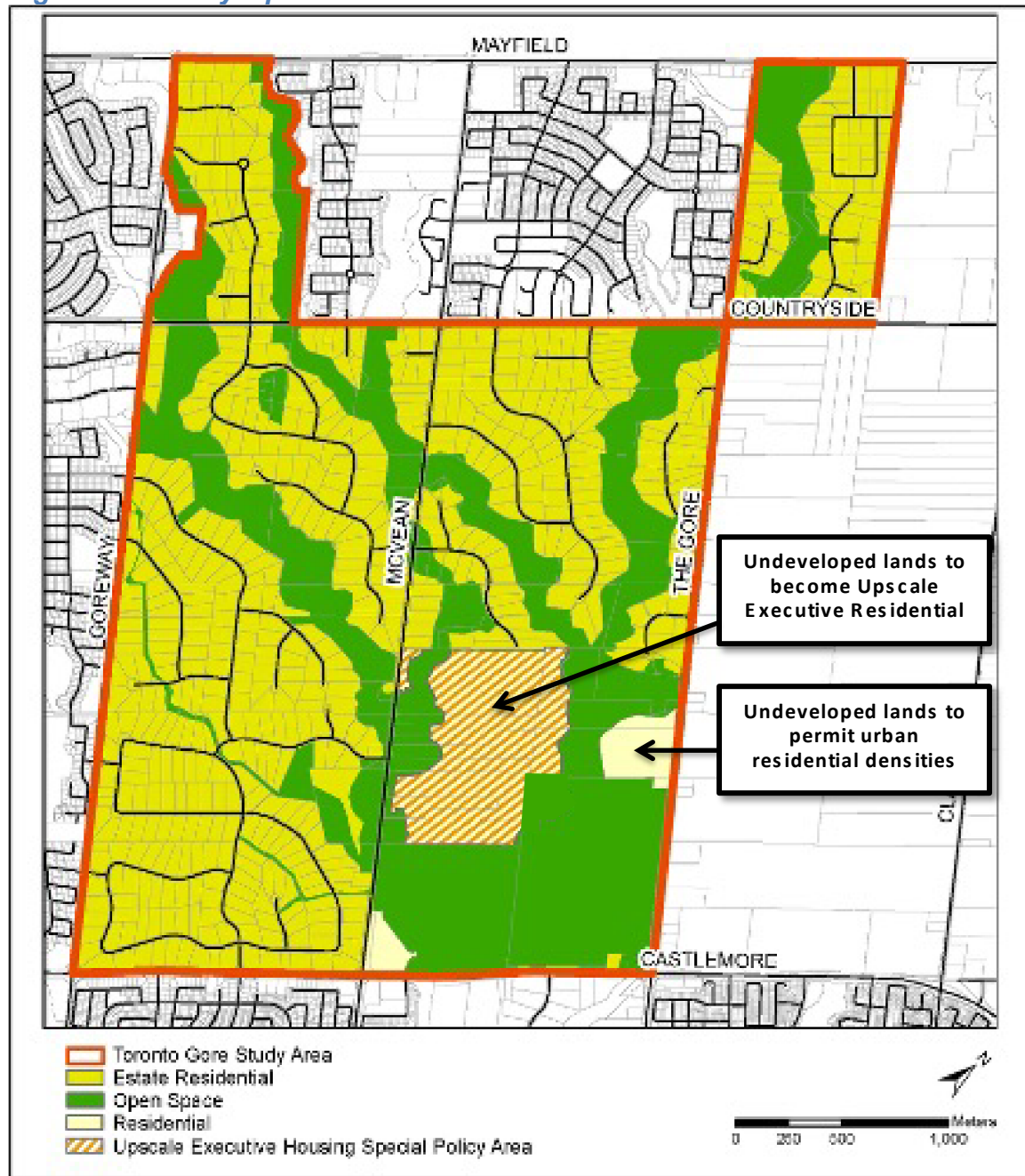


### **Policy Option 5 – Redesignate Lands on the West side of The Gore Road for urban residential densities and housing types.**

As noted in Section 3.5 of this report, the Brampton 2040 Vision identifies a Town Centre in the vicinity of the Gore Meadows Community Centre. As noted, the Town Centre is intended to function as a complete, full-service, mixed-use node with high residential and employment densities. According to City staff, the Town Centre in this location is intended to apply only to the east side of The Gore Road, and as such, the Community Park lands on City-owned lands surrounding the Gore Meadows Community Centre are not intended to accommodate this vision. However, given the proximity of some of the undeveloped lands within Toronto Gore to the Town Centre node on the east side of The Gore Road, it is important to consider how these lands might play a part in supporting the development of a Town Centre.

For the smaller pocket of undeveloped lands within Toronto Gore adjacent to The Gore Road, there is merit in considering the redesignation of these lands to accommodate an urban residential form of development consistent with the planned land use designations (and future development) on the east side of The Gore Road. This option is illustrated in Scenario 2 (see **Figure 30**). The east side of The Gore Road in this location is within Block Plan 47-1. There is a Neighbourhood Retail node located at the southeast corner of The Gore Road and a proposed East/West arterial road within Block Plan 47-1 that permits commercial development as well as low/medium density residential blocks to the south that permit more urban residential densities. In the long term, this area is envisioned to be a Town Centre with a mix of uses of higher intensity. To complement the planned land use designations within the block plan on the east side of the road, it was suggested that the pocket of undeveloped lands on the west side of The Gore Road could accommodate urban residential development with a mix of low and medium density residential designations.

**Figure 30: Policy Option 5 – Scenario 2**



## PART E: CONSULTATION

### 15 SUMMARY OF COMMENTS RECEIVED

A Public Open House was held on March 20, 2019. Presentation boards were displayed for review, with both City of Brampton staff and the consulting team in attendance to answer any questions from the public.

Participants from the public were given the opportunity to interactively engage in the policy review process through the use of feedback boards and a comment sheet, in order to indicate their preferences and concerns moving forward with the proposed options for Toronto Gore. There were two feedback boards displayed, prompting participants to offer their opinion using coloured dot stickers that were provided. Along with this, a questions and comments sheet was provided for any additional comments or details that required explanation. The majority of the questions asked were related to the residential density, form of housing, character, and other relevant matters.

The first question on both the feedback boards and the comment sheet asked residents which elements of character were of value to them. Participants were asked to place dot stickers on their top 3 out of the following 8 choices including: sense of place, street trees, large dwellings, rural cross section, consistent front yard setback, separation distance between dwellings, landscaping in the front yard, and parking in the front yard. The comments sheet asked participants to rank the matters from 1-3. As a result, respondents indicated a need for open space as one of their top priorities. Other elements that were noted as being important included large dwellings, separation distance between dwellings, and street trees.

Both the feedback board and the comment sheet also asked residents to indicate which form of density and housing they would like to see built in the undeveloped lands in the southeast quadrant of the Toronto Gore. The options for this included: estate residential housing, upscale executive residential housing, low and medium density housing, or a combination of the above. A large portion of the responses indicated the desire for the undeveloped areas to be developed for Estate Residential purposes, with 50 people responding on the feedback boards and 28 people on the comments sheet. In comparison, upscale executive residential housing received 11 votes and low and medium density housing received 12.

The last question on both the feedback boards and the comment sheet asked participants to indicate which matters are most important to consider if urban

densities were to be introduced into the undeveloped lands of Toronto Gore. A large portion of the responses indicated that residents did not want urban densities introduced into Toronto Gore. 63 people noted this on the feedback boards and 23 people noted this on the comment sheet.

The written comment responses also reflected the notion that Ryckman Lane should not be extended through the development of the undeveloped lands, noting that Ryckman Lane should remain as a dead-end road. Along with most of these comments, the responses indicated the desire for new development to be buffered from the established Estate Residential Area in order to ensure compatibility.

Many participants indicated a desire for consistency for any new development, especially relating to dwelling size and front yard setbacks. Participants also noted their concerns with respect to increased density leading to increased traffic and safety hazards. Many participants indicated that traffic is already an issue in the area, and any additional density would compound this issue.

It is also important to note that there were participants who noted a desire for zoning changes to be introduced near Countryside Road. Several residents indicated they would like to be given the option to sever their properties. One participant commented that density would be good for Toronto Gore as it aligns with the policies of the Growth Plan.



## **PART F:**

# **DRAFT POLICY RECOMMENDATIONS**

Based on the Parts D and E of this report, being the policy options that were presented to the public and comments received from the public, draft policy recommendations were prepared and released to the public for comment in July and August 2020. This part of the report contains these recommendations.

### **16 ESTABLISHED RESIDENTIAL COMMUNITY**

As noted in the policy options (Part D) section of this report, for the established residential area of the Toronto Gore, it is important to ensure compatibility of new infill development within the character of the established community, including development on existing vacant lots and potential future severances. The following draft policy recommendations were presented in this regard.

#### **16.1 Draft Policy Recommendations**

##### **Draft Policy Recommendation 1 – Criteria for Preservation of Community Character**

Based on feedback received from the public, there is a strong desire amongst residents in the area for new development within the established residential area to respect and reinforce the characteristics of the community. Important elements of community character that were identified by residents include the open space nature and feel of the community, large separation distances between dwellings, street trees and mature landscaping, as well as the presence of large dwellings.

The Marysfield Neighbourhood Character Study has recommended the addition of a policy within the “Unique Communities” section of the Official Plan (Section 3.2.10) to permit the identification of “Residential Character Areas”. It is important to note that at the time this report was written the Marysfield Official Plan Amendment, which was adopted by City Council, has been appealed to the Local Planning Appeal Tribunal. Building on this policy recommendation, one of the draft recommendations for the established residential community of the Toronto Gore was that the area be identified as a Residential Character Area on Schedule A1 City Concept of the Official Plan. Further, a draft recommendation was made for a policy to be included within the “Residential Character Area” policies of the Official Plan, to explicitly state the intent of protecting the character of the established residential community portion of the Toronto Gore:

“The established residential community of the Toronto Gore Residential Character Area is considered a distinctive residential community due to its unique elements contributing to an overall community character. These elements of character include the sense of open space experienced throughout the community, partly due to the large separation distances between dwellings and the presence of mature landscaping and street trees throughout the neighbourhood, the prominence of large dwellings within the neighbourhood, as well as the generally consistent setbacks of homes from the street. New development and redevelopment within the Toronto Gore Residential Character Area shall respect and reinforce these existing characteristics within the public and private realms of the neighbourhood.”

### **Draft Policy Recommendation 2 – Policy on Severances**

Policy 4.2.3.5 of the Official Plan identifies criteria for severances within Estate Residential Areas. Another draft recommendation was for a new policy to be included to contain additional severance criteria applying to the Toronto Gore Residential Character Area.

It was noted that the additional severance criteria should state that severances in Toronto Gore shall only be considered if:

- adherence to minimum lot area requirements is met, as set out in policy 4.2.3.3 b); and
- where adherence to the “Residential Character Area” policies, as outlined in the previous policy recommendation, can be achieved.

### **Draft Policy Recommendation 3 – Policies for “Edge” Sites**

There are certain lands within the Toronto Gore that exhibit characteristics that are unique from the remaining established estate residential community, in that they are only accessible from a major or minor arterial road, including Goreway Drive, Countryside Drive and The Gore Road. These lands are shown on **Figure 31** below. These lands are also located adjacent to (across the street from) lands outside of the Toronto Gore, which have been developed to accommodate residential densities that are higher than those within the Toronto Gore Estate Residential Area.

The edge site north of Morris Court contains additional TRCA regulated areas due to the presence of estimated floodplain spilling onto these properties. Updated floodplain mapping would be required as part of any formal planning applications for this area in the future and could affect the viability of developing these lands.

The remaining edge sites abut valley and stream corridors, the limits of which would likely impact the total developable area on these sites.

One of the draft recommendations was that an additional policy be created, including the map shown in **Figure 31**, within the Residential Character Area policies to recognize the potential to consider the redevelopment of these lands to permit more urban densities through the submission of site-specific Official Plan and Zoning By-law Amendments. The following draft policy was recommended:

“Certain lands accessed exclusively from Goreway Drive, Countryside Drive and The Gore Road exhibit unique access and locational characteristics from other lands within the Toronto Gore Residential Character Area. These lands, identified in **Figure X** of this policy, are only accessible from an arterial road and located across from lands outside of the Toronto Gore Residential Character Area. On these lands, the City may consider amendments to the Official Plan and Zoning By-law to permit residential densities that are greater than the density permitted in the Estate Residential designation, subject to the following criteria:

- Residential development and redevelopment must be sensitive to the scale and character of nearby Estate Residential development;
- Prior to any development or redevelopment, the extent of the developable area shall be determined as part of any formal planning application, including updated floodplain mapping as well as the extent of valley and stream corridors and associated buffers;
- The City shall require the submission of a tertiary plan to ensure the comprehensive development of the lands and to assess appropriate densities;
- Access to and from the lands will be determined through the submission of a Traffic Impact Study and, if determined feasible, will only be provided from the adjacent arterial road and shall not be provided from any other lands or local roads within the Estate Residential designation; and
- Residential development must be provided on full municipal services.”

**Figure 31: “Edge” Sites**



## **17 UNDEVELOPED LANDS IN THE SOUTHEAST QUADRANT**

As noted previously in this report, while the existing, in-effect City of Brampton Official Plan includes an Upscale Executive Housing land use designation and associated policies, the City is currently undertaking an Official Plan Review, which may combine the existing residential land use designations, including the Upscale Executive Housing designation, into one “Residential” land use designation.

It is important to note that while the draft policy recommendations in this section reflect a different land use designation from that presented in the policy options and growth scenarios presented in Parts C and D of this report, the findings of our analysis are still relevant in that estate residential housing will continue to have a limited role in fulfilling future housing demand in Brampton, and that it is appropriate to introduce higher urban densities on the undeveloped lands, subject to providing a density transition to ensure compatible development between the established estate residential community and the undeveloped lands. This may include residential typologies and densities that are higher than what was previously presented in Parts C and D of this report. A more detailed analysis of the appropriate range and mix of housing options and density transitions will be completed through a future Secondary Plan process for the undeveloped lands.

### **17.1 Draft Policy Recommendations**

#### **Draft Policy Recommendation 4 – Redesignate Lands as a Residential Area**

It is recommended that the portion of the undeveloped lands that are designated “Estate Residential” in the Official Plan be re-designated to “Residential”, as shown on **Figure 32**. No changes are being proposed to those lands that are designated “Open Space”. It is also recommended that a policy be added to the Official Plan to specify that these lands shall be comprehensively planned as part of a future secondary plan in accordance with the policies contained in Section 5.4 – Secondary Plans of the Official Plan (see next policy recommendation).

#### **Draft Policy Recommendation 5 – Policy specific to the Southeast Quadrant and Future Secondary Plan process**

Based on the above recommendation, it is recommended that a policy be included to direct that a future Secondary Plan study be initiated and undertaken by the City to comprehensively plan for the undeveloped lands in the Southeast Quadrant.

This policy should specify that the transition of density between the established Estate Residential Area and the lands subject to the future secondary plan area

must be sensitive to the established adjacent residential areas in terms of lot size and built form.

In order to ensure that the undeveloped lands are developed in a manner that is consistent with the Provincial Policy Statement and conforms to the Growth Plan, this policy will also ensure that a range and mix of housing options, including second units and affordable housing, is provided.

Building on this policy directive, and building on comments received from the public, the policy should also specify that the undeveloped lands should not be connected to the established estate residential area, and that there shall be no extension or connection to the community along Ryckman Lane for vehicular traffic.

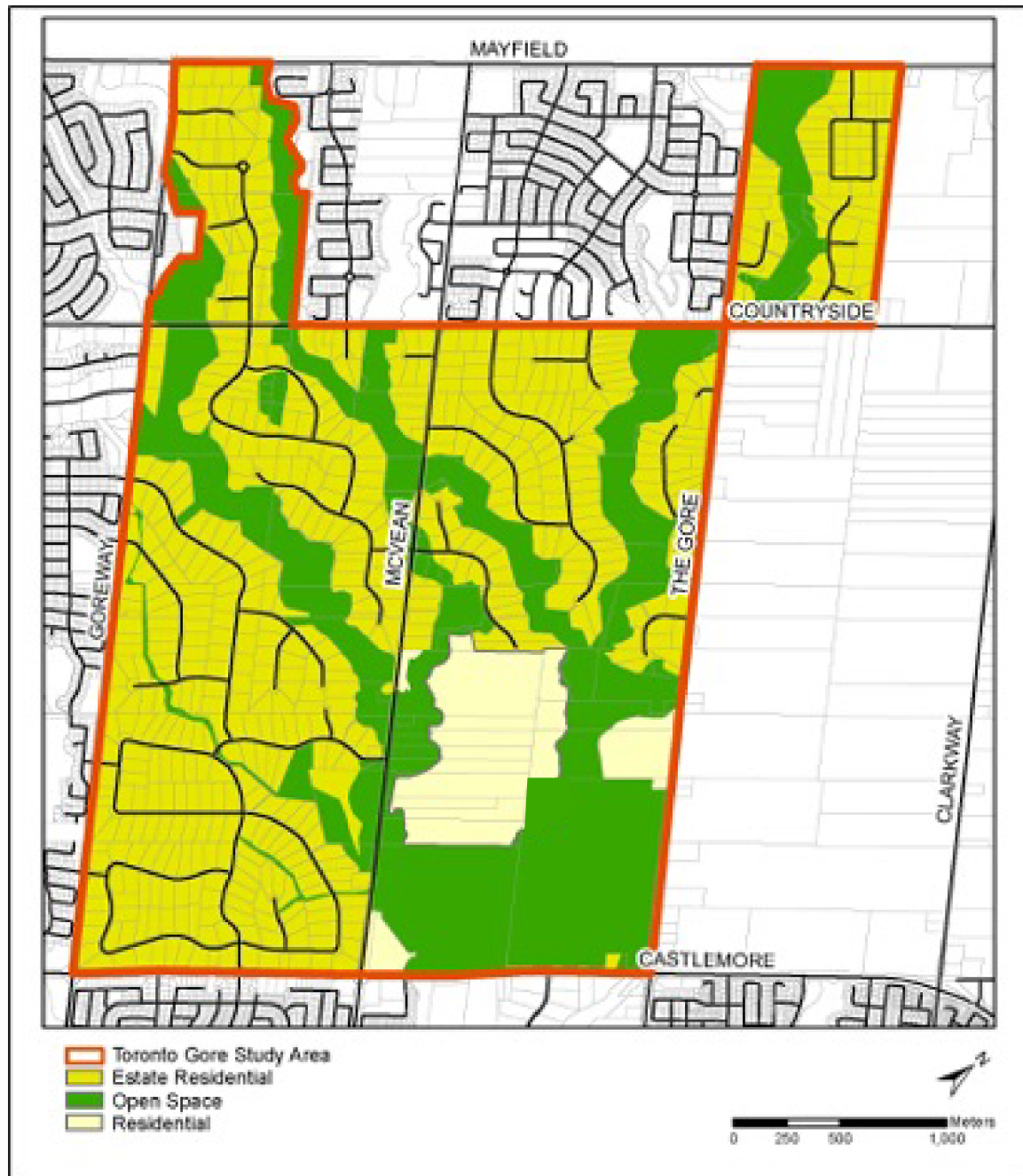
The following policy is recommended for inclusion within the General Policies section of the Residential section of the Official Plan (section 4.2.1):

“The City shall undertake a Secondary Plan study to comprehensively plan for the development of the undeveloped lands in the Toronto Gore community in accordance with the policies in Section 5.4 of the Official Plan. The Secondary Plan shall include the following policies:

- a) To provide a gradual and sensitive transition in density between the adjacent established estate residential area and the Gore Meadows Secondary Plan area;
- b) To provide a diverse range and mix of housing options, including affordable housing;
- c) That no vehicular connections between the adjacent established Estate Residential Area and the Gore Meadows Secondary Plan area shall be provided;
- d) That the extension of Ryckman Lane shall be prohibited;
- e) That vehicular access to and from the Gore Meadows Secondary Plan area will be from McVean Drive and The Gore Road;
- f) That development within the Gore Meadows Secondary Plan area shall be on full urban municipal services;
- g) That the existing Natural Heritage System shall be protected and enhanced; and
- h) That pedestrian and cyclist linkages between the Natural Heritage System and Gore Meadows Community Centre shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted.”



**Figure 32: Recommended Land Use**



**Draft Policy Recommendation 6 – Remove the Undeveloped Lands from the “Unique Communities” Designation on Schedule 1 City Concept**

The Toronto Gore Estate Residential Area is designated as a “Unique Community” on Schedule 1 - City Concept of the Official Plan because it is characterized by large, individual lots which do not require full urban services. The estate residential area of Brampton offers a rural lifestyle within an urban setting and adds to the City’s diverse housing choice as well as sense of identity. With the proposed policy

recommendation noted above to redesignate the undeveloped lands from “Estate Residential” to “Residential”, the “Unique Communities” designation is no longer applicable, as these lands are proposed to be developed at similar densities that can be found in other areas of the City, and therefore would no longer meet the intent of the “Unique Communities” designation. It is proposed that Schedule 1 - City Concept be amended to delete the “Unique Communities” designation. The underlying designations of “Communities” and “Open Space” on Schedule 1 would remain.

### **Draft Policy Recommendation 7 – Addition of a Secondary Plan to Schedule G**

It is recommended that Schedule G – Secondary Plan Areas be amended by removing the undeveloped lands in the Toronto Gore Rural Estate Secondary Plan Area (SP #26) and that these lands be identified as a new Secondary Plan Area known as “Gore Meadows”.

## PART G:

# FINAL POLICY RECOMMENDATIONS

### Comments on Draft Recommendation Report

As noted previously, the draft recommendations presented in Part F of this report were released to the public for comment in July and August 2020. Generally, comments received reflected previous comments, with a mix of opinions with respect to the draft policy recommendations for both the established residential community and the undeveloped lands.

#### Established Residential Community

For the established residential community, comments were received from individuals expressing their support for policies to maintain the existing character of the community. Comments were also received from individuals expressing that severances should be allowed on lots with certain characteristics within the established residential community, such as corner lots or lots along arterial roads.

The draft Recommendation Report that was available for public comments in July and August 2020 also included recommendations for certain lots that have frontage along arterial roads. These lots were identified as “edge sites”. These sites were identified because they exhibit unique access and locational characteristics from other lands within the established residential community and are only accessible from an arterial road. The draft policy recommendations addressed that future amendments to the Official Plan and Zoning By-law to permit greater residential densities could be considered on the “edge sites” subject to satisfying specific criteria. This criteria included that any development be sensitive to the scale and character of the adjacent established estate residential area; that updated floodplain mapping be prepared to detail developable area; that a tertiary plan be submitted to ensure the comprehensive development of the edge site, and that development be provided on full municipal services and accessed only from an arterial road. Comments were received both in support of and in opposition of the “edge sites”. Some comments that were received requested that additional uses should be permitted on “edge sites”, such as commercial and/or office uses.

#### Undeveloped Lands

For the undeveloped lands, the draft Recommendation Report recommended that the undeveloped lands be redesignated from “Estate Residential” to “Residential”, and that a future Secondary Plan be undertaken to establish the detailed land use policies for the area, which would be based on a detailed set of technical studies to be prepared. Importantly, the draft policy recommendations included language to ensure a gradual transition in density between the established residential community and future development on the undeveloped lands, including that the extension of Ryckman Lane will not be permitted.

Comments were received expressing support for the draft recommendations, including the policies to ensure a gradual transition in density, and ensuring that Ryckman Lane is not extended. Comments were also received expressing that the lands should remain designated for estate residential purposes.

### **Final Recommendations**

Based on the public feedback received, it has been determined that the established estate residential area is going to require further study and public consultation. As noted, there have been comments received in support of enhanced policy measures to protect the established character of the community, as well as comments requesting that the Official Plan policies be amended to permit lot sizes that are less than 2.0 acres.

In consideration of these comments, there is merit in undertaking further study and analysis of the established residential area. This additional analysis to be undertaken will also consider whether non-residential uses for the identified “edge sites” should be permitted, looking at whether there is opportunity to introduce uses in these locations that would be sensitive to the adjacent estate residential areas.

As such, the draft policy recommendations contained in Part F of this report for the established estate residential area will not be modified or presented at a statutory public meeting until additional analysis and public consultation is undertaken.

For the undeveloped lands, draft policy recommendations #4, 5, 6 and 7, as they appear in Part F - Section 17.1 of this report are recommended as final recommendations to be implemented.

## **18 NEXT STEPS**

The policy recommendations in this report have been developed after consultation with the public as well as City of Brampton, Region of Peel and Toronto Region Conservation Authority staff. The proposed policy recommendations for the undeveloped lands in the southeast quadrant of Toronto Gore will now be presented at a statutory public meeting. Based on feedback received at the statutory public meeting, a final report and Official Plan Amendment will be prepared; and will be forwarded to City Council for their consideration. Further analysis and public consultation is required for the established estate residential area.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number \_\_\_\_\_ - 2021

To Adopt Amendment Number OP 2006- \_\_\_\_\_  
to the Official Plan of the  
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, hereby ENACTS as follows:

- 1. Amendment Number OP 2006 - \_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this \_\_\_\_ day of \_\_\_\_\_, 2021.

Approved as to  
form.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Patrick Brown, Mayor

Approved as to  
content.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Peter Fay, City Clerk



AMENDMENT NUMBER OP 2006 -  
to the Official Plan of the  
City of Brampton Planning Area

AMENDMENT NUMBER OP 2006 -  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to change the land use designation of the vacant lands in the southern quadrant of Toronto Gore from “Estate Residential” to “Residential” and to remove the “Unique Communities” designation. This amendment will also identify these lands as a new Secondary Plan area, referred to as Gore Meadows (Area 56). An amendment to the Residential Section (Section 4.2) of the Official Plan is proposed to require the preparation of a Secondary Plan prior to any development. The Secondary Plan is to address land use compatibility, housing mix and densities, road access, servicing, natural heritage system and pedestrian connectivity.

2.0 Location:

This amendment applies to the contiguous vacant lands located between McVean Drive and The Gore Road and north of Castlemore Road (approximately 80 hectares). These lands are legally described as Part of Lots 11, 12 and 13, Concession 9, N.D.

3.0 Amendments and Policies Relative Thereto:

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by deleting on Schedule “1” (City Concept) thereto, the “Unique Communities” designation of the lands shown outlined on Schedule A to this amendment;
- (2) by changing on Schedule “A”, (General Land Use Designations) thereto, the land use designation of the lands outlined on Schedule “B” to this amendment from “Estate Residential” to “Residential”;
- (3) by amending on Schedule “G” (Secondary Planning Areas) the boundaries of Secondary Plan Area 26 – Toronto Gore Rural Estate, as shown on Schedule “C” to this amendment;
- (4) by adding to Schedule “G” (Secondary Planning Areas) thereto, the boundaries of the Gore Meadows Secondary Plan Area 56, as shown on Schedule “C” to this amendment;
- (5) by adding the following new policy as Section 4.2.1.19:

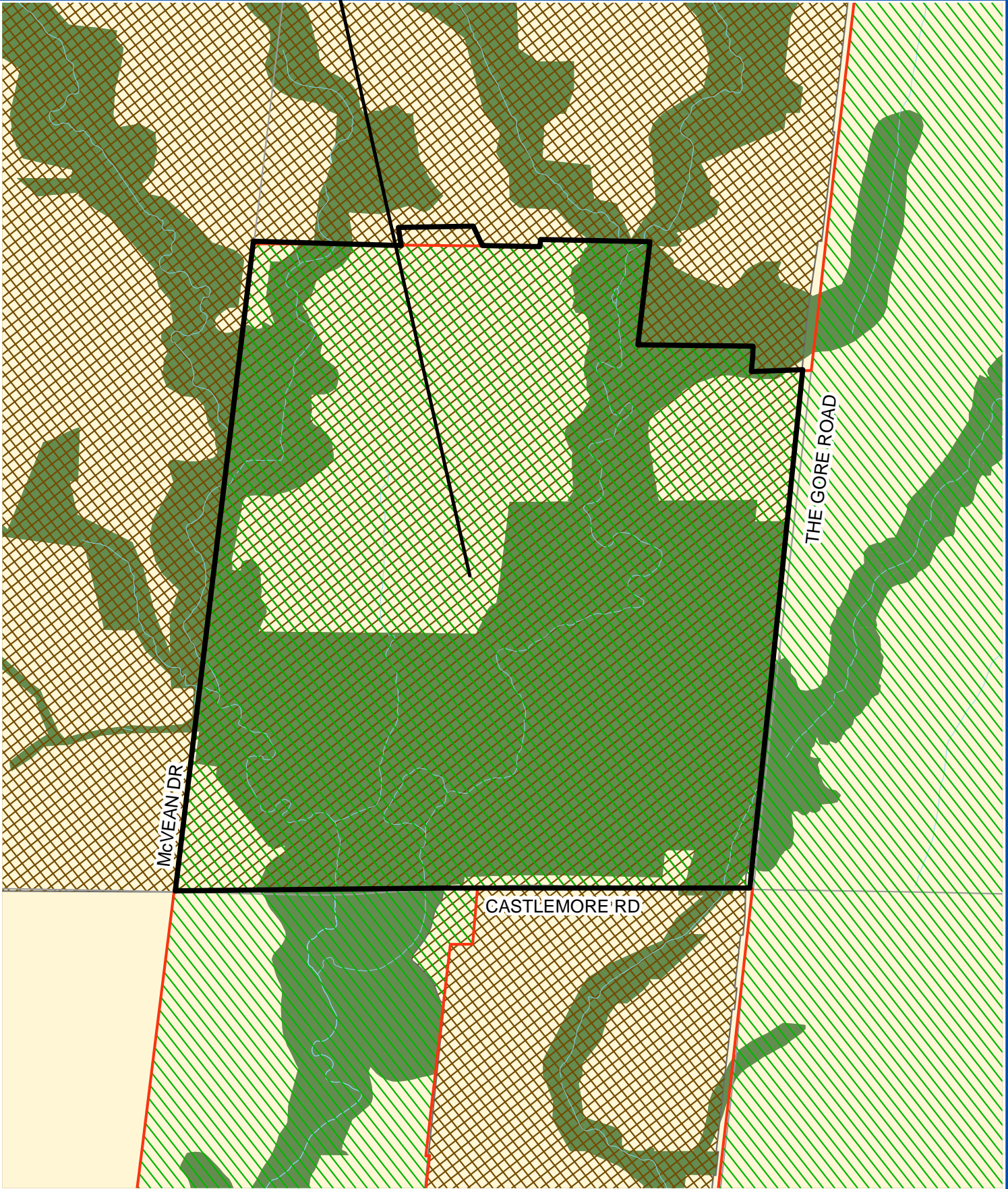
4.2.1.19 Toronto Gore

“For the lands shown as Gore Meadows Secondary Plan Area 56 on Schedule “G” (Secondary Planning Areas), a Secondary Plan shall be prepared in accordance with Section 5.4 – Secondary Plans to comprehensively plan for the development of the vacant contiguous lands located in the southern quadrant of the Toronto Gore community. In addition to the Secondary Plan criteria outlined in Section 5.4.3, the Gore Meadows Secondary Plan shall include the following policies:

- a) To provide a gradual and sensitive transition in density between the adjacent established estate residential area and the Gore Meadows Secondary Plan area;

- b) To provide a diverse range and mix of housing options, including affordable housing;
  - c) That no vehicular connections between the adjacent established Estate Residential Area and the Gore Meadows Secondary Plan area shall be provided;
  - d) That the extension of Ryckman Lane shall be prohibited;
  - e) That vehicular access to and from the Gore Meadows Secondary Plan area will be from McVean Drive and The Gore Road;
  - f) That development within the Gore Meadows Secondary Plan area shall be on full urban municipal services;
  - g) That the existing Natural Heritage System shall be protected and enhanced; and
  - h) That pedestrian and cyclist linkages between the Natural Heritage System and Gore Meadows Community Centre shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted.
- (6) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 55:
- “Area 56: Gore Meadows Secondary Plan
- No Secondary Plan in place.”

"UNIQUE COMMUNITIES" DESIGNATION TO BE REMOVED

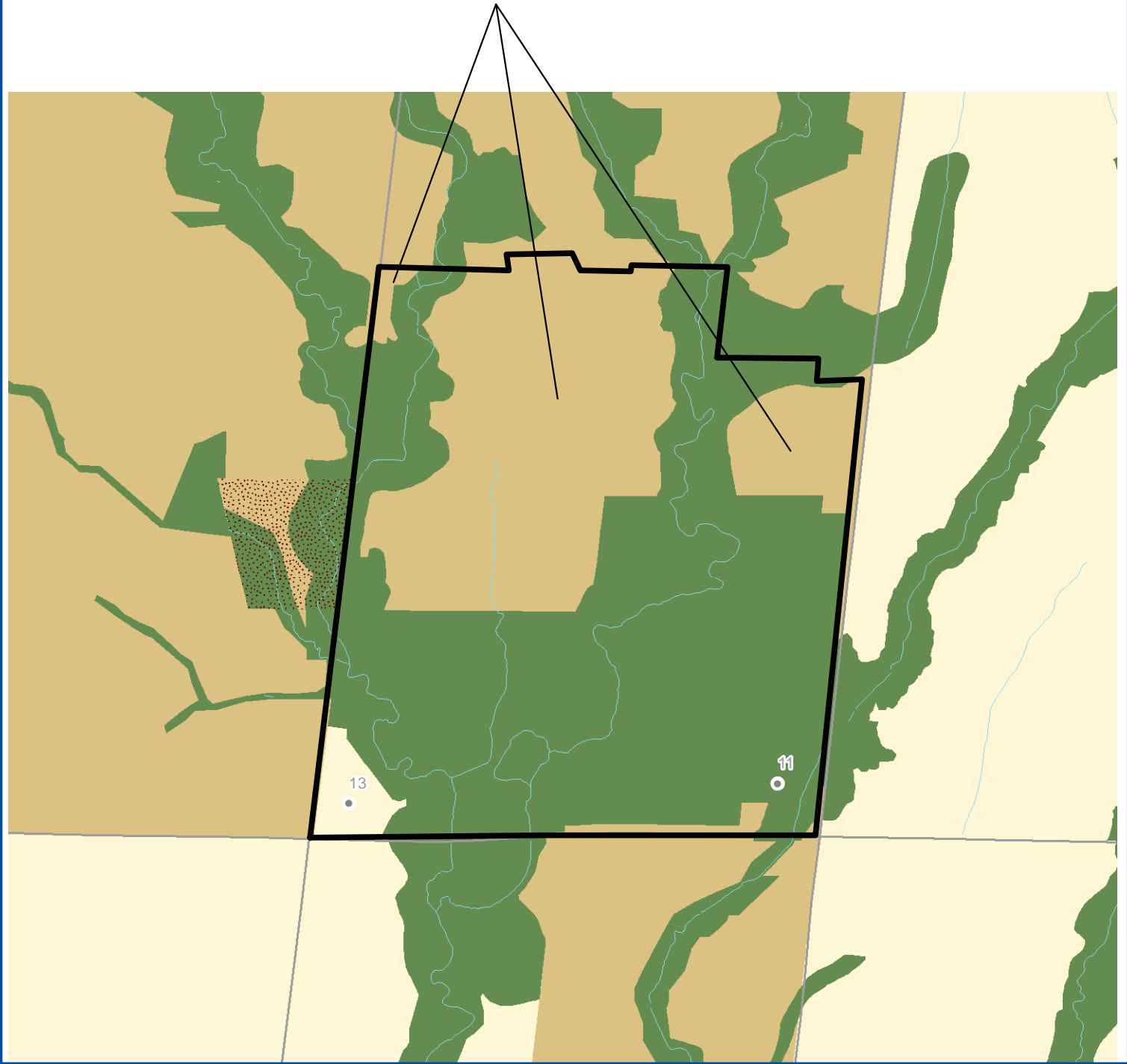


EXTRACT FROM SCHEDULE1 (CITY CONCEPT PLAN) FROM THE DOCUMENT KNOWN AS THE bRAMPTON OFFICIAL PLAN














- |               |                          |                                    |   |                            |
|---------------|--------------------------|------------------------------------|---|----------------------------|
| CENTRAL AREA  | OPEN SPACE               | PRIMARY INTENSIFICATION CORRIDOR   | NORTHWEST BRAMPTON URBAN DEVELOPMENT AREA | RESIDENTIAL CHARACTER AREA |
| EMPLOYMENT    | RESIDENTIAL              | SECONDARY INTENSIFICATION CORRIDOR | GREENBELT LEGEND                          |                            |
| COMMUNITIES   | BUILT BOUNDARY LINE      | DESIGNATED GREENFIELD AREA         | DEFERRAL                                  |                            |
| UTILITY       | INTENSIFICATION CORRIDOR | UNIQUE COMMUNITIES                 | MAJOR TRANSIT STATION AREA                | MOBILITY HUB               |
| SUBJECT LANDS |                          |                                    |   |                            |



LANDS TO BE REDESIGNATED FROM "ESTATE RESIDENTIAL TO "RESIDENTIAL"



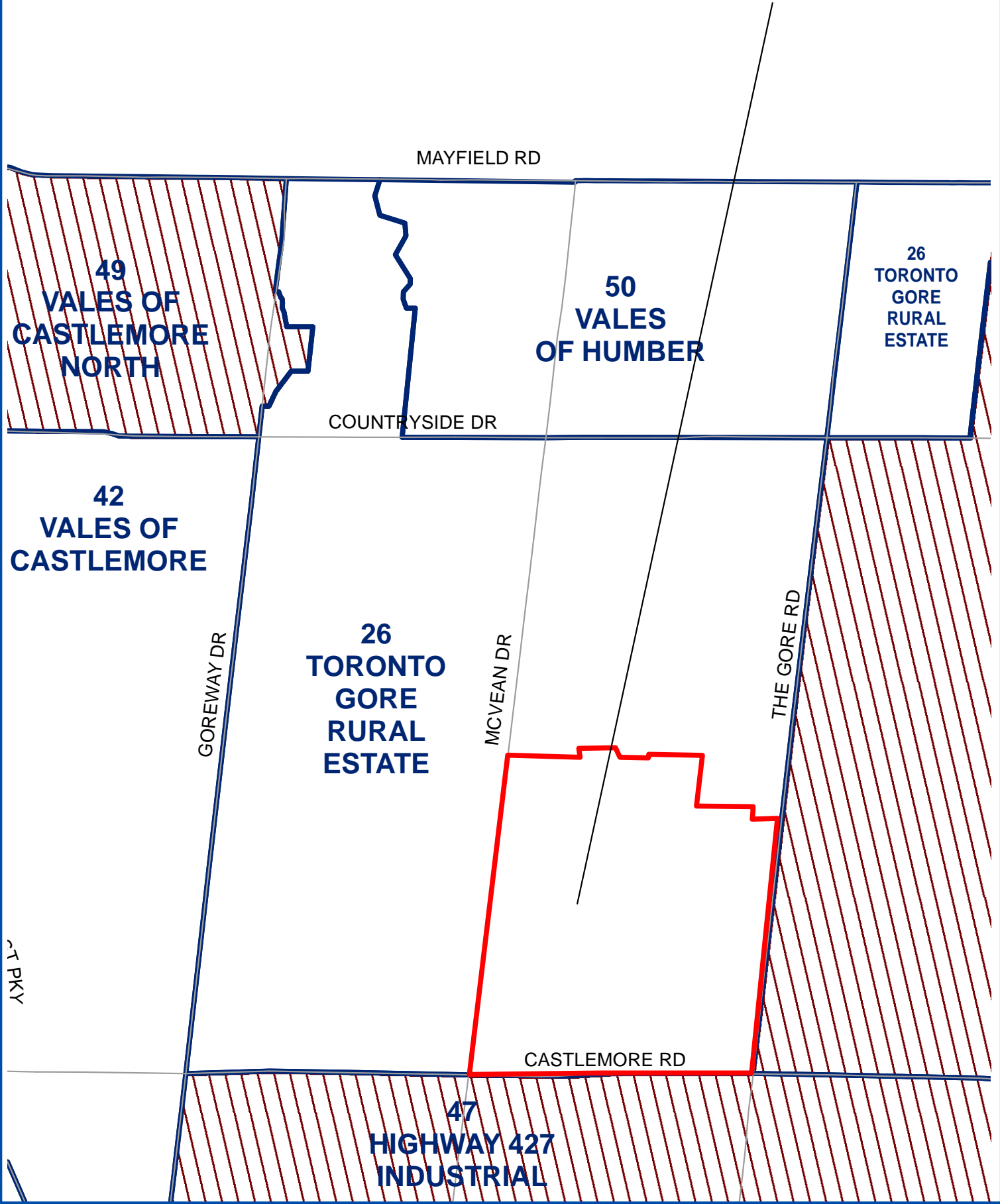
EXTRACT FROM SCHEDULE A (GENERAL LAND USE) FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- |   |  |
|---|--|
|  BUSINESS CORRIDOR                   |  CENTRAL AREA                 |
|  ESTATE RESIDENTIAL                  |  SPECIAL LAND USE POLICY AREA |
|  INDUSTRIAL                          |  SPECIAL STUDY AREA           |
|  MAJOR INSTITUTIONAL                 |  CORRIDOR PROTECTION AREA     |
|  N-W BRAMPTON URBAN DEVELOPMENT AREA |  GREENBELT LEGEND             |
|  OFFICE                              |  L.B.P.I.A. OPERATING AREA    |
|  OPENSOURCE                          |  DEFERRAL                     |
|  PARKWAY BELT WEST                   |  |
|  PROVINCIAL HIGHWAYS                 |  SUBJECT LANDS                |
|  REGIONAL RETAIL                     |  |
|  RESIDENTIAL                         |  |
|  UTILITY                             |  |
|  VILLAGE RESIDENTIAL                 |  |





SECONDARY PLAN BOUNDARY TO BE ADDED  
AND LABELLED SECONDARY PLAN 56 (GORE MEADOWS)



EXTRACT FROM SCHEDULE G(SECONDARY PLAN AREAS) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- Legend**
- LANDS SUBJECT TO THIS AMENDMENT
  - NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING AND DENSITY CATEGORIES OF THE OFFICIAL PLAN





**Date:** 2021-02-19

**Subject:** **Information Report – City-Initiated Draft Official Plan Amendment to implement the new “Airport Intermodal Secondary Plan Area 4”**

**Contact:** Claudia LaRota, Policy Planner, Planning, Building and Economic Development Department, [claudia.larota@brampton.ca](mailto:claudia.larota@brampton.ca)

Jeffrey Humble, Manager, Policy, Prog. & Implement., Planning, Building and Economic Development Department,  
[jeffrey.humble@brampton.ca](mailto:jeffrey.humble@brampton.ca)

**Report Number:** Planning, Bld & Ec Dev-2021-266

**Recommendations:**

1. **THAT** the report titled **“Information Report – City-Initiated Draft Official Plan Amendment to implement the new “Airport Intermodal Secondary Plan Area 4”** to the Planning and Development Committee meeting of April 12, 2021, be received, and;
2. That Planning, Building and Economic Development Department staff be directed to report back to Planning & Development Services Committee with the results of the Public Meeting and a staff recommendation.

**Overview:**

- **A comprehensive review and consolidation exercise of the City’s Secondary Plans was initiated with the intention of reducing the number of secondary plans, and updating policies and schedules.**
- **As part of the first phase of the Review, on September 12, 2018, Council adopted five Official Plan Amendments, which implemented new Secondary Plan Areas 1, 2, 3, 5 and 6.**
- **A draft “Airport Intermodal Secondary Plan Area 4” was presented at a public meeting in 2017 along with the five other secondary plans adopted in 2018, however further changes are now being proposed, requiring an additional public meeting. The changes proposed include adding the**

**Parkway Belt Industrial Secondary Plan Area 32, to create only one large secondary plan that applies to this significant employment area of the City.**

- **The purpose of this report is to present the draft Official Plan Amendment that proposes to consolidate Secondary Plan Areas 13, 14, 22, 23, 32 and 37 into the new “Airport Intermodal Secondary Plan Area 4”.**

### **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.

A comprehensive review and consolidation exercise of the City’s Secondary Plans was initiated with the intent of reducing the number of secondary plans, and updating policies and schedules.

As some of the secondary plans date back to the late 1970’s and some policies are no longer relevant or necessary, the objective is to improve the overall clarity of the documents to facilitate the review of development applications in these areas.

As part of the first phase of the Secondary Plan 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 draft Airport Intermodal Secondary Plan Area 4 was presented at a public meeting in 2017, as part of this first phase of the Review, however, additional changes are being proposed to the 2017 draft, requiring an additional public meeting. One of the significant changes to the original draft is the addition of the Parkway Belt Industrial Area Secondary Plan Area 32, with the intention of creating one secondary plan that applies to this large employment area of the City.

### **Current Situation:**

As part of the Official Plan Review, Planning, Building and Economic Development will evaluate the need to maintain secondary plans in older areas of the City that are largely built out, where significant change is not expected and there can be reliance in the policies of the new Official Plan. However, until Brampton Plan is fully in effect, there is still a need to provide direction and guidance when reviewing development applications in these areas.

Staff is proposing to consolidate the Bramalea North Industrial Area 13, Gore Industrial North Area 14, Bramalea South Industrial Area 22, Gore Industrial South Area 23, Parkway Belt Industrial Area 32 and Airport Rd./Hwy 7 Business Centre Area 37 into one large secondary plan that applies to this large employment area of the City.

All these secondary plans were approved through Official Plan Amendments to the 1976 and 1984 Official Plans, which means that these older Official Plans still remain partially in effect. With the consolidation of these secondary plans into a new planning area, the references to those two Official Plans will be removed.

As all the schedules of these secondary plans were created in CAD, some of the land use designations do not accurately reflect parcel boundaries. The schedules have been migrated to GIS, which uses a parcel base technology, facilitating the identification of land use designations and policies that apply to a specific property.

Policies that are already contained in the 2006 Official Plan or that are no longer relevant are proposed to be deleted. The majority of Special Policy Areas are proposed to be replaced with a parent land use designation if a site has already been built in accordance with the applicable policies and it has appropriate zoning in place. Special Policy Areas that have unique permissions that would not be recognized by a parent land use designation are proposed to be maintained (i.e. the Special Policy Area includes uses that would not otherwise be permitted by the parent land use designation, or only a single or very specific use is permitted).

The Airport Intermodal Secondary Plan proposes to combine all the different land use designations that currently apply to the 6 secondary plans, to create one consolidated set of policies that apply to the entire area. The consolidation of these existing land use designations may result in minor additional permissions for certain properties, however, this exercise is not intended to identify new areas for intensification, change existing density targets or redesignate any properties. Rather, this exercise is being undertaken to clarify the language and ensure the policies are updated so that a further review can be undertaken if necessary once the ongoing Official Plan Review is finalized. The Secondary Plans will be updated as appropriate to reflect changes in Official Plan policies.

### **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 consolidation of older secondary plans is being undertaken with the objective of updating applicable policies and schedules, and improving the overall clarity of the documents to be more user friendly.

Authored by:

Reviewed by:

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Claudia LaRota, Policy Planner  
Planning, Building & Economic  
Development Department

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Bob Bjerke, Director, City Planning &  
Design  
Planning, Building & Economic  
Development Department

Approved by:

Submitted by:

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

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David Barrick, Chief Administrative  
Officer

### Appendices:

Appendix A: Draft Airport Intermodal Secondary Plan  
Appendix B: Schedule 4  
Appendix C: Bramalea North Industrial Area 13 track version  
Appendix D: Gore Industrial North Area 14 track version  
Appendix E: Bramalea South Industrial Area 22 track version  
Appendix F: Gore Industrial South Area 23 track version  
Appendix G: Parkway Belt Industrial Area 32 track version  
Appendix H: Airport Rd./Hwy 7 Business Centre Area 37 track version

**DRAFT**

**AIRPORT INTERMODAL  
SECONDARY PLAN  
Area 4**

February 2021

## **EXPLANATORY NOTES**

### **Airport Intermodal Secondary Plan Area 4**

#### **General**

- i. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- ii. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- iii. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- iv. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

#### **Specific (Pertaining to Secondary Plan 4, The Airport Intermodal Secondary Plan)**

The Airport Intermodal Secondary Plan consists of Chapter 4 of the document known as the 2006 City of Brampton Official Plan.

Chapter 4 is based on Official Plan Amendment OP2006- to the document known as the 2006 Official Plan, as adopted by City Council on (BL).

This document is provided for convenience only. For official reference, resource should be had to the original documents noted above.



## Planning Context

The lands subject to the policies contained in the Airport Intermodal Secondary Plan Area 4 are generally bounded by North Park Drive and Cottrelle Boulevard to the north, the municipal boundary to the south, Finch Avenue, Goreway Drive and Humberwest Parkway to the east, Torbram Road to the west, and including some properties with frontage along Melanie Drive.

## Development Concept

This Secondary Plan provides a land use framework for this large employment area of the City that is complimented by a variety of commercial uses. The following land use designations are contained within the Airport Intermodal Secondary Plan Area:

- General Employment 1
- General Employment 2
- Prestige Employment
- Office Centre
- Mixed Employment Commercial
- District Retail
- Highway and Service Commercial
- Highway Commercial
- Service Commercial
- Convenience Retail
- Secondary School
- Place of Worship
- Utility
- Natural Heritage System
- Cemeteries
- Special Site Areas
- Parkway Belt West Policy Area

## Land Use Designations and Permissions

### **1. Employment**

#### **1.1 General Employment 1**

1.1.1 Uses permitted on lands designated General Employment 1 on Schedule 4 shall include:

a. A broad range of industrial uses including but not limited to:

- i.) warehousing and storage of goods;
- ii.) manufacturing;
- iii.) processing;
- iv.) repairing and servicing operations, but excluding motor vehicle body shops; and,
- v.) outdoor storage areas, only as accessory to an industrial use,

and which shall be screened from public view.

- b. Ancillary uses directly associated with the principal industrial use.
- c. A residential unit, only for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment.

## 1.2 General Employment 2

1.2.1 In addition to the uses permitted on the General Employment 1 designation, lands designated General Employment 2 on Schedule 4 may also include the following uses:

- i.) distribution centres;
- ii.) motor vehicle repair and body shops;
- iii.) waste processing and transfer station;
- iv.) public utility installations;
- v.) business and administrative office buildings; and,
- vi.) public uses and works.

## 1.3 Mixed Employment Commercial

1.3.1 Lands designated Mixed Employment Commercial on Schedule 4 shall be used for non-obnoxious industrial uses, activities that combine industrial and commercial purposes, and specialized or space-extensive commercial purposes.

1.3.2 The uses permitted within this designation include:

- i.) manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;
- ii.) retail warehousing (and other space-extensive retailing) limited to those which are not engaged in the selling of food
- iii.) home furnishings, garden centres and home improvement retail warehouses;
- iv.) recreation facilities or structures;
- v.) community clubs;
- vi.) automobile sales dealerships/establishments;
- vii.) public or utility uses;
- viii.) service shops; and,
- ix.) banquet halls.

1.3.3 Outdoor display areas shall not be permitted in front yards or abutting arterial roads or a highway right-of-way.

#### 1.4 Prestige Employment

1.4.1 Uses permitted on lands designated Prestige Industrial on Schedule 4 shall include:

- i.) research and development facilities, warehousing, manufacturing, processing, assembly, packaging, repairing and fabricating provided that such uses operate within an enclosed building and have no outside storage;
- ii.) offices ancillary to an industrial use;
- iii.) business, administrative and government office buildings;
- iv.) product showroom and display facilities;
- v.) one restaurant per industrial mall;
- vi.) ancillary retail and service uses;
- vii.) hotels, motels and banquet halls;
- viii.) recreation facilities or structures;
- ix.) day nurseries.

1.4.2 Outside storage is not permitted in the Prestige Employment designation, except for lands which are zoned for industrial uses and directly abut the Canadian National Railway right-of-way, north of Queen Street East, and for the properties municipally known as 7900 Airport Road, 750 and 850 Intermodal Drive, where appropriate outside storage screening shall be provided.

#### 1.5 Office Centre

1.5.1 The Office Centre designations shown on Schedule 4 are intended to be symbolic. Their extent and location may be interpreted flexibly in accordance with the other policies and intent of this plan. Areas located within the Office Centres are intended to be designed in a manner that presents a highly visible prestige image.

1.5.2 In addition to uses permitted in the underlying Service Commercial or Prestige Employment designation, uses permitted on lands designated Office Centre on Schedule 4 shall also include:

- i.) business, professional and administrative office buildings;
- ii.) hotels and motels;
- iii.) ancillary convenience and retail establishments, personal service shops, restaurants, financial institutions, recreational, institutional, and business support activities provided that the

floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the principal permitted use.

1.5.3 The following uses shall be prohibited within lands designated Office Centre:

- i.) motor vehicle body shop, repair shops and sales; and
- ii.) the development or expansion of service stations or gas bars.

## **2. Commercial**

### **2.1 District Retail**

2.2.1 Uses permitted on lands designated District Retail on Schedule 4 shall permit the range of uses and be developed in accordance with the District Retail policies of Section 4.3.4 and other relevant policies of the Official Plan.

### **2.2 Convenience Retail**

2.2.1 Lands designated Convenience Retail on Schedule 4 shall permit the range of uses and be developed in accordance with the Local Retail policies of Section 4.3.5 and other relevant policies of the Official Plan.

### **2.3 Service Commercial**

2.3.1 Lands designated Service Commercial on Schedule 4 shall be used predominantly for service commercial purposes such as small-scale retail and convenience stores, service uses, restaurants, recreation facilities, hotels, banquet halls, small offices and financial institutions.

### **2.4 Highway Commercial**

2.4.1 Lands designated Highway Commercial on Schedule 4 shall be used for those purposes that are primarily oriented to the traveling public, such as service stations and related activities including gas bars and motor vehicle washing establishments, and convenience commercial uses.

### **2.5 Highway and Service Commercial**

2.5.1 Uses permitted on lands designated Highway and Service Commercial on Schedule 4 may include:

- i.) retail warehousing (and other space extensive retailing) limited to those which are not engaged in the selling of food;

- ii.) home furnishing, garden centres and home improvement retail warehouse;
- ii.) automobile service stations, gas bars, repair facilities, sales and leasing establishments, and associated uses;
- iii.) restaurants;
- iv.) convenience stores;
- iv.) personal service shops;
- v.) recreation facilities and community clubs;
- vi.) offices;
- vii.) banks, trust companies or financial institutions;
- viii.) retail establishments; and
- ix.) hotels/motels and banquet halls.

### **3. Natural Heritage System**

3.1.1 Lands designated Natural Heritage System shall be developed in accordance with Section 4.6 and other relevant policies of the Official Plan.

3.1.2. The Natural Heritage System shall include:

- i.) Valleylands/Watercourse corridors;
- ii.) Woodlands;
- iii.) Wetlands;
- iv.) Storm Water Management Ponds;
- v.) Environmentally Sensitive/Significant areas;
- vi.) Areas of Natural and Scientific Interest (ANSI);
- vii.) Fish and Wildlife Habitat, and;
- viii.) Greenbelt Plan Natural System.

### **4. Cemeteries**

4.1 Cemeteries shall be developed in accordance with the Recreational Open Space policies of Section 4.7 of the Official Plan.

4.2 Cemeteries will also be subject to the Institutional and Public Uses policies of Section 4.9.13 of the Official Plan.

### **5. Utility**

5.1 Lands designated Utility shall be used for electric transmission lines and other utilities, and shall be subject to the Infrastructure and Utilities policies of Section 4.8 of the Official Plan and the policies of the Parkway Belt West Plan, 1978.

## 6. Institutional

- 6.1 Lands designated Institutional on Schedule 4 includes Schools, Places of Worship and Fire Stations, and shall be developed in accordance with the Institutional and Public Uses policies of Section 4.9 and other relevant policies of the Official Plan.
- 6.2 Places of Worship shall also be developed in accordance with Sections 4.2.1.1, 4.3.1.8, 4.4.1.2, 4.4.2.5, and other relevant policies of the Official Plan.

## 7. Parkway Belt West Policy Area

- 7.1 The lands designated Parkway Belt West Policy Area on Schedule 4 shall be subject to section 5.5.1 of the Parkway Belt West Plan (PBWP), 1978.

## 8. Special Site Areas

The following area and/or site-specific policies apply to the lands identified on Schedule 4 with the corresponding section number reference.

- 8.1 The proposed collector road within **Special Site Area 1** *(former Special Policy Area 1 from SP23)*, located at the south west corner of Goreway Drive and Auction Lane, will not be required while the subject lands are being used for outdoor storage or motor vehicles. However, should the lands be developed for an alternative industrial use, other than for the outdoor storage or motor vehicles, and if traffic impact studies determine that the proposed collector road will be required to serve this development or adjacent developments, the City will require the owner to gratuitously convey the necessary road right-of-way to the City, and to construct this portion of the collector road to full municipal standards to the satisfaction of the City.
- 8.2 **Special Site Area 2** *(see S. 3.2.13 of SP23)*, located at 30 Intermodal Drive, may be used for a personal service shop use in conjunction with other permitted industrial uses, subject to a maximum gross floor area set out in the zoning by-law.
- 8.3 **Special Site Area 3** *(former Special Policy Area 1 from SP22)* applies to those lands designated General Employment 2 on Schedule 4 which are situated at the southeast corner of Clark Boulevard and Summerlea Road. Notwithstanding the General Employment 2 designation of these lands, commercial uses are permitted, but shall not exist concurrently with General Employment 2 uses.
- 8.4 The lands situated at the southwest corner of Airport Road and Coventry Drive within **Special Site Area 4** *(former Special Policy Area 2 from SP22)*

shall permit a motel containing a dining room restaurant and an office, or, industrial purposes in accordance with the General Employment 2 policies of this plan, but not both.

8.5 In addition to employment uses, **Special Site Area 5** (*former Special Policy Area 3 from SP22*) shall permit a cemetery, a crematorium and a funeral visitation centre. The interment of human remains on the property is prohibited.

8.6 In addition to General Employment 1 uses, **Special Site Area 6** (*former Industrial Special Policy Area from SP14*) shall permit a place of worship in accordance with the following principles:

- i) The design of the Place of Worship shall be integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing, scale and architecture of the building shall be compatible with the character of adjacent uses;
- ii) Sensitive accessory land uses (including day care centres and religious schools) are prohibited. One residential unit with up to four guest rooms will be permitted.
- iii) Off-site parking shall be permitted to ensure adequate parking is provided for the place of worship as required by the Zoning By-law.
- iv) If off-site parking is to be provided for a place of worship, the off-site parking shall also be located within Special Site Area 6.
- v) While a place of worship operates at 135 Sun Pac Boulevard, 115 Sun Pac Boulevard shall not be developed in a manner that will have the effect of reducing the number of parking spaces on the property that would result in the place of worship at 135 Sun Pac Boulevard being placed in a parking deficiency as required by the Zoning By-law.

8.7 The lands designated Service Commercial in **Special Site Area 7** (*See S. 3.2.9 of SP37*), and which are located in the northwest quadrant of Queen Street East and Maritime Ontario Boulevard may include an Automotive Sales, Leasing, Servicing and Body Shop establishment. An Automobile Servicing and Body Shop shall only be permitted when it is accessory to an Automotive Sales and Leasing establishment.

8.8 The lands within **Special Policy Area 8** (*See S. 3.4.10 of SP37*) and bound by Goreway Drive to the east, Queen Street to the north, Auction Lane to the west, and having a southerly boundary located about 140 metres south of Queen Street, shall permit the following uses:

8.8.1 Uses permitted in the Mixed Employment Commercial designation, and,

8.8.2 Only for lands located within 180 metres of Goreway Drive:



- i.) office, with a maximum floor space index of 0.5;
- ii.) restaurant;
- iii.) retail and service commercial related uses. Within each retail establishment, the maximum gross commercial floor area shall be 929 m<sup>2</sup> (10,000 ft<sup>2</sup>) for retailing engaged in the selling of food;
- iv.) bank;
- v.) motel,
- vi.) service station with associated car wash;
- vii.) shall exclude a garden center sales establishment and an automobile sales dealership/establishment.

**8.9** The lands located within **Special Site Area 9** (*See 3.4.10.1 of SP 37*) and bounded by Delta Park Boulevard to the west, Queen Street East to the north and Tracey Boulevard to the south, and having an easterly boundary located approximately 72 metres east of Delta Park Boulevard, may permit the following uses in addition to uses permitted in the Mixed Employment Commercial designation:

- i.) retail establishment having no outside storage;
- ii.) office;
- iii.) financial institution;
- iv.) dry cleaning and laundry distribution station;
- v.) restaurant;
- vi.) commercial school;
- vii.) technical school;
- viii.) recreational school.

**8.9.1** Automobile sales dealerships and establishment shall not be permitted.

**8.10 Special Site Area 10** (*former Special Policy Area 7 from SP13*) located on the north side of Queen Street East, east of Torbram Road shall be used as a fast food restaurant with drive-through facilities.

**8.11 Special Site Area 11** (*former Special Site Area 2 from SP13*) located on the north side of Queen Street East and east of Torbram Road shall be used only as a new car sales establishment, together with related facilities.

**8.12 Special Site Area 12** (*former Special Site Area 3 in SP 37*) applies to lands located north of Queen Street East, between Humberwest Parkway and Goreway Drive which are currently used for residential purposes. These properties shall have a 15 metre buffer zone on lands abutting the limits of their lot lines in order to minimize the adverse effects of the surrounding non-residential development. The buffer zone is not to be utilized for

industrial and business purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedule 4.

- 8.13 **Special Site Area 13** (*former Special Policy Area 4 in SP22*) located at 21 Coventry Road shall permit a private school in addition to the other permitted uses under the General 1 designation, and accessory uses thereto. To limit the size of the school, the zoning by-law shall establish a restriction on the gross floor area for classrooms.
- 8.14 **Special Site Area 14** (*former Special Policy Area 3 in SP32*) applies to lands located north of Steeles Avenue East between Goreway Drive and Gorewood Drive, and south of the Highway 407 right-of-way. The following policies apply to Special Site Area 14:
- i.) Schedule 4 designates these lands for a blend of Prestige Employment, Mixed Employment Commercial and Office purposes. Due to the potential traffic impact arising from the development of this site on the surrounding road network, the actual boundaries, and amount of permissible floor space allocated to these designated land uses shall be determined by comprehensive traffic studies.
  - ii.) In this regard, the designations shown on Schedule 4 are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.
  - iii.) Developments within Special Site Area Number 14 shall not have separate access from Steeles Avenue. A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.
  - iv.) To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road, shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Site Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Site Area.
  - v.) Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within Special Site Area 14 can be achieved in accordance with this chapter.
- 8.15 **Special Site Area 15** (*See S. 4.2.8 of SP32*) located at the north-east corner of Airport Road and Driver Road having an area of approximately 1.1 hectares (2.6 acres) and designated for “Service Commercial” uses may also be used for “Mixed Employment Commercial” uses. The “Mixed Employment Commercial” uses are only permitted in conjunction with office

uses. A minimum gross floor area of 1,394 square metres (15,000 square feet) shall be devoted to office uses. The entire portion of the building facing Airport Road shall only be used for office uses and shall have a minimum height of two storeys. .

- 8.16 **Special Site Area 16** (*See S. 4.3.9 of SP32*) applies to lands designated Mixed Employment Commercial and located on the east side of Airport Road and generally situated midway between Steeles Avenue East and the CN Rail corridor. This designation shall permit limited office, retail and service commercial uses, but excluding a retail establishment or retail warehouse smaller than 1860 square metres and excluding a supermarket, a grocery store, a convenience store, a variety store or motor vehicles parts retail outlet.
- 8.17 **Special Site Area 17** (*former Special Policy Area 6 of SP32*) applies to those lands designated Mixed Employment Commercial on Schedule 4, which are located on the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the Mixed Employment Commercial designation of this chapter, a fast food restaurant with a drive through facility shall also be permitted.
- 8.18 **Special Site Area 18** (*former Special Policy Area 7 from SP32*) applies to those lands designated Service Commercial on Schedule 4, which are situated on the west side of Finch Avenue, south of Kenview Boulevard, and more particularly described as Blocks 1, 2 and 3 of Plan 43M-987. Notwithstanding the Service Commercial designation of these lands, industrial uses are permitted but shall not exist concurrently on any one property with uses permitted by the Service Commercial designation of the lands.
- 8.19 **Special Site Area 19** (*former Special Policy Area 8 from SP32*) applies to those lands designated Service Commercial on Schedule 4, which are situated on the north side of Steeles Avenue East, east of Airport Road. Notwithstanding the Service Commercial designation of these lands, uses in the Prestige Employment designation are also permitted.
- 8.20 **Special Policy Area 20** (*former Special Policy Area 9 from SP32*) applies to those lands designated Utility on Schedule 4, which are situated at the northwest corner of the intersection of Intermodal Drive and Deerhurst Drive. It is intended that the use of these lands for transmission lines and related facilities be maintained in accordance with the policies of the Parkway Belt West Plan (PBWP). However, these lands may also be used for parking accessory to an abutting commercial-type use, subject to the policies of Parkway Belt West Plan (PBWP), 1978.

8.21 **Special Site Area 21** (former Special Policy Area 3 from SP25), within lands at the southeast corner of Steeles Avenue East and Torbram Road which are intended for a mix of industrial and commercial uses. The following policies apply:

- i.) Development shall be in the form of low-rise, multi-unit buildings to maintain the primary multiple-unit industrial plaza function.
- ii.) Limited commercial uses such as retail commercial, service commercial, and office commercial uses are envisioned, so as not to detract and interfere with the primarily permitted industrial uses.
- iii.) To accommodate the mix of industrial uses and limited commercial uses, while maintaining a low-rise, multi-unit development built form and appropriate space for parking and loading activities, the permitted gross floor area shall be limited accordingly and building height limited to one storey. Office uses demanding higher parking requirements, such as medical and dental offices should not be permitted.
- iv.) Perimeter landscaping sufficient to buffer the view of loading and service areas should be maintained.

8.22 **Special Site Area 22** (A7 from Plate 18 SP22), located at the northeast corner of Steeles Avenue East and Torbram Road, shall permit show case industries or office development, with limited commercial uses which are ancillary to office development, but not both. The following requirements will also apply:

- i.) Direct access to Steeles Avenue or Torbram Road shall not be permitted and access shall be by a new internal road. Provision shall be made for adequate parking, loading, landscaping, yard widths, and depths to ensure an attractive and functional development.
- ii.) Rail access would be available for the lands, and provisions may be made for the extension of this rail access to lands within the area which may require it from the spur line locations as shown. The actual location of rail facilities or easements for their provision shall be determined at the time of development.
- iii.) Outside storage areas may be permitted within the lands subject to detailed design considerations.

8.23 **Special Site Area 23** (See S. 3.3.7 of SP23). Notwithstanding the Highway Commercial designation of the property located on the northeast corner of Airport Road and Intermodal Drive, the property may be used for both Highway Commercial and Industrial purposes. The permitted Highway Commercial uses on this site shall be limited to a service station, a motor vehicle washing establishment, and a maximum of two restaurants. The maximum gross leasable floor area devoted to the restaurants shall be

limited to approximately 511 square metres in total, with no individual restaurant exceeding a gross leasable floor area of approximately 279 square metres. The implementing zoning by-law shall also contain restrictions to limit the extent and nature of office and commercial development.

8.24 **Special Site Area 24** (See S. 3.3.8 of SP23). Notwithstanding the Highway Commercial designation of the property located on the northeast corner of Airport Road and Clark Boulevard, the property may be used for both industrial and office/commercial purposes subject to the following development restrictions:

- a) The following types of offices shall not be permitted:
  - i) medical, health care and dental practitioners;
  - ii) administrative offices of school boards and governments; and
  - iii) offices of accredited or licensed professionals such as accountants, financial advisors, insurance agents/brokers, landscape architects, lawyers, and real estate agents/brokers/appraisers.
- b) The maximum gross leasable floor area devoted to the sale of food in any retail establishment shall not exceed 930 square metres.
- c) The total maximum gross leasable floor area for small retail establishments (less than 1,860 square metres of gross leasable floor area) shall not exceed 15% of the total gross leasable floor area.
- d) A maximum of two restaurants shall be permitted with total maximum gross leasable floor area of 930 square metres.
- e) Any industrial uses shall be conducted within an enclosed building.

8.25 **Special Site Area 25** (former Special Policy Area 12 in SP32) applies to those lands designated Prestige Employment with an overlying Office Centre designation which are situated within the northwest quadrant of Steeles Avenue and Airport Road. In addition to the uses permitted in the Prestige Employment and Office Centres, community clubs shall also be permitted. The following policies shall also apply:

- i.) A banquet hall may initially be developed only up to a maximum gross floor area of 6,968 square metres (75, 000 square feet), after which it may be expanded in size only in conjunction with an office building or hotel/motel having a gross floor area equivalent to at least half the size of the banquet hall. Sensitive land uses, including a day nursery, shall not be permitted, given that the lands are situated with the Lester B. Pearson International Airport Operating Area.

- ii.) The accessory uses set out in policy 1.5.2.iii.) shall be permitted within a hotel or motel as well as an office building, in accordance with the floor area restrictions. However, notwithstanding policy 1.5.2.iii), the following specific commercial uses are also permitted as freestanding development in conjunction with any transitway station developed on abutting lands, provided that the total combined gross floor area of the following uses is not more than 929 square metres (10,000 square feet):
- (a) a bank, trust company or financial institution;
  - (b) a personal service shop;
  - (c) a convenience restaurant or a take-out restaurant;
  - (d) a dry cleaning and laundry distribution establishment; and,
  - (e) a convenience store.
- iii.) It is intended that the lands be developed in a manner that presents a highly visible prestige image. In this regard, the lands shall be developed in accordance with established site specific urban design guidelines approved by the City. Development of the lands shall also be subject to appropriate requirements and restrictions to be implemented by the zoning by-law. The following development standards shall apply:
- (a) a maximum building height of 17.0 metres shall be permitted for prestige industrial development;
  - (b) a minimum 9.0 metre wide landscape strip shall be required abutting Steeles Avenue East; and
  - (c) a minimum building setback of 24.0 metres from Steeles Avenue East shall be required.
- iv.) Access to the lands will include, at a minimum, one full moves access from Steeles Avenue East which shall be designed to the satisfaction of the Region of Peel. Ultimately, it is intended that this access be shared by the future planned transitway station located on abutting lands to the east, at the northwest corner of Airport Road and Steeles Avenue East.
- v.) In addition, it is the intent of this plan to ensure that the facades of buildings and structures having exposure to Highway Number 407, Steeles Avenue East and the abutting transitway stations site incorporate a high level of architectural treatment in terms of façade design and appearance, such that the showcase prestige industrial/office centre image intended for this designation is reinforced.

## **9. Aircraft Noise**

- 9.1 Aircraft noise may affect certain industrial, hotel, retail and office uses which shall be subject to the aircraft noise policies of section 4.6 of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval.
- 9.2 As part of the development approval process, certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of proposed developments meet provincial noise guidelines.

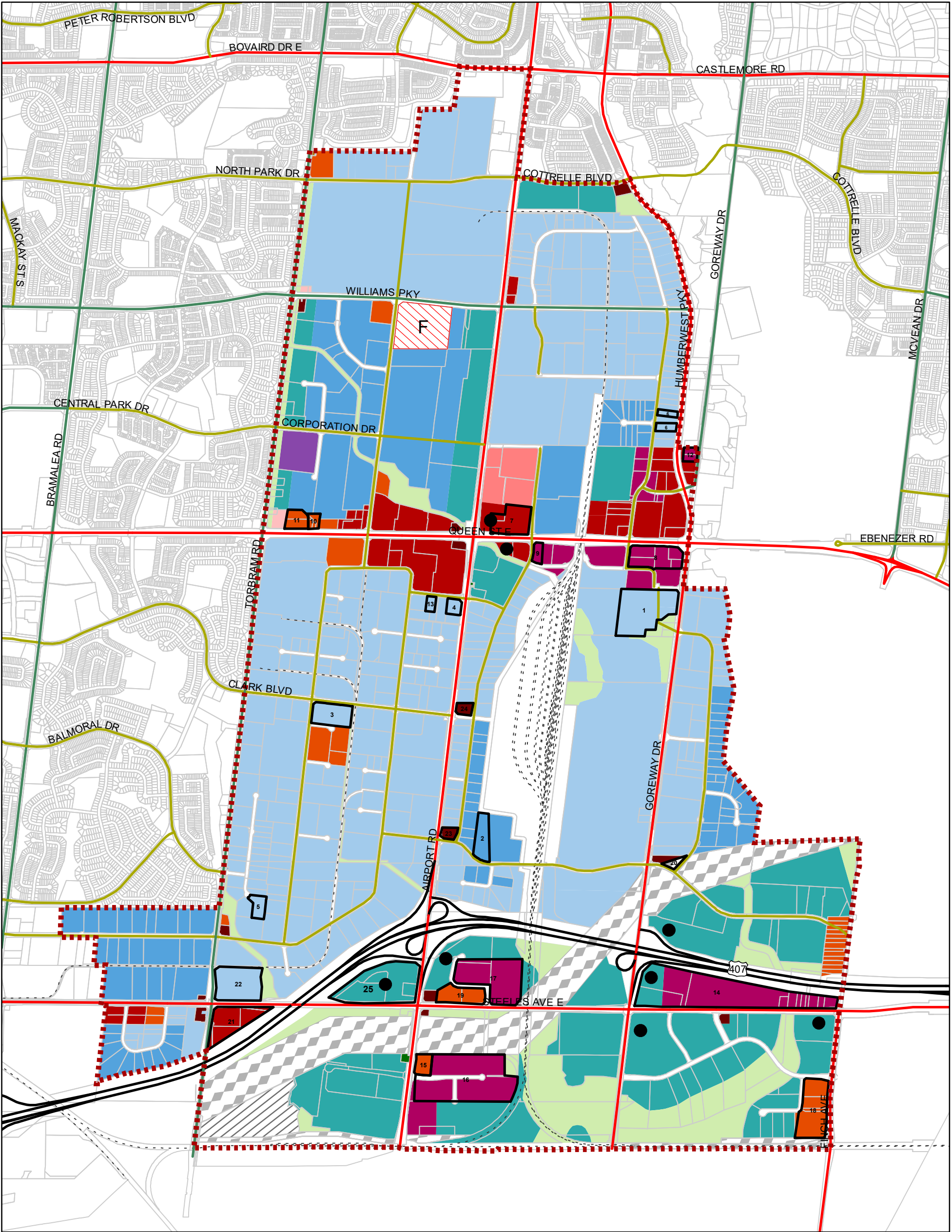
## **10. Airport Height Limitations**

- 10.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary planning area.

## **11. Railways**

- 11.1 Schedule 4 recognizes the alignment of the Canadian National Railway. In this regard, potentially sensitive areas are recognized as those lands lying within 75 metres for vibration and 300 metres for noise of the railway right-of-way. These lands shall be subject to CN's Rail Noise Vibration and Safety Impact Policy, as deemed appropriate, as a condition of development approval. In addition, fencing and setback requirements may be required as a condition of development approval for abutting lands.





Airport Intermodal Secondary Plan - Area 4

| COMMERCIAL |                              | EMPLOYMENT |                               | OPEN SPACE |                         | INSTITUTIONAL |                   | ROADS |                     |
|------------|------------------------------|------------|-------------------------------|------------|-------------------------|---------------|-------------------|-------|---------------------|
|            | CONVENIENCE RETAIL           |            | GENERAL EMPLOYMENT 1          |            | NATURAL HERITAGE SYSTEM |               | SECONDARY SCHOOL  |       | COLLECTOR ROAD      |
|            | DISTRICT RETAIL              |            | GENERAL EMPLOYMENT 2          |            | CEMETERY                |               | FIRE STATION      |       | MAJOR ARTERIAL ROAD |
|            | HIGHWAY & SERVICE COMMERCIAL |            | PRESTIGE EMPLOYMENT           |            |                         |               | PLACE OF WORSHIP  |       | MINOR ARTERIAL ROAD |
|            | HIGHWAY COMMERCIAL           |            | MIXED EMPLOYMENT COMMERCIAL   |            |                         |               | L.B.P.I.A AREA    |       | HIGHWAY             |
|            | SERVICE COMMERCIAL           |            | PARKWAY BELT WEST POLICY AREA |            |                         |               | SPECIAL SITE AREA |       | RAILWAY             |
|            |                              |            | OFFICE CENTRE                 |            |                         |               | UTILITY           |       |                     |



## Chapter 13(a): THE BRAMALEA NORTH INDUSTRIAL SECONDARY PLAN

### 3.0 DEVELOPMENT POLICIES

#### 3.1 Industrial Policies

3.1.1 ~~Lands designated on Schedule SP13(a) for industrial purposes are intended to be developed with a broad range of Prestige and General Industrial Uses in accordance with the provisions of CHAPTER 2, Section 2.3 of this plan.~~

3.1.2 The uses permitted on lands designated Prestige Industrial on Schedule SP13(a) shall be: To be redesignated Prestige Employment

- (i) manufacturing, processing assembling, packaging, fabricating, warehousing and storage within wholly enclosed buildings;
- (ii) office space directly associated with an industrial activity, within the same structure;
- (iii) business and administrative office buildings;
- (iv) government service buildings;
- (v) research and development facilities; and,
- (vi) product showroom and display facilities.

3.1.3 ~~The permitted uses within the Prestige Industrial designation shall be established on landscaped lots in a park like surrounding. A high standard of conceptual building design shall be required, and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted.~~

3.1.4 The primary uses permitted on lands designated General Industrial on Schedule SP13(a) shall be: To be redesignated General Employment 2

- (i) manufacturing, processing, assembling, packaging, construction, warehousing;
- (ii) office space directly associated with the General Industrial activity;
- (iii) business and administrative office buildings;
- (iv) automotive repair and body shops; and,

- (v) operations such as structural steel and plate fabricating, lumber yards, truck and transportation terminals, public utility installations, government uses and works.

3.1.5 ~~Business and administrative office buildings shall only be permitted provided such uses do not interfere with, nor are detrimental to the development of the area predominantly for industrial use.~~

3.1.6 Lands designated for General Industrial purposes may include uses that have outdoor storage areas. In instances where outdoor storage is provided, visual screening shall be required in the form of landscaping or fencing.

3.1.7 ~~Development of lands designated for industrial purposes shall proceed on the basis of registered plans of subdivision or the consent policies of this Plan, in accordance with a design acceptable to Council.~~

3.1.8 ~~Development will proceed only when Council is satisfied that all necessary services and utilities are adequate.~~

3.1.9 ~~The design of development shall reflect a degree of flexibility regarding industrial site layout, and the size of industrial parcels.~~

3.1.10 ~~In consideration of the potential impact of aircraft noise on the lands subject to this amendment, it shall be the policy of the municipality to ensure that the minimum standards of the Ministry of the Environment are satisfied.~~

3.1.11 ~~Only those industries which meet the air and noise pollution standards of the Ministry of the Environment shall be permitted within lands designated for industrial purposes.~~

3.1.12 ~~To provide protection to adjacent residential dwellings, it shall be the policy of the City to require adequate measures such as the reservation of abutting lands for buffering, landscaping, berming and screening to minimize potential conflicts between non-compatible uses.~~

3.1.13 ~~In accordance with CHAPTER 7, section 7.7, site plan control shall be applied to all industrial development.~~

## 3.2 **Commercial Policies**

3.2.1 Lands designated "Commercial" on Schedule SP13(a) are intended to be used for retail and service establishments designed to provide a direct service to industrial uses and their personnel, and for service

OPA 138

commercial purposes comprising small scale retail, service and office uses serving other than industrial uses and their personnel. To be redesignated Service Commercial

### 3.3 Open Space

- 3.3.1 Lands designated Open Space on Schedule SP13(a) are intended to be used for recreational activities, storm water management purposes, and/or as a land use buffer. To be redesignated NHS

### 3.4 Special Policy Areas Special Site Areas

- 3.4.1 ~~Notwithstanding the Industrial designation for lands shown outlined as "Special Policy Area Number 1" on Schedule SP13(a), existing single family residential uses may be permitted subject to the provisions of CHAPTER 7, section 7.11 NON-CONFORMING USES, of this plan. In this regard, Council shall encourage the development of these lands, in conjunction with abutting land for industrial purposes in accordance with CHAPTER 2, subsection 2.3.3.2 of this Plan. If such redevelopment does not occur, Council may require owners of abutting land to establish appropriate buffers from development Industrial uses by means of landscaped areas, fencing and screening. Residential uses no longer existing. SPA to be deleted.~~

- 3.4.2 Lands shown on Schedule SP13(a) as "Special Policy Area Number 2" shall be used only as a new car sales establishment, together with related facilities. To be maintained as SSA 11

- 3.4.3 ~~Lands shown on Schedule SP13(a) as "Special Policy Area Number 3" shall be used only as a tool and equipment rental establishment with no outside storage, a motor vehicle parts retail outlet, an automobile service and sales establishment and a fast food restaurant with drive-through facilities, provided that only one common driveway facility is used for access purposes to Highway Number 7. SSA 3 to be deleted. Site to be redesignated Highway and Service Commercial (expands range of uses permitted).~~

- 3.4.4 ~~Within "Special Policy Area Number 4" as indicated on Schedule SP13(a), the uses permitted are a bakery, garden centre, fruit and vegetable market, delicatessen, grocery store and an office accessory to the retail business. The following development principles shall also apply: SSA 4 was deleted when area moved to SP37 and designated Highway & Service Commercial. Designation to remain~~



3.4.5 ~~Lands shown on Schedule SP13(a) as "Special Policy Area Number 5" shall be used as a standard restaurant and a gas bar. The development of the standard restaurant, which may precede the development of the standard restaurant, which may not be constructed until: SSA 5 to be deleted and redesignated Highway Commercial~~

3.4.6 ~~Lands designated "Commercial" and identified on Schedule SP13(a) as Special Policy Area Number 6 shall be used as a convenience commercial plaza in accordance with the provisions of CHAPTER 2, subsection 2.2.3.20 of this plan. SSA 6 to be deleted and redesignated Convenience Retail~~

3.4.7 Lands shown on Schedule SP13 (a) as Special Policy Area Number 7, shall be used as a fast food restaurant with drive-through facilities and shall be subject to the following principles: To be added as SSA 10

3.4.8 ~~Lands shown on Schedule SP13(a) as "Special Policy Area 8" shall be developed for the purposes of Separate Secondary School. Noise Control measures that meet provincial noise control levels for noise impact from Pearson International Airport and adjacent roadways, as recommended by a qualified acoustical engineer, shall be incorporated in the design and construction of the school and any portable classrooms. SSA 8 to be deleted and redesignated Secondary School~~

### 3.5 Transportation Policies

### 4.0 MUNICIPAL SERVICES

### 5.0 IMPLEMENTATION AND INTERPRETATION

~~All provisions of Chapter 7 of this Plan shall apply to the implementation and interpretation of this chapter.~~

### Chapter 13(b): THE BRAMALEANORTH INDUSTRIAL SECONDARY PLAN AREA

Chapter 13(b) has already been moved to the Springdale Secondary Plan Area 2

### Part B - Amendment 6

~~The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained in Part B, and including the attached map designated as Schedule "A" to the Amendment.~~

**1.0****DEFINITION****1.1**

~~Industrial Use Area shall mean land which is predominately used for industry. The Industrial Use category includes such activities as warehousing, manufacturing, processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principle use. Industry will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon. All industrial uses to be designated General Employment 1~~

**1.2**

~~Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses. To be designated Service Commercial~~

OPA 155A

Within the Commercial Use Area land designated for Highway Commercial purposes on schedule A shall be used for those purposes which are primarily oriented to the traveling public and are restricted to service station, gas bar and motor vehicle washing establishments.

OPA-OMB  
order-jesna  
C6E8.3

Within the Commercial Use Area, lands designated for "Convenience Commercial" purposes on Schedule A are intended to be planned and developed as a unit with one or more retail service establishments. The intended uses are to serve the needs of the adjacent residential areas, west of Torbram Road, with daily food goods and personal services.

**1.3**

Open Space: Flood Hazard Land Use Area

**1.4**

~~Special Use Area shall mean lands which may have certain physical limitations as a result of economic activity now no longer in operation~~

~~and/or may be the locality of a use that is somewhat unique because of its rare occurrence.~~

## **2.0**

## **LAND USE**

## **3.0**

## **DEVELOPMENT PRINCIPLES**

### **3.1**

### **Development Principles – Generalized**

#### **3.1.1**

#### **DEVELOPMENT PRINCIPLES – INDUSTRIAL USE AREA**

### **3.3**

### **DEVELOPMENT PRINCIPLES – COMMERCIAL USE AREA**

#### **3.3.8**

OPA-OMB  
Order-jesna  
C6E8.3

~~The lands designated as "Convenience Commercial" on Schedule A and located at the northeast corner of Williams Parkway and Torbram Road shall be used only for a gas bar and convenience commercial uses. Council intends that these lands be developed to be compatible with both the adjacent residential and industrial areas to the west and east respectively. To be designated Highway Commercial~~

~~In this regard, the following development principles shall be adhered to:~~

- ~~(a) The use of the lands shall be subject to controls as to points of ingress and egress to minimize deleterious impacts on the proper functioning of the abutting intersection. Council may require road widenings and also the extension of centre medians as a means of prohibiting left turn movements to and from this parcel;~~
- ~~(b) Signs and advertising devices shall be subject to control with regard to location, design and illumination, to ensure a high quality of development and to minimize any adverse impact on adjacent land uses;~~
- ~~(c) Landscaping and screening shall be provided on the site to enhance the appearance of the subject lands and to be compatible with the degree of landscaping on adjacent developments; and~~
- ~~(d) As the subject lands are visible from the intersection of two arterial roads, it is desirable to maintain a high degree of~~



~~aesthetic and architectural integrity. Accordingly, the massing and conceptual design of the proposed structures on the subject lands shall be subject to site plan control.~~

### 3.3.9

OMB Order  
0162

~~The lands designated Commercial at the north-east corner of Torbram and North Park Drive shall be designed in a sensitive fashion to minimize the impact upon abutting and adjacent residential uses and the existing institutional use to the north, through landscaping, the erection of decorative fences and walls, and residential design treatments of the buildings including roof top treatments that are compatible with the abutting residential and institutional properties. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction. To be designated Service Commercial~~

### 3.4

#### ~~DEVELOPMENT PRINCIPLES - SPECIAL USE AREA~~

#### 3.4.1

OP93-109

~~The Special Use Area, as identified within this Amendment, constitutes a trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan. Use no longer exists~~

#### 3.4.3

#### ~~Special Policy Area No. 3(A) and 3(B) Properties moved to the Springdale Secondary Plan Area 2~~

### 3.5

Mod 6

#### ~~DEVELOPMENT PRINCIPLES - OPEN SPACE: FLOOD AND HAZARD LAND USE AREA~~

### 4.0

#### ~~IMPLEMENTATION Refer to Implementation policies of the OP~~

### 5.0

#### ~~INTERPRETATION~~

#### 5.15.2

Mod 10

The boundary of the Parkway Belt West indicated on Schedule "A" reflects the boundary in the Parkway Belt West Plan approved by the provincial cabinet in July 1978. Boundary added to the schedule

## The Gore Industrial North Secondary Plan Area 14

### 1.0 PURPOSE

~~The purpose of this chapter, together with Schedule SP14(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Part I of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP14(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development of predominately residential uses.~~ This includes a 300 metre buffer zone from the building setback of the Chrysler Bramalea Vehicle Assembly Plant at North Park Drive and Airport Road, within which no residential designation or use is permitted.

### 2.0 LOCATION

The subject lands comprise a total area of 129 acres (52.34 hectares) and are generally situated between Castlemore Road and the CN rail spur line, with Airport Road on the west and the Humberwest Parkway right-of-way and adjacent valley lands to the east, comprising part of Lot 9 and all of Lot 10, Concession 7, N.D., in the former geographic Township of Toronto Gore, now in the City of Brampton as shown on Schedule SP14(a).

### 3.0 DEVELOPMENT PRINCIPLES

~~Residential~~ The residential area has already been moved to the Springdale Secondary Plan Area 2

#### 3.1 Industrial

~~Prestige Industrial – To be maintained as Prestige Employment~~

- 3.2.1 The industrial uses permitted by the Prestige Industrial designation shall include such activities as research and development facilities, warehousing, manufacturing, processing, assembly, packaging, repairing and fabricating provided that such uses operate within an enclosed building and have no outside storage, day nurseries, offices ancillary to an industrial use, ancillary retail (up to 15% of the total gross floor area of a building), retail and service uses (only within an industrial mall, to a maximum of 464.5 square metres or 5% of the floor area of the

building, whichever is less), restaurants (one per industrial mall, to a maximum of 464.5 square metres), and banquet halls in accordance with the policies of the Official Plan.

~~3.2.2 Development of the lands within the Prestige Industrial designation shall be based on the following principles:~~

- ~~i) a high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;~~
- ~~ii) provision shall be made to minimize impacts upon residential uses to the north through site design, landscaping and buffer treatments; and~~
- ~~iii) to obtain the desired scale of development, a maximum Floor Space Index (FSI) of 0.5 is permitted~~

**3.3 Commercial**

**3.3.1 Highway & Service Commercial To be maintained as Hwy and Service Commercial (Range of permitted uses has been expanded)**

Lands designated Highway & Service Commercial on Schedule SP14(a) are intended to be used for retail and service establishments designed to serve local area residents and employees and pass-by vehicle traffic and shall be developed in accordance with Section 4.2.10 of Part 1 of the Official Plan.

~~3.3.2 Lands in the Highway and Service Commercial designation shall generally be developed in accordance with the following principles:~~

- ~~i) to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;~~
- ~~ii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping; and,~~
- ~~iii) where parking is provided in the front yard, or facing Airport Road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for~~

~~personal safety.~~

### **Highway Commercial – To be maintained as Hwy Commercial**

~~3.3.3.3.2~~ Lands designated Highway Commercial on Schedule SP14(a) shall be used for automobile service stations, gas bar and related activities. In addition, convenience commercial uses shall also be permitted in accordance with Section 4.2.8 of Part 1 of the Official Plan.

~~3.3.4~~ The lands designated Highway Commercial shall be designed in a sensitive fashion to minimize the impact upon the residential uses to the north, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

~~3.4~~ **Open Space – Designation has been moved the SP 2**

**Stormwater Detention Facility- To be designated NHS**

~~3.5~~ **Heritage Reserve – This property has already been moved to SP2**

~~3.6~~ **Special Study Area- This area is already part of SP39**

~~4.0~~ **Transportation Network**

~~4.1~~ **Roads**

~~4.2~~ **Public Transit**

~~4.3~~ **Pedestrian/Cyclists Links**

~~4.4.3.1~~ **Railways**

~~5.0~~ **Environmental, Servicing and Urban Design Considerations**

~~5.1~~ **Tree Preservation**

~~5.2~~ **Noise Attenuation**

**External Buffer & Design Treatments**

**Storm Water Management**

## 5.5 Urban Design Guidelines

### 6.04.0 Implementation and Interpretation

#### Part B - Amendment 6

The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained in Part B, and including the attached map designated as Schedule "A" to the Amendment.

#### 1.0 DEFINITION

1.1 Industrial Use Area shall mean land which is predominately used for industry. The Industrial Use category includes such activities as warehousing, manufacturing, processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principle use. Industry, will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon. To be replaced with General Employment 1

1.2 Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses. To be replaced with Convenience Retail

1.3 Open Space: Flood Hazard Land Use Area

1.4 Special Use Area

## 2.0 LAND USE

### 3.0 DEVELOPMENT PRINCIPLES

#### 3.1 Development Principles – Generalized

#### 3.2 DEVELOPMENT PRINCIPLES – INDUSTRIAL USE AREA

##### Industrial Special Policy Area 1 To be designated Special Site Area 6

OP2006-053

3.2.13 In addition to industrial uses, the lands located at 135 Sun Pac Boulevard, more specifically described as Part Block 2, Registered Plan 43M-863, Parts 1 and 2 Reference Plan 43R-16306, shall permit a Place of Worship in accordance with the following principles:

- i) The design of the Place of Worship shall be integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing, scale and architecture of the building shall be compatible with the character of adjacent uses;
- ii) Sensitive accessory land uses (including day care centres and religious schools) are prohibited. One residential unit with up to 4 guest rooms will be permitted.
- iii) Off-site parking shall be permitted to ensure adequate parking is provided for the Place of Worship as required by the Zoning By-law.
- iv) If off-site parking is to be provided for a Place of Worship, the off-site parking shall be located within the Industrial Special Policy Area 1 designation located at 115 Sun Pac Boulevard, more specifically described as Part Block 2, Registered Plan 43M-863, Part 1 Reference Plan 43R-16304.
- v) While a place of worship operates at 135 Sun Pac Boulevard, 115 Sun Pac Boulevard shall not be developed in a manner that will have the effect of reducing the number of parking spaces on the property that would result in the place of worship at 135 Sun Pac Boulevard being placed in a parking deficiency as required by the Zoning By-law.

**3.3                    DEVELOPMENT PRINCIPLES - COMMERCIAL USE AREA**

**3.4                    DEVELOPMENT PRINCIPLES - SPECIAL USE AREA No longer existing**

3.4.1                ~~The Special Use Area, as identified within this Amendment, constitutes a trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan.~~

**4.0                    IMPLEMENTATION**

**5.0                    INTERPRETATION**

~~**CHAPTER D1 and Plate 2**~~ **Not part of this Chapter**

~~**CHAPTER D10**~~



## **Secondary Plan 22, The Bramalea South Industrial Secondary Plan)**

### **CHAPTER C23**

#### **1.0 PURPOSE AND LOCATION**

OPA 45A

The purpose of this chapter is to designate an area of approximately 400 hectares, including part of Lot 1, and all of Lots 2, 3, 4, 5, Concession 6, East of Hurontario Street in the geographic Township of Chinguacousy, for industrial and related uses, and to establish policies for the orderly development of this area.

The subject lands are bounded on the north by Highway Number 7, on the east by Airport Road, on the west by Torbram Road and on the south by Steeles Avenue. The area thus circumscribed completes the development of the area between Steeles Avenue and Highway Number 7.

#### **2.0 POLICY**

OPA 45A

##### **Development Principles**

##### **(a) Development Principles - Generalized**

##### **(b) Development Principles - Industrial Use Area**

OPA 189A

OP93-116

The Industrial Use Area identified on Plate 18 as A7 shall permit show case industries or office development, with limited commercial uses which are ancillary to office development, but not both. Direct access to Steeles Avenue or Torbram Road shall not be permitted and access shall be by a new internal road. Provision shall be made for adequate parking, loading, landscaping, yard widths, and depths to ensure an attractive and functional development. Added as Special Site Area 22

Rail access would be available for the lands as shown on Schedule A and provisions may be made for the extension of this rail access to lands within the area which may require it from the spur line locations as shown. The actual location of rail facilities or easements for their provision shall be determined at the time of development.

Outside storage areas may be permitted within the lands subject to detailed design considerations.

- ~~b) the provision of an adequate setbacks to ensure the continued general amenity of the area.~~

**Special Policy Area 1 To be designated General Employment 1 and Special Site Area 3**

OPA 93-74

Special Policy Area 1 applies to those lands designated INDUSTRIAL within Area A5 on Plate 18 which are situated at the south-east corner of Clark Boulevard and Summerlea Road, ~~and more particularly described as part of Block "P" of Plan 977.~~ Notwithstanding the INDUSTRIAL designation of these lands, commercial uses are permitted, but shall not exist concurrently on any one lot with INDUSTRIAL uses.

**Special Policy Area 2 To be designated General Employment 1 and Special Site Area 4**

OPA 93-157

The lands situated at the south-west corner of Airport Road and Coventry Drive, more specifically described as part of Block E, Registered Plan 977, shall permit a motel containing a dining room restaurant and an office to develop on the subject lands, or, industrial purposes in accordance with Section 2.0(b), but not both.

**Special Policy Area 3 To be designated General Employment 1 and Special Site Area 5**

In addition to industrial uses, the lands located at 10 Bramwin Court, more specifically described as part of Block 1, parts 3 and 4, Plan 43M-643, shall permit a cemetery, a crematorium and a funeral visitation centre.

The interment of human remains on the property is prohibited.

**c) Development Principles - Commercial Use Area**

~~The Commercial Use Area designation shown as C1, C2, C3 and C4 on Schedule C shall permit the buying and selling of goods and services, and offices.~~

**d) Development Principles - Open Space**

- (iii) Block C2 is designated as a service commercial area located centrally to serve surrounding industrial development. Access to Block C2 from Clark Boulevard shall be controlled by means of a one-foot reserve dedicated to the former Township. To

be designated Service Commercial

- (iv) Block C3 shall be used for restaurants, cinemas and banks. To be designated Service Commercial
- (v) Block C4, located at the north-east corner of the intersection of Torbram Road and the easterly extension of the East Drive (Road N3) is designated for the northerly portion as Service Commercial to serve the future industries and its employees, and for the southerly half as Highway Commercial to include motor vehicle servicing facilities and a convenience establishment.

~~Access to Block C4 shall be by means of the internal (Road N3). Additional access on Torbram Road may be permitted subject to the City approval. The balance of the frontage on Torbram Road shall be controlled by means of a one foot reserve to be conveyed to the City.~~

~~Any development of the lands described in Plate 17 and 18 attached shall adhere to the applicable criteria of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.~~

### **3.0 INTERPRETATION**

### **4.0 IMPLEMENTATION**

## **Secondary Plan 23, The Gore Industrial South Secondary Plan**

### **Part B - Amendment 6**

The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained in Part B, and including the attached map designated as Schedule "A" to the Amendment.

#### **1.0                    DEFINITION**

**1.1                    Industrial Use Area** shall mean land which is predominately used for industry. The Industrial Use category includes such activities as warehousing, manufacturing, processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principle use. Industry, will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon. To be designated General Employment 1

**1.2                    ~~Commercial Use Area~~** shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. ~~This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses.~~ No commercial areas

**1.3                    Open Space: Flood Hazard Land Use Area** To be designated NHS

**1.4                    Special Use Area** This area has already been removed

**1.5                    Highway Commercial** shall mean that the use of the land shall cater primarily to automobile-oriented traffic, and whose business is based on the traveling public, thereby requiring a location for these uses in proximity to a highway or arterial road.

OPA 111A

## 2.0 LAND USE

## 3.0 DEVELOPMENT PRINCIPLES

### 3.1 Development Principles – Generalized

#### DEVELOPMENT PRINCIPLES - INDUSTRIAL USE AREA

3.2.13 The proposed collector road within “Special Policy Area 1”, will not be required while the lands within “Special Policy Area 1” are being used for the outdoor storage or motor vehicles. However, should the lands within “Special Policy Area 1” be developed for an alternative industrial use, other than for the outdoor storage or motor vehicles, and if traffic impact studies determines that the proposed collector road will be required to serve this development or adjacent developments, the City will require the owner to gratuitously convey the necessary road right-of-way to the City, and to construct this portion of the collector road to full municipal standards to the satisfaction of the City. To be designated Special Site Area 1

OP93-159

3.2.13 The lands municipally known as 30 Intermodal Drive may be used for a personal service shop use in conjunction with other permitted industrial uses, subject to a maximum gross floor area set out in the zoning by-law. To be designated Special Site Area 2

OP93-199

### 3.3 DEVELOPMENT PRINCIPLES - COMMERCIAL USE AREA

3.3.7 Notwithstanding the Highway Commercial designation of the property located on the north-east corner of Airport Road and Intermodal Drive, the property may be used for both Highway Commercial and Industrial purposes. The permitted Highway Commercial uses on this site shall be limited to a service station, a motor vehicle washing establishment, and a maximum of two restaurants. The maximum gross leasable floor area devoted to the restaurants shall be limited to approximately 511 square metres in total, with no individual restaurant exceeding a gross leasable floor area of approximately 279 square metres. The implementing zoning by-law shall also contain restrictions to limit the extent and nature of office and commercial development to protect the planned function of the Central Area, in accordance with policy 4.2.11 of the Official Plan. To be designated Special Site Area 23

OP93-104

3.3.8. Notwithstanding the Highway Commercial designation of the property

OP93-113

located on the northeast corner of Airport Road and Clark Boulevard, the property may be used for both industrial and office/commercial purposes subject to the following development restrictions:

- a) The following types of offices shall not be permitted:
  - i) medical, health care and dental practitioners;
  - ii) administrative offices of school boards and governments; and
  - iii) offices of accredited or licensed professionals such as accountants, financial advisors, insurance agents/brokers, landscape architects, lawyers, and real estate agents/brokers/appraisers;
- b) the maximum gross leasable floor area devoted to the sale of food In any retail establishment shall not exceed 930 square metres;
- c) the total maximum gross leasable floor area for small retail establishments (less than 1,860 square metres of gross leasable floor area) shall not exceed 15% of the total gross leasable floor area;
- d) a maximum of two restaurants shall be permitted with total maximum gross leasable floor area of 930 square metres; and
- e) any industrial uses shall be conducted within an enclosed building. To be designated Special Site Area 24"

3.3.9

OP93-201

~~The Highway Commercial uses permitted on the property located on the northeast corner of Goreway Drive and Intermodal Drive shall be limited to a service station and an ancillary convenience store, a motor vehicle washing establishment, and a maximum of two restaurants. The maximum gross leaseable floor area devoted to the restaurants shall be limited to 929 square metres in total, with no individual restaurant exceeding a gross leaseable floor area of 465 square metres. To be designated Highway Commercial~~

3.4

#### **DEVELOPMENT PRINCIPLES - SPECIAL USE AREA**

3.4.1

~~The Special Use Area, as identified within this Amendment, constitutes a~~

~~trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan. Use no longer existing~~

3.5

~~**DEVELOPMENT PRINCIPLES – OPEN SPACE: FLOOD AND HAZARD LAND USE AREA**~~

4.0

~~**IMPLEMENTATION**~~

5.0

~~**INTERPRETATION**~~

5.2

MOD 10

~~The boundary of the Parkway Belt West indicated on Schedule "A" reflects the boundary in the Parkway Belt West Plan approved by the provincial cabinet in July, 1978. This area has already been removed from the Parkway Belt~~

MOD 11



**CHAPTER 32: THE PARKWAY BELT WEST INDUSTRIAL SECONDARY PLAN AREA****1.0        PURPOSE**

~~The purpose of this chapter, together with Schedule SP32(A) and SP32(B) is to establish detailed land use and policy guidelines for the development of lands outlined on Schedule SP32(A);~~

**2.0        LOCATION**

The lands subject to this chapter:

- ~~are comprised of approximately 724 hectares (1,790 acres);~~
- ~~are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East; and,~~
- ~~are shown outlined on Schedule SP32(A).~~

**3.0        SCOPE OF THIS CHAPTER AND ITS RELATIONSHIP TO THE PARKWAY BELT WEST PLAN****4.0        LAND USE****4.1        PRESTIGE INDUSTRIAL To be designated Prestige Employment**

4.1.1        The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) shall be:

- (i)        Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;
- (ii)        Intermediate office uses, subject to section 5.7 of this plan;
- (iii)        Public and utility uses or structure
- (iv)        Research and development facilities;
- (v)        recreation faculties or structure;
- (vi)        Accessory retail uses which are directly associated with a permitted industrial operation and occupy a small area in terms of floor space or site coverage relative to the size of the associated industrial plant; and,
- (vii)        Day nurseries.

## 4.1.7

OP93-298

~~In addition to the Prestige Industrial policies listed above, the following additional policies shall apply to the lands located on the west side of Airport Road approximately 300 metres south of Steeles Avenue East and known as 7900 Airport Road to be implemented through zoning, site plan, and subdivision approvals. To be designated Prestige Employment~~

- ~~(i) Employment generating uses are to be accommodated on this site, and to that end, large floor area minimal employment facilities should be prohibited along the Airport Road frontage of the lands;~~
- ~~(ii) To achieve a consistent and unifying architectural character, various wall design elements should be used, including banding, accents, canopies and piers. Long continuous roof line silhouettes should be visually broken with parapet and roof features such as towers, stepped wall profiles and raised roof features, and long flat wall panels should be divided into subsections that introduce a variety of surface texture and colour tone;~~
- ~~(iii) Where one-storey buildings are proposed along Airport Road, the design treatment should ensure that a two-storey building height is emulated. Appropriate building height and glazing shall be used to achieve this goal;~~
- ~~(iv) High quality building materials shall be used in the construction of buildings along Airport Road. These materials shall include masonry, pre-cast concrete, and glazing;~~
- ~~(v) Appropriate landscape treatment shall be provided for the site, including landscape elements such as pergolas, trellises and other three-dimensional elements that assist in visually defining the street edge;~~
- ~~(vi) The main access to the lands, which may include a local road, shall be located opposite Driver Road on the east side of Airport Road;~~
- ~~(vii) A stormwater management pond shall be provided on the lands and the use of environmentally sustainable technologies, such as on-site cisterns, reclamation of non-potable water for site irrigation, and bio-retention swales, are encouraged; and,~~

~~(viii)~~ (i) Notwithstanding Section 4.1.2, limited outside storage shall be allowed with appropriate screening. Outside storage to be added for this property

## 4.2

**BUSINESS To be replaced by Service Commercial**

## 4.2.1

~~Lands designated for BUSINESS purposes on Schedule SP32(A) shall be used for a wide range of service and retail commercial uses to provide support to the surrounding PRESTIGE INDUSTRIAL community. In this regard, the permitted uses shall include:~~

- (i) Intermediate office uses, subject to the provisions of section 5.7 of this plan;
- (ii) banks, trust companies or financial institutions;
- (iii) retail establishments;
- (iv) Personal service shops;
- (v) Dry cleaning and laundry establishments;
- (vi) Dining room, standard and take-out restaurants;
- (vii) Convenience stores;
- (iii) Community clubs;
- (ix) recreation facilities or structures;
- (x) hotels or motels; and,
- (xi) banquet halls.

## 4.2.8

OP93-279

The lands located at the north-east corner of Airport Road and Driver Road having an area of approximately 1.1 hectares (2.6 acres) and designated for "~~Business Service Commercial~~" uses may also be used for "Mixed Commercial/Industrial" uses. The "Mixed Commercial/Industrial" uses are only permitted in conjunction with office uses. A minimum gross floor area of 1,394 square metres (15,000 square feet) shall be devoted to office uses. The entire portion of the building facing Airport Road shall only be used for office uses and shall have a minimum height of two storeys. ~~The site design of this property shall be developed in accordance with the criteria outlined in policy 4.2.4. To be designated Special Site Area 15~~

## 4.3

**MIXED INDUSTRIAL/COMMERCIAL Mixed Employment Commercial**

## 4.3.1

Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A) shall be used for non-obnoxious industrial uses, activities that combine industrial and commercial purposes or specialized or space-extensive commercial purposes.

## 4.3.2

The uses permitted within the MIXED INDUSTRIAL/COMMERCIAL designation include:

- (i) Manufacturing, processing, assembling, packaging, repairing,

fabricating, warehousing, and storage within wholly enclosed buildings;

- (ii) Retail warehousing, discount merchandising outlets and other retail activities that are space extensive, or which by their function are not accommodated by the retail hierarchy for non-industrial areas specified in section 2.2 of the Official Plan and require exposure to major transportation facilities;
- (iii) Home furnishings and home improvement retail warehouses;
- (iv) Recreation facilities or structures;
- (v) Community clubs;
- (vi) Garden centre sales establishments;
- (vii) Public or utility uses;
- (viii) Service shops; and,
- (ix) Banquet halls.

4.3.9

OP93-147

Within the Mixed Industrial/Commercial designation on the lands located on the east side of Airport Road and generally situated midway between Steeles Avenue East and the CN Rail corridor, limited office, retail and service commercial uses will be permitted in accordance with the preceding policies, but excluding a retail establishment or retail warehouse smaller than 1860 square metres and excluding a supermarket, a grocery store, a convenience store, a variety store or motor vehicles parts retail outlet. To be designated Special Site Area 16

#### 4.4

#### **HIGHWAY COMMERCIAL**

4.4.1

Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP32(A) shall be used for automobile service stations, gas bars and related activities.

#### 4.5

#### **OFFICE CENTRES**

4.5.1

Schedule SP32(A) symbolically identifies concentrations of OFFICE CENTRES within the PRESTIGE INDUSTRIAL and BUSINESS designations, These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image. The permitted uses are:

- (i) Business, professional or administrative office buildings;

- (ii) The uses permitted in the underlying BUSINESS or PRESTIGE INDUSTRIAL designation.

4.5.2 In addition to the principal permitted uses set out on policy 4.5.1, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:

- (i) Banks, trust companies and financial institutions;
- (ii) Retail establishments;
- (iii) Personal service shops;
- (iv) Dry cleaning and laundry establishments;
- (v) Dining room restaurants;
- (vi) Convenience stores; and,
- (vii) Recreation facilities or structures.

#### **4.6 OPEN SPACE/HAZARD LANDS *Natural Heritage System***

4.6.1 ~~The lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) are lands which have inherent environment hazards due to flood susceptibility, or are required for linear open space or recreation purposes to meet the objectives of The Parkway Belt West Plan.~~

#### **4.7 ELECTRIC POWER FACILITIES *Utility***

4.7.1 Lands designated as ELECTRIC POWER FACILITIES on Schedule SP32(A) shall be used for transmission lines and related facilities and shall be subject to the policies of the Parkway Best West Plan, 1978.

#### **4.8 UTILITY CORRIDOR *Utility***

4.8.1 Lands designated as UTILITY CORRIDOR on Schedule SP32(A) shall be used for utility uses in accordance with the Parkway Belt West Plan, 1978.

#### **4.9 PARKWAY BELT WEST PLAN POLICY AREA**

4.9.1 The lands designated as PARKWAY BELT WEST POLICY AREA on Schedule SP32(A) shall be subject to section 5.5.1 of the Parkway Belt West Plan, 1978.

#### **4.10 SPECIAL POLICY AREAS**

In certain site specific circumstances, special policies are required beyond, or notwithstanding the provisions set out for each land use designation established

by this chapter.

#### 4.10.1

~~Lands designated for PRESTIGE INDUSTRIAL purposes, located within "Special Policy Area Number 1" shown on Schedule SP32(A) shall be developed in accordance with section 4.1 of this chapter and the following: To be designated Prestige Employment~~

- ~~(i) notwithstanding the provisions of section 4.1 with respect to PRESTIGE INDUSTRIAL development, and the provisions of section 5.7 related to OFFICE uses, office development shall be permitted within "Special Policy Area Number 1" to a maximum gross floor index of 0.85;~~
- ~~(ii) a maximum building height of 7 storeys shall be permitted for office development subject to section 5.6 (Airport Height Limitations) of the chapter; and,~~
- ~~(iii) further to section 4.1.1, a banquet hall shall be permitted on lands designated as "Special Policy Area Number 1."~~

#### 4.10.2

OP93-122

~~Lands designated PRESTIGE INDUSTRIAL and located within "Special Policy Area Number 2" shown on Schedule SP32(A) shall be developed in accordance with the provisions of section 4.1 of this chapter. In addition to the uses permitted within the PRESTIGE INDUSTRIAL designation, as specified in section 4.1.1, an automobile service station shall also be permitted within "Special Policy Area Number 2." However, prior to development approval for the automobile service station, a tertiary plan shall be prepared to the satisfaction of the City, for the entire Special Policy Area. The tertiary plan shall demonstrate: Parcel where gas station is located to be designated Highway Commercial, remaining area to be designated Prestige Employment~~

- ~~(i) the location and site area dedicated to the automobile service station;~~
- ~~(ii) the spatial relationship between the automobile service station, and other permitted land uses on the site;~~
- ~~(iii) the proposed road access to the automobile service station and other developments permitted on the site; and,~~
- ~~(iv) landscaping and other site design treatments which will project the intended prestige image for the site.~~

#### 4.10.3

"Special Policy Area Number 3" applies to lands situated north of Steeles Avenue between Goreway Drive and Gorewood Drive, and south of the Highway 407 right-of-way. Schedule SP32(A) designates these lands for a blend of MIXED INDUSTRIAL/COMMERCIAL, PRESTIGE INDUSTRIAL and OFFICE purposes. due to the potential traffic impact arising from the development of this site on the surrounding road network, the actual

boundaries, and amount of permissible floor space allocated to these designated land uses shall be determined by comprehensive traffic studies.

In this regard, the designations shown on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.

In addition to the site design policies set out in section 4.3.3 for MIXED INDUSTRIAL/COMMERCIAL uses, developments within "Special Policy Area Number 3" shall not have separate access from Steeles Avenue.

A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.

To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road, shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within "Special Policy Area Number 3" can be achieved in accordance with this chapter.

#### 4.10.4

~~"Special Policy Area Number 4" applies to those lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) which are situated west of Goreway Drive, north and east of the existing Canadian National Railway tracks and south of Steeles Avenue. The limits of this OPEN SPACE/HAZARD LANDS designation represents the regional storm flood plain of the Mimico Creek, as delimited by the Metropolitan Toronto and Regional Conservation Authority. However, it is recognized that this section of the Mimico Creek may be subject to channelization, which, if approved, would result in a reduction of the existing regional flood plain. In this regard, the limits of the OPEN SPACE/HAZARD LANDS designation outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, provided that the channelization of the Mimico Creek receives the approval of the City, Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources. Lands taken out of the OPEN SPACE/HAZARD LANDS designation would assume the abutting designation of PRESTIGE INDUSTRIAL. To be designated NHS~~

#### 4.10.5

MOD 4

~~"Special Policy Area Number 5" applies to those lands designated PRESTIGE INDUSTRIAL and OFFICE CENTRE Schedule SP32(A) which are situated at the south-west corner of Steeles and Finch Avenue. It is the intent of this plan to~~



~~develop these lands predominantly for PRESTIGE INDUSTRIAL and OFFICE CENTRE purposes. However, these lands may also be used for BUSINESS purposes in accordance with section 4.2 of this plan provided that the following conditions are satisfied: To be designated Prestige Employment and Office Centre. Uses already implemented in the zoning by-law~~

- ~~(i) Notwithstanding any other policy in this plan, the maximum gross floor area devoted to BUSINESS purposes shall not exceed 25 percent of the total gross floor area designated on the lands identified as "Special Policy Area Number 5";~~
- ~~(ii) The designation of lands devoted for BUSINESS purposes in the implementing zoning by-law shall only be approved in conjunction with the designation of the remaining lands within "Specialty Policy Area Number 5" in the zoning by-law for OFFICE CENTRE and PRESTIGE INDUSTRIAL purposes;~~
- ~~(iii) Development approval for this BUSINESS purposes permitted by this section, shall be subject to the submission of a tertiary plan in a manner acceptable to the City, in accordance with the site development criteria set out in section 4.2 of this plan; and~~
- ~~(iv) Development approval for the BUSINESS purposes permitted in this section for "Special Policy Area Number 5", shall be conditional on the submission of a traffic impact study which demonstrates that the additional traffic generated from the proposed development can be accommodated within the capacities of the surrounding road network. Such traffic studies shall be approved by the road authorities having jurisdiction."~~

## 4.10.6

MOD 5

"Special Policy Area Number 6" applies to those lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A), which are located on the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the MIXED INDUSTRIAL/COMMERCIAL category by section 4.3.2 of this chapter, a fast food restaurant with a drive through facility shall be permitted on lands designated as "Special Policy Area Number 6." To be added as Special Site Area 17

## 4.10.7

OP93-56

Special Policy Area Number 7 applies to those lands designated BUSINESS on Schedule SP32(A), which are situated on the west side of Finch Avenue, south of Kenview Boulevard, and more particularly described as Blocks 1, 2 and 3 of Plan 43M-987. Notwithstanding the BUSINESS designation of these lands, industrial uses are permitted but shall not exist concurrently on any one property with uses permitted by the BUSINESS designation of the lands. To be added as Special Site Area 18

- 4.10.8  
OP93-100  
Special Policy Area Number 8” applies to those lands designated BUSINESS on Schedule SP 32 (A), which are situated on the north side of Steeles Avenue East, east of Airport Road. Notwithstanding the BUSINESS designation of these lands, PRESTIGE INDUSTRIAL uses are permitted with the uses permitted by the BUSINESS designation of the lands.” To be designated Special Site Area 19
- 4.10.9  
OP93-179  
‘Special Policy Area Number 9’ applies to those lands designated ELECTRIC POWER FACILITIES on Schedule SP32(A), which are situated at the northwest corner of the intersection of the extensions of Intermodal Drive and Deerhurst Drive. It is intended that the use of these lands for transmission lines and related facilities be maintained in accordance with section 4.7.1 of this chapter. However, these lands may also be used for parking accessory to an abutting commercial-type use, subject to the policies of Parkway Belt West Plan, 1978. To be designated Special Site Area 20
- 4.10.10  
OP93-179  
~~‘Special Policy Area Number 10’ applies to those lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) which are situated abutting the northerly limit of the easterly extension of Intermodal Drive, midway between Goreway Drive and Gorewood Drive.~~ Outside storage shall be permitted on these lands, notwithstanding the prohibition on outside storage noted in sections 4.1.1, 4.1.2 and 4.1.3 of this chapter. ~~However, it is the intent of this plan to ensure that the image of any prestige industrial use(s) having outside storage is compatible with surrounding prestige industrial, and to this end, any such outside storage shall be adequately screened to achieve all the other objectives of this chapter.~~ Outside storage added for the two properties municipally known as 750 and 850 Intermodal Drive.
- ~~Development of these lands shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, in addition to the general development standards and guidelines notes in section 5.3.1 and 5.3.2 of this chapter. These shall include, but not necessarily be limited to, the following:~~
- ~~• controls such as the location, orientation and/or design of loading/overhead doors, docking bays, waste disposal facilities, and outside storage areas; and,~~
  - ~~• landscaping and/or design treatments dealing with the exposure of industrial development to Intermodal Drive and abutting open space areas.~~

## 4.10.11

OP93-179

~~'Special Policy Area Number 11' applies to those lands designated PRESTIGE INDUSTRIAL on Schedule SP 32(A) which are situated abutting the easterly extension of Intermodal Drive between Goreway Drive and Gorewood Drive, adjacent to and/or abutting Highway Number 407, Goreway Drive, and Gorewood Drive. These lands shall be developed in accordance with section 4.1 of this chapter; however, notwithstanding section 5.3.1 of this chapter, a maximum building height of 8 storeys shall be permitted for an office building, subject to section 5.6 (Airport Height Limitations) of this chapter, in that part of the PRESTIGE INDUSTRIAL designation located east of Goreway Drive, south of Intermodal Drive, and west of the OPEN SPACE/HAZARD LAND designation traversing the special policy area.~~

~~In addition to the general development standards and guidelines noted in sections 5.3.1 and 5.3.2 of this chapter, development of these lands shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law. These shall include, but not necessarily be limited to, the following:~~

- ~~• controls such as the location, orientation and/or design of loading/overhead doors, docking bays and waste disposal facilities;~~
- ~~• landscaping, buffering and/or design treatments dealing with the exposure of industrial development to Intermodal Drive, Goreway Drive, Highway Number 407 and abutting open space areas;~~
- ~~• landscaping, buffering and/or design treatments, including minimum distance separation requirements, to ensure land use compatibility where prestige industrial uses abut residential areas; and,~~
- ~~• controls on types of prestige industrial land uses where such uses will be in proximity to existing residential areas.~~

~~In addition, it is the intent of this plan to ensure that the facades of buildings and structures having exposure to Highway Number 407 incorporate a high level of architectural treatment in terms of façade design and appearance, such that the showcase prestige industrial/office image intended for this designation is reinforced.~~

## 4.10.12

OP93-188

OP93-193

~~'Special Policy Area Number 12'~~ (To be added as Special Site Area 25) applies to those lands designated PRESTIGE INDUSTRIAL with an overlying OFFICE CENTRE designation on Schedule SP 32(A), which are situated within the northwest quadrant of Steeles Avenue intersection of Airport Road, approximately 170 metres west of the intersection of Airport Road and Steeles Avenue East. In addition to the principal OFFICE CENTRE uses set out in policy 4.5.1 and the PRESTIGE INDUSTRIAL uses set out in policy 4.1.1((i) to (vi), inclusive), community clubs, hotels or motels, and banquet halls are also permitted as principal uses on the lands. However, a banquet hall may initially be developed only up to a maximum gross floor area of 6,968 square metres

(75, 000 square feet), after which it may be expanded in size only in conjunction with an office building or hotel/motel having a gross floor area equivalent to at least half the size of the banquet hall. Sensitive land uses, including a day nursery, shall not be permitted, given that the lands are situated with the Lester B. Pearson International Airport Operating Area.

The accessory uses set out in policy 4.5.2 shall be permitted within a hotel or motel as well as an office building, in accordance with the floor area restrictions set out in policy 4.5.2. However, notwithstanding policy 4.5.2, the following specific commercial uses are also permitted as freestanding development in conjunction with any transitway station developed on abutting lands, provided that the total combined gross floor area of the following uses is not more than 929 square metres (10,000 square feet):

- (a) a bank, trust company or financial institution;
- (b) a personal service shop;
- (c) a convenience restaurant or a take-out restaurant;
- (d) a dry cleaning and laundry distribution establishment; and,
- (e) a convenience store.

It is intended that the lands be developed in a manner that presents a highly visible prestige image. In this regard, the lands shall be developed in accordance with established site specific urban design guidelines approved by the City. Development of the lands shall also be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, in addition to the general development standards and guidelines noted in sections 5.3.1 and 5.3.2 of this chapter. However, notwithstanding sections 5.3.1 and 5.3.2 of this chapter, the following development standards shall apply:

- a maximum building height of 17.0 metres shall be permitted for prestige industrial development;
- a minimum 9.0 metre wide landscape strip shall be required abutting Steeles Avenue East; and
- a minimum building setback of 24.0 metres from Steeles Avenue East shall be required.

Access to the lands will include, at a minimum, one full moves access from Steeles Avenue East which shall be designed to the satisfaction of the Region of Peel. Ultimately, it is intended that this access be shared by the future planned transitway station located on abutting lands to the east, at the northwest corner of Airport Road and Steeles Avenue East.

In addition, it is the intent of this plan to ensure that the facades of buildings and structures having exposure to Highway Number 407, Steeles Avenue East and the abutting transitway stations site incorporate a high level of architectural treatment in terms of façade design and appearance, such that the showcase

prestige industrial/office centre image intended for this designation is reinforced.

## **5.0 OTHER SPECIAL POLICIES**

### **5.1 AMALGAMATION OF SMALL HOLDINGS**

### **5.2 PARKING REQUIREMENTS FOR BUSINESS AND MIXED INDUSTRIAL/COMMERCIAL USES**

## **5.3 GENERAL DEVELOPMENT STANDARDS AND GUIDELINES**

### **5.5 AIRCRAFT NOISE**

5.5.1 Aircraft noise may affect certain industrial, hotel, retail and office uses which shall be subject to the aircraft noise policies of section 1.8.1 of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval.

5.5.2 As part of the development approval process certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of proposed developments meet provincial noise guidelines.

MOD 6

### **5.6 AIRPORT HEIGHT LIMITATIONS**

5.6.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary planning area.

## **6.0 THE TRANSPORTATION NETWORK**

### **6.1 THE ROAD NETWORK**

### **6.2 RAILWAYS**

6.2.1 Schedule SP32(B) recognizes the alignment of the Canadian National Railway. In this regard, fencing and setback requirements may be required as a condition of development approval for abutting lands.

## **7.0 ENGINEERING SERVICES**

7.1 **STORM WATER MANAGEMENT**

7.2 **SANITARY SEWAGE AND WATER SUPPLY**

8.0 **IMPLEMENTATION AND INTERPRETATION**

## **Chapter 37: The Airport Road/Highway 7 Business Centre Secondary Plan Area**

### **1.0        Purpose**

### **2.0        Location**

### **3.0        Land Use**

This chapter provides for the establishment of a broad range of OFFICE, BUSINESS, PRESTIGE INDUSTRIAL, MIXED INDUSTRIAL/COMMERCIAL, HIGHWAY COMMERCIAL, and HIGHWAY SERVICE COMMERCIAL and related land uses.

This plan establishes a strategy for office development to take place. Three sites have been designated in the secondary plan area for both intermediate and higher density OFFICE CENTRES to take full advantage of the area's proximity to major transportation facilities.

Lands designated for BUSINESS purposes shall be used for a wide range of service and retail commercial uses to provide support to the surrounding office and industrial community.

The PRESTIGE INDUSTRIAL category of land use is intended to produce a high standard of amenity and building design for industrial and related development in a landscaped setting.

A MIXED INDUSTRIAL/COMMERCIAL land use category is established to provide for activities that combine commercial enterprises with industrial processes.

The HIGHWAY COMMERCIAL designation in the secondary plan area is restricted to automobile related land uses.

The HIGHWAY AND SERVICE COMMERCIAL designation is intended to provide the orderly development of a broad range of highway commercial, service commercial, or industrial uses with a commercial component.

### **3.1        Office Centres**

3.1.1       Schedules SP37(A) symbolically designates three specific locations for OFFICE CENTRE Development; in particular:

- (i)        the north-east quadrant of Highway Number 7 and Airport Road,
- (ii)       the south-east quadrant of Highway Number 7 and Airport Road, and;



(iii) the north-west quadrant of Highway Number 7 and Goreway Drive.

3.1.2 The permitted uses within the OFFICE CENTRE designation include business, professional or administrative office buildings. For lands located at the north-east quadrant of Highway Number 7 and Airport Road, the uses permitted in the underlying BUSINESS designation shall also be permitted subject to Section 3.2 of this chapter.

3.1.3 In addition to the principal permitted uses set out in policy 3.1.2, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:

- (i) Banks, trust companies and financial institutions;
- (ii) Retail establishments;
- (iii) Personal service shops;
- (iv) Dry cleaning and laundry establishments;
- (v) Dining room restaurants;
- (vi) Convenience stores; and,
- (vii) Recreation facilities or structures.

OMB Order  
3203

The lands designated as Office Centre and District Retail located at the north-east quadrant of Highway Number 7 and Airport Road shall permit retail establishments including a supermarket.

3.1.4 In accordance with section 7.3.7 of the Official Plan, the OFFICE CENTRE designation contained within a circle is intended to be symbolic. In this manner their extent and location may be interpreted flexibly in accordance with the other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.

3.1.5 OFFICE CENTRES may be developed at a Maximum Floor Space Index of 1.0. INTERMEDIATE OFFICE CENTRES may be developed at a Maximum Floor Space Index of 0.75 and include the accessory uses prescribed by section 3.1.3. Such accessory uses may be permitted in INTERMEDIATE OFFICE CENTRES in individual structures or a complex of buildings and structures provided that the floor area does not exceed 15 percent of the total gross floor area of the office building(s).

## 3.2 Business To be designated Service Commercial

### 3.2.1

MOD 5

Lands designated for BUSINESS purposes on Schedule SP37(A) shall be used for a wide range of service and retail uses to provide support to the surrounding industrial and office community. In this regard, the permitted uses shall include:

- (i) office uses to a maximum gross floor index of 0.5;
- (ii) banks, trust companies or financial institutions;
- (iii) retail establishments provided that where any retail establishment is proposed to sell in excess of 929 m<sup>2</sup> (10,000 ft<sup>2</sup>) of food, a market impact analysis satisfactory to the City will be provided prior to the enactment of a zoning by-law to determine whether or not the proposed retail establishment will effect the viability of existing nearby retail commercial centres;
- (iv) personal service shops;
- (v) dry cleaning and laundry establishments;
- (vi) dining room, standard and take-out restaurants;
- (vii) convenience stores;
- (viii) community clubs;
- (ix) recreation facilities or structures;
- (x) hotels or motels; and,
- (xi) banquet halls.

OMB  
MOD

### 3.2.8

OP93-161

Notwithstanding the permissions listed in Section 3.2.1, the lands designated BUSINESS, and which abut both Humberwest Parkway and the future extension of Sun Pac Boulevard, may include a Retail Warehouse having a minimum gross floor area of 465 square metres.

### 3.2.9

OP93-263

Notwithstanding the permissions listed in Section 3.2.1, the lands designated Business and which are located in the north-west quadrant of Regional Road #107 (Queen Street East) and Maritime Ontario Boulevard may include an Automotive Sales, Leasing, Servicing and Body Shop establishment. To be designated Service Commercial and Special Policy Area 7

An Automobile Servicing and Body Shop shall only be permitted when it is accessory to an Automobile Sales and Leasing establishment.

### 3.3 Prestige Industrial Prestige Employment

3.3.1 The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP37(A) shall be:

MOD 5

REF 1C

- (i) manufacturing, processing, assembling, packaging, fabricating, warehousing and storage within wholly enclosed buildings;
- (ii) public and utility uses and structures;
- (iii) research and development facilities;
- (iv) recreation facilities or structures;

OMB MOD

- (v) accessory retail uses which are directly associated with a permitted industrial operation ~~and which occupy no more than 15% of the total gross floor area of the permitted industrial operation provided that such gross floor area is typically separated from the permitted industrial operation; and~~
- (vi) day nurseries.

3.3.2 ~~The permitted uses within the PRESTIGE INDUSTRIAL designation shall be established on landscaped lots in a park-like setting as established by Table 4.1. A high standard of conceptual building design shall be required, and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted, except for lands which are zoned for industrial uses and directly abut the Canadian National Railway right-of-way, north of Highway Number 7.~~

3.3.3

OP93-222

~~The lands located at the north-east corner of Nevets Road and Airport Road having an area of approximately 0.49 hectares (1.23 acres), designated for "Prestige Industrial", may be used for motel purposes, in addition to the uses permitted under the prestige industrial designation. To be designated Prestige Industrial~~

### 3.4 Mixed Industrial/Commercial Mixed Employment Commercial

3.4.2 The uses permitted within the MIXED INDUSTRIAL/COMMERCIAL designation include:

- (i) manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;
- (ii) retail warehousing (and other space-extensive retailing) limited to those which are not engaged in the selling of food and which by their function are not accommodated by the retail hierarchy for non-

industrial areas as set out in section 2.2 of the Official Plan and which require exposure to major transportation facilities;

- (iii) home furnishings, and home improvement retail warehouses;
- (iv) recreation facilities or structures;
- (v) community clubs;
- (vi) automobile sales dealerships/establishments;
- (vii) garden centre sales establishments;
- (viii) public or utility uses;
- (ix) service shops; and,
- (x) banquet halls.

## 3.4.9

OP93-161

~~Notwithstanding the permissions listed in Section 3.4.2, the lands located north of Regional Road 107 and east of the CNR rail spur line, which are designated MIXED INDUSTRIAL/COMMERCIAL and which abuts the PRESTIGE INDUSTRIAL designation, may include Outside Storage, and the Repair, Rental, and Storage of Heavy Equipment as permitted uses, subject to appropriate screening measures. To be designated Mixed Employment Commercial~~

## 3.4.10

OP93-258

The lands designated MIXED INDUSTRIAL/COMMERCIAL and bound by Goreway Drive to the east, Regional Road 107 to the north, Auction Lane to the west, and having a southerly boundary located about 140 metres south of Regional Road 107, shall be subject to the following site specific policies: To be designated Mixed Employment Commercial and Special Site Area 8

OP93-258

- i) Uses permitted are those in Section 3.4.2 and, in addition, for lands located within 180 metres of Goreway Drive, office, restaurant, retail and service commercial related uses, a bank, a motel, a service station with associated car wash, but shall exclude a garden center sales establishment and an automobile sales dealership/establishments.

OP93-258

- ii) Within each retail establishment or retail warehouse use, the maximum gross commercial floor area shall be 929 square metres (10,000 square feet) for retailing engaged in the selling of food.

OP93-258

- iii) ~~Notwithstanding the Landscaped Open Space policies in Section 4.2.1, landscape open space as set out in the zoning by-law shall reflect the specific design requirements approved for these lands which may include reduced landscaping adjacent to streets for Commercial and Industrial uses.~~

OP93-258

~~iv) Notwithstanding the Controlled Access Highway Restrictions in Policies 5.1.3(i) and 5.4.2, vehicular access to Regional Road 107 (Queen Street) and to Goreway Drive, in locations satisfactory to the applicable road authority are permitted.~~

OP93-258

~~v) Notwithstanding the General Development Standards in Section 4.3 and contained in Table 4.1 are permitted within 180 metres of Goreway Drive:~~

~~a) Minimum Lot Area~~

~~Commercial: 1.0 acre;~~

~~Industrial: 1.5 acres;~~

~~b) Maximum Lot Coverage~~

~~Commercial: 35%;~~

~~Industrial: 50%;~~

~~c) Minimum Lot Frontage~~

~~50 metres, except for a gas station in which case the minimum lot frontage shall be 40.0 metres.~~

~~d) Maximum Floor Space Index for Office use: 0.5.~~

3.4.10.1

OPA06-051

The lands designated Mixed Industrial/Commercial and bounded by Delta Park Boulevard to the west, Queen Street East to the north and Tracey Boulevard to the south and having an easterly boundary located approximately 72 metres east of Delta Park Boulevard, may permit the uses in Section 3.4.2 plus the following additional uses: To be designated Special Site Area 9

- a) A retail establishment having no outside storage;
- b) An office;
- c) A bank;
- d) A trust company;
- e) A financial institution;
- f) A dry cleaning and laundry distribution station;
- g) A dining room restaurant;
- h) A takeout restaurant;
- i) A commercial school
- j) Technical school;
- k) Recreational school; and
- l) Shall exclude an automobile sales dealership/establishment

~~(2) Notwithstanding the Landscape Open Space policies in Section 4.2.1 landscaped open space shall be established in the zoning by-law based in urban design considerations.~~

### 3.5 Highway Commercial

3.5.1 MOD 5 Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP37(A) shall be used for automobile service stations, gas bars and related activities.

3.5.2 MOD 5 ~~Proposals for automobile service stations beyond these sites designated on Schedule SP37(A) shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.~~

3.5.3 ~~Development Approval under the Highway Commercial designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.~~

### 3.6 Highway and Service Commercial

3.6.1 MOD 5 Land designated for HIGHWAY and SERVICE COMMERCIAL purposes on Schedules SP37(A) are intended to be used for retail and service establishments designed to service passing vehicular traffic.

3.6.2 The uses permitted within the HIGHWAY and SERVICE COMMERCIAL designation include:

- (i) building supplies outlet;
- (ii) garden centre sales establishments;
- OMB MOD (iii) retail warehousing (and other space extensive retailing) limited to those which are not engaged in the selling of food;
- (iv) home furnishings and home improvement retail warehouses;
- (v) automobile service stations and repair facilities;
- (vi) dining room, standard or take-out restaurants;
- (vii) convenience stores;
- (viii) personal service shops;
- (ix) office uses to a maximum gross floor index of 0.5;
- (x) banks, trust companies or financial institutions;
- OMB MOD (xi) retail establishments provided that where any retail establishment is proposed to sell in excess of 929 m<sup>2</sup> (10,000 ft<sup>2</sup>) of food, a market impact analysis satisfactory to the City will be provided prior to the enactment of a zoning by-law (except with respect to Zoning By-law 173-94) to determine whether or not the proposed retail establishment

will effect the viability of existing nearby retail commercial centres;

(xii) hotels/motels.

3.6.3 ~~Development of the HIGHWAY and SERVICE COMMERCIAL areas shall be subject to the following:~~

- ~~(i) Direct access to arterial roads shall be restricted wherever practical. Access to such sites will be achieved primarily from the internal road system, subject to final review by the appropriate road authority;~~
- ~~(ii) Development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and,~~
- ~~(iii) Development of lands for commercial purposes shall be encouraged on the basis of joint sharing of facilities such as access and parking so that preference shall be given to developments proposing the grouping of these facilities, rather than individual site development.~~

~~3.6.4 Development approval for lands designated HIGHWAY AND SERVICE COMMERCIAL shall proceed only when Council is satisfied that all necessary services and utilities are adequate.~~

3.6.5 Council shall ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with the City's traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses.

3.6.6 The City shall ensure that appropriate measures will be taken to regulate the location, size and type of signs, subject to section 4.2.4 of this plan.

3.6.7 Development approval under the HIGHWAY and SERVICE COMMERCIAL Designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

~~3.6.8 The lands located at the north-east corner of Regional Road 107 and Sun Pac Boulevard having an area of approximately 4.4 hectares (10.8 acres) designated for HIGHWAY AND SERVICE COMMERCIAL, may be used for a dry cleaning and laundry establishment and distribution station, a community club, a recreation facility and structure and a banquet hall, in addition to the uses permitted under the HIGHWAY AND SERVICE COMMERCIAL designation. To be designated Highway and Service Commercial~~

OP93-236

### 3.7 **Open Space/Hazard Lands Natural Heritage System**



### 3.8 Special Policy Areas

3.8.2. ~~Special Policy Area 2 applies to two separate woodlots located in the Highway 7 and Goreway Drive Area. Woodlots have been removed~~

3.8.3 Special Policy Area 3 applies to the lands designated on Schedule SP37(A) which are currently used for residential purposes, shall have a 15 metre buffer zone on lands abutting the limits of their lot lines in order to minimize the adverse effects of the surrounding non-residential development. The buffer zone is not to be utilized for industrial and business purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedule SP37(A). To be designated Special Policy Area 12

MOD 5

OPA 206A

OP 93-119

3.8.4 ~~Special Policy Area Number 4 applies to those lands designated "Intermediate Office Centre" on Schedule SP37(A) which are located east of Airport Road on the south side of Highway No. 7. These lands are intended to develop primarily for office purposes. However, these lands may also be used for "auto mall uses" and for a motel; a standard restaurant; a take-out restaurant, a fast food restaurant; and, a banquet hall in accordance with Section 3.8 of this Plan, provided that the following conditions are satisfied: To be designated Hwy and Service Commercial~~

MOD 6

3.8.5 ~~Special Policy Area Number 4A applies to lands designated "Mixed Industrial/Commercial" as identified on Schedule SP37(A). These lands are subject of the following policies: To be designated Mixed Employment Commercial~~

MOD 6

OPA 206A

- (i) ~~Lands located south of Tracy Boulevard, north of the drainage channel, and west of the CNR line, shall be included as part of the Airport Road/Highway No. 7 Business Centre Secondary Plan as "Special Policy Area No. 4A" and designated "Mixed Industrial/Commercial" on Schedule SP37(A).~~
- (ii) ~~The development of these lands designated for "Mixed Industrial/Commercial" uses shall be in accordance with Section 3.4 of this Plan.~~

3.8.6 ~~Special Policy Area Number 5 applies to those lands designated "Highway and Service Commercial" on Schedule SP37(A), which are located at the northwest corner of Goreway Drive and Highway Number 7. These lands and those immediately to the north shall not be subject to the provisions of Policy 5.1.5 of this Plan. Until the completion of the Humberwest Parkway and Street "A", access to Goreway Drive from the subject lands shall be permitted subject to the following policies: Policy no longer needed~~

## 3.8.7

MOD 6

OPA 206A

~~Special Policy Area Number 6 applies to those lands designated "MIXED Industrial/Commercial" on Schedule SP37(A), which are located at the north side of Highway Number 7, east of the CNR line. As a condition of commercial development approval, a supplementary analysis shall be prepared by a qualified traffic engineer and submitted to the City to indicate the traffic impact generated by the commercial uses on the capacity of the adjacent road network as originally determined by the Airport Road/Highway Number 7 Secondary Plan Transportation Study completed in May 1991. Analysis to be submitted as part of a development application~~

## 3.8.8

OP93-102

~~Special Policy Area No.7 at the north-east corner of Chrysler Drive and Highway Number 7 applies to those lands designated HIGHWAY AND SERVICE COMMERCIAL on Schedule SP 37(A). In addition to the uses permitted in the HIGHWAY AND SERVICE COMMERCIAL designation, these lands may also be developed for the uses in the BUSINESS designation in accordance with policies contained in Section 3.2. However, these lands will not be used for supermarket or department store purposes, or for more than two dining room restaurants. So as not to significantly detract from the role of the Central Area a maximum of 3% of the total gross commercial floor area on the site shall comprise retail establishments less than 465 square metres. To be designated Hwy and Service Commercial~~

## 3.8.9

OP93-120

~~Special Policy Area No.8 applies to those lands designated "PRESTIGE INDUSTRIAL" on Schedule SP37(A) on the north side of Queen Street East (previously Hwy. 7), between the Canadian National Railway right-of-way and the property limit located approximately 330 metres east of Airport Road. In addition to the uses permitted in the "PRESTIGE INDUSTRIAL" designation, these lands may also be developed for a transport terminal with associated warehouse and office purposes. In this regard, outside storage shall be permitted, subject to the following criteria: To be designated General Employment 2~~

- ~~(i) limited to only the storage of trucks, trailers, and intermodal containers and chassis; and,~~
- ~~(ii) appropriately set back and screened from public roads, and adjacent properties, except where the lands directly abut the Canadian National Railway right-of-way, in which case outdoor storage may be permitted immediately adjacent to the Canadian National Railway right-of-way.~~

### **3.9 District Retail**

## 3.9.1

OMB Order  
3203

The lands designated as District Retail and Office Centre located at the north-east quadrant of Highway Number 7 and Airport Road shall be developed in the form of a District Power Centre that may accommodate up to 46,450 square metres (500,000 square feet) of commercial and office floor space. Additional floor space for office uses at the corner of Airport Road and Queen Street East may be accommodated at the discretion of the City of Brampton, without an amendment to this plan. District Retail

#### **4.0 Other Special Policies**

#### **4.1 Parking Requirements Within The Airport Road/Highway Number 7 Secondary Plan Area**

#### **4.2 Urban Design Guidelines**

##### **4.2.3 Streetscape Policies**

##### **4.2.4 Signage Policies**

#### **4.3 General Development Standards and Guidelines**

#### **4.4 Aircraft Noise**

4.4.1 Aircraft noise may affect certain industrial, hotel, retail and office uses which shall be subject to the aircraft noise policies of section 1.8.1 of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval. Noise studies to be required for development applications

#### **4.5 Airport Height Limitations**

4.5.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary planning area.

#### **5.0 The Transportation Network**

#### **5.1 The Road Network**

#### **5.2 Transportation Capacity, Monitoring and Staging**

##### **5.2.2 Monitoring**

##### **5.2.3 Control and Staging**

#### **5.3 Railways**

#### **5.4 Road Access**

- | 6.0 Engineering Services
- | 6.1 Storm Water Management
- | 6.2 Sanitary Sewage and Water Supply
- | 7.0 Implementation and Interpretation

**Date:** 2021-03-19

**File Name:** OZS-2021-0002

**Subject:** **Information Report**

Application to Amend the Official Plan and Zoning By-law  
(To permit three high-rise buildings with 1,004 residential units and  
748 square metres of commercial space, as well as 75 stacked  
townhouse units)

**Primont Properties Inc. - Primont (M3 Condos) Inc.**

10629 Mississauga Road

Ward: 6

**Contact:** Yin Xiao, Development Planner, Development Services, Planning,  
Building and Economic Development, [yinzhou.xiao@brampton.ca](mailto:yinzhou.xiao@brampton.ca),  
905-874-2867

Cynthia Owusu-Gyimah, Acting Manager, Development Services,  
Planning, Building and Economic Development,  
[cynthia.owusugyimah@brampton.ca](mailto:cynthia.owusugyimah@brampton.ca), 905-874-2064

**Report Number:** Planning, Bld & Ec Dev-2021-199

**Recommendations:**

1. **That** the report titled: **Information Report, Application to Amend the Official Plan and Zoning By-law, Primont Properties Inc. - Primont (M3 Condos) Inc.**, 10629 Mississauga Road, Ward 6 (File: OZS-2021-0002), to the Planning and Development Committee Meeting of April 12, 2021, be received, and,
2. **That** 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 amend the Official Plan and Zoning By-law to facilitate a mixed use development consisting of three high-rise buildings**

with 1,004 residential units and 748 square metres of commercial space, as well as 75 stacked townhouse units; the existing gas station will remain.

- The lands are designated “Residential” and identified as “Designated Greenfield Area” and “Convenience Retail” in the Official Plan. It is designated “Convenience Commercial”, “Motor Vehicle Commercial” and “Mixed Use Area 1” in the Mount Pleasant Secondary Plan (Area 51). An amendment to the Official Plan and the Secondary Plan is required to facilitate this proposal.
- The site is zoned “Commercial Three – Special Section 2294 (C3-2294)” and “Highway Commercial One – Special Section 2295 (HC1-2295)”, which do not permit residential uses. An amendment to the Zoning By-law is required to facilitate this development.
- 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:**

This application was received on January 13, 2021 and found to be complete in accordance with the Planning Act. A formal notice was issued deeming the application complete on February 9, 2021.

### **Current Situation:**

#### Proposal:

The applicant is proposing to amend the Official Plan and Zoning By-law to permit a mixed use development. Details of the proposal are as follows (see Appendix 1):

- Building A (28 storeys) and Building B (26 storeys) connected by a 4-storey podium, consisting of 657 residential units and 748 ground floor commercial space
- Building C (16 storeys) consisting of 347 residential units
- Three (3) stacked townhouse blocks consisting of 75 residential units
- A total of 1,214 parking spaces including 162 visitor parking spaces
- A Floor Space Index (FSI) of 4.5 and a density of 635 units per net hectare
- The existing gas station will remain

### Application to Amend the Official Plan and Zoning By-law:

The applicant is proposing to:

#### *Official Plan*

- Delete the “Convenience Retail” designation on Schedule ‘A2’ – Retail Structure on the site

#### *Secondary Plan*

- Re-designate the site from “Convenience Retail” and “Motor Vehicle Commercial” to “High Density Residential”, “Medium Density Residential” and “Motor Vehicle Commercial”

#### *Block Plan*

- Re-designate the site from “Motor Vehicle Commercial” and “Convenience Commercial” to “High Density Residential”, “Medium Density Residential” and “Motor Vehicle Commercial”.

#### *Zoning By-law*

- Re-designate a portion of the site from “Commercial Three – Section 2294 (C3-2294)” to “Residential Apartment A(3)” with a special section.

### Property Description and Surrounding Land-Use:

The site has the following characteristics:

- is located at the northeast corner of Mississauga Road and Sandalwood Parkway West
- has a total area of approximately 2.29 hectares (5.66 acres)
- the existing gas station and restaurant will remain
- the rest of the site is vacant

The surrounding land uses are described as follows:

North: Peel Regional Police Association

East: Kent Road, beyond which is a medium and high density residential development

South: Sandalwood Parkway West, beyond which is commercial plaza

West: Mississauga Road, beyond which are agricultural lands



### Technical Considerations:

Comments from staff and external commenting agencies are required in order to complete a comprehensive analysis for this application. A complete review of technical planning and development implications will be undertaken and discussed within a future Recommendation Report. At this time, staff has noted the following specific considerations that will need to be addressed:

#### Height and Density

The development is located outside of the identified Mount Pleasant GO Gateway Mobility Hub and other Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors. Staff will evaluate the proposed increase in density in the context of existing city structure and current policy framework, in particular Policy 3.2.8.5 of the City of Brampton Official Plan. Additionally, the site is close to lands forming part of the Heritage Heights Secondary Plan area where Council has approved 'preliminary concept plans'. When reviewing the appropriateness of the height and density of the proposal, staff will have regard for the emerging policy framework for the Heritage Heights Secondary Plan.

#### Built Form

Staff are evaluating the proposed built form including height, scale and massing in accordance with the Development Design Guidelines, in particular as it relates to the impacts on surrounding and future developments to the north of the subject site and the proposed townhouse blocks and central amenity space on the site.

#### Parking

Staff are evaluating the appropriateness of the proposed layby vehicular parking spaces on Sandalwood Parkway, given that Sandalwood Parkway is a major arterial road and proximity of the parking to Mississauga Road and Sandalwood intersection.

#### Commercial space

The subject site is identified as a "Convenience Retail" site in the Official Plan and is designated as "Convenience Commercial" and "Motor Vehicle Commercial" in the Secondary Plan. Staff are evaluating whether the amount of commercial space proposed is sufficient to meet the intent of the Official Plan and the Secondary Plan to ensure that local demand for retail goods and services can be accommodated.

### **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 a 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 “A Well-run City (Good Government)” priority with respect to encouraging public participation by actively engaging the community. The application will be reviewed to ensure that the development proposal meets or exceeds the Term of Council Priorities. Findings will be summarized 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.

Authored by:

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Yin Xiao, MCIP, RPP  
Development Planner  
Planning Building & Economic  
Development

Reviewed by:

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning Building & Economic  
Development

Approved by:

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

Submitted by:

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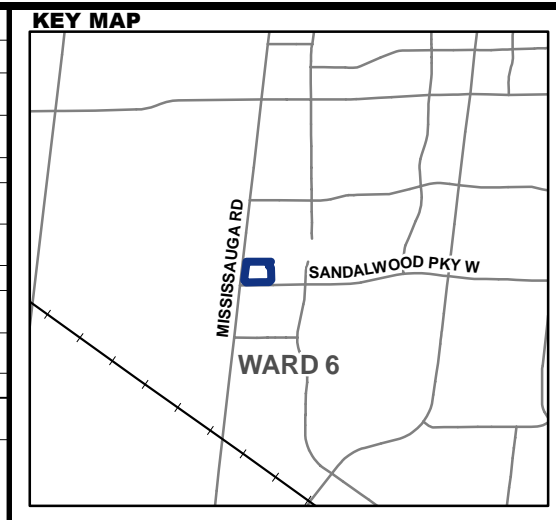
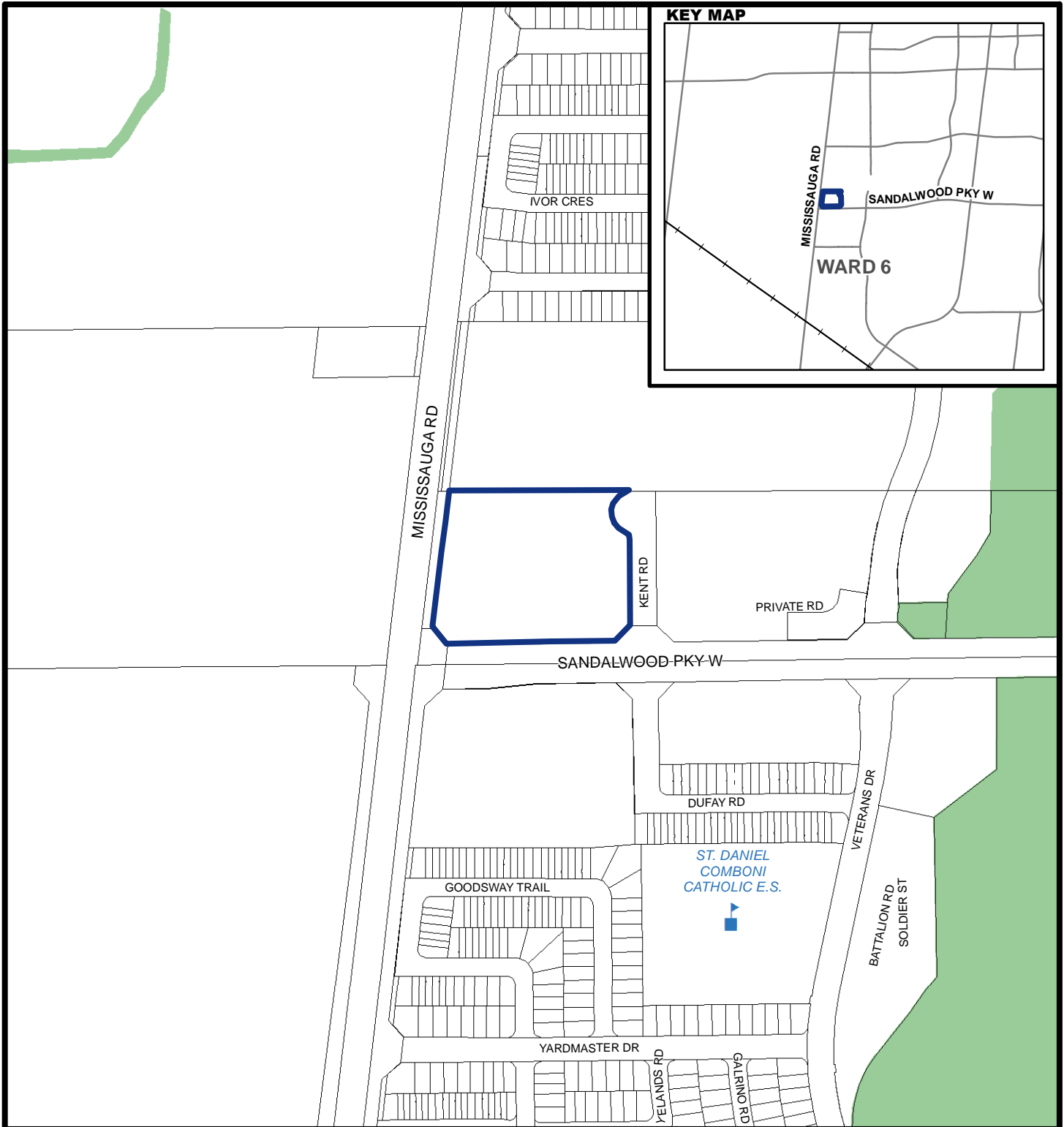
David Barrick  
Chief Administrative Officer

**Attachments:**

- Appendix 1: Concept Site Plan
- Appendix 1A: Building Rendering
- Appendix 2: Location Map
- Appendix 3: Official Plan Designations
- Appendix 4: Secondary Plan Designations
- Appendix 5: Zoning Designations
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Block Plan Designations
- Appendix 8: Site Concept Plan (in the Secondary Plan Schedules)
- Appendix 9: Information Summary



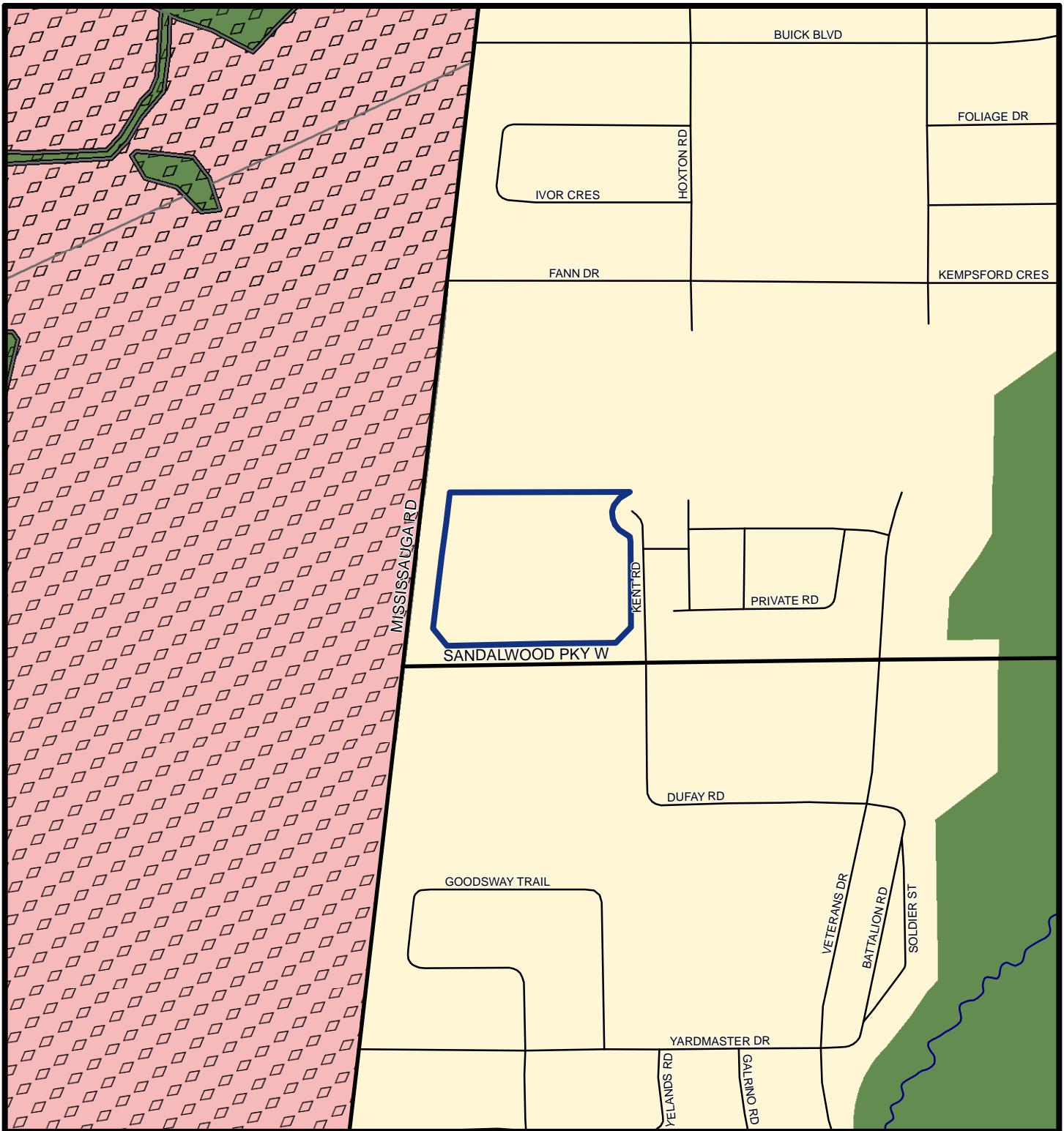




- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- SCHOOLS







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



SUBJECT LAND



OPENSOURCE



RESIDENTIAL



CORRIDOR PROTECTION AREA

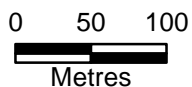


NW BRAMPTON URBAN DEVELOPMENT AREA



**BRAMPTON**  
Flower City

PLANNING AND DEVELOPMENT SERVICES

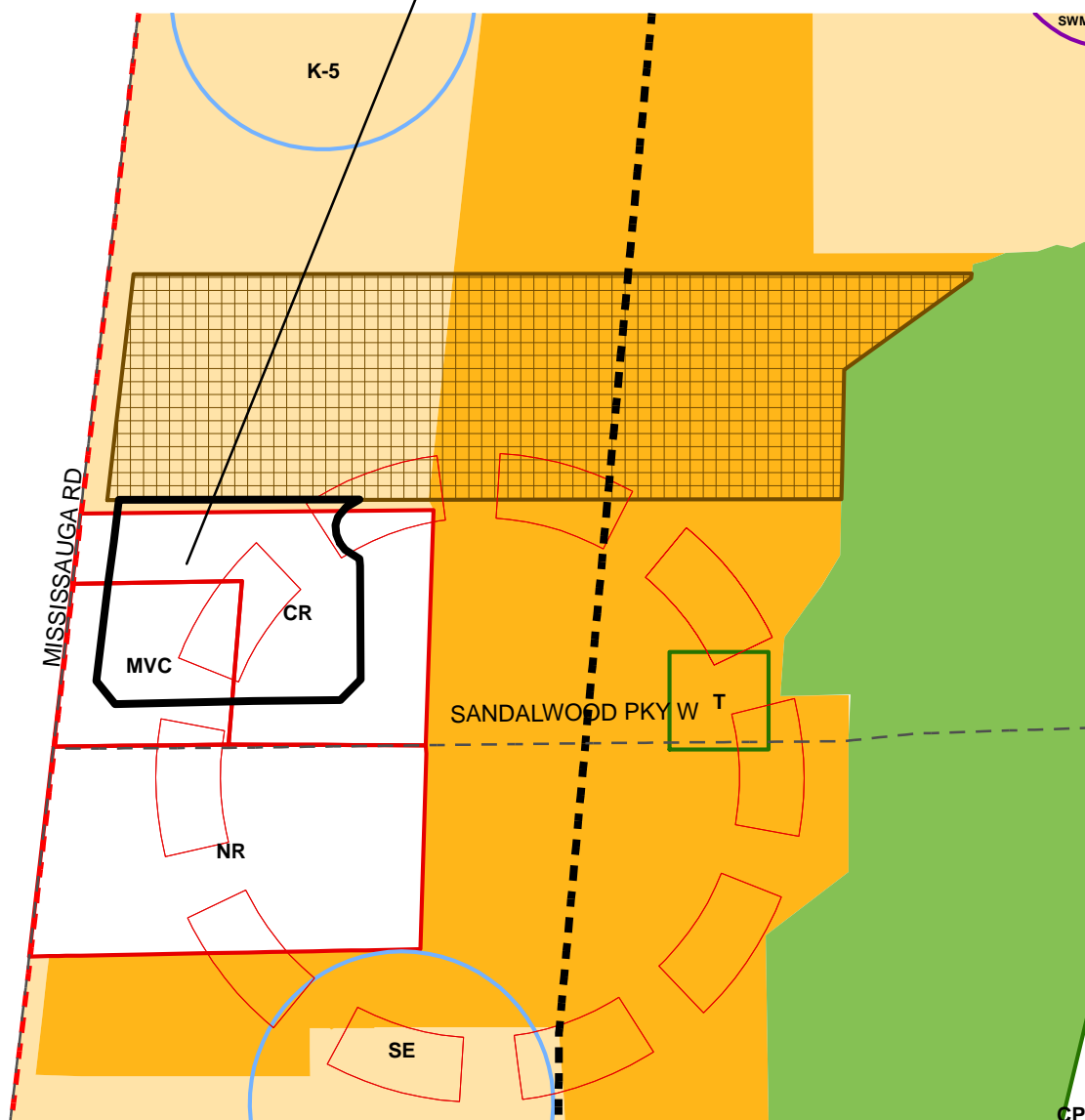


Author: ckovac  
Date: 2021/02/26

**APPENDIX 3**  
**OFFICIAL PLAN DESIGNATIONS**  
**PRIMONT PROPERTIES INC.**  
**PRIMONT (M3 CONDOS) INC.**



## SUBJECT LANDS



EXTRACT FROM SCHEDULE SP51(A) OF THE DOCUMENT KNOWN AS THE MOUNT PLEASANT SECONDARY PLAN

## ROAD NETWORK

- Transit Spine Collector Road
- - - Arterial Road
- Collector Road
- ↔ Potential Connection

## NATURAL HERITAGE SYSTEM

- NATURAL HERITAGE SYSTEM AREA

## RESIDENTIAL

- LOW / MEDIUM DENSITY
- MEDIUM DENSITY

## INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- Grade Separation
- Stormwater Management Facility

## INSTITUTIONAL

- K-5 Public Junior Elementary School Site
- S-5 Public Senior Elementary School Site
- SE Separate Elementary School Site
- PS Public Secondary School Site
- SP Separate Secondary School Site
- W Place of Worship

## RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- P Parlette
- T Town Square
- VP Vest Pocket

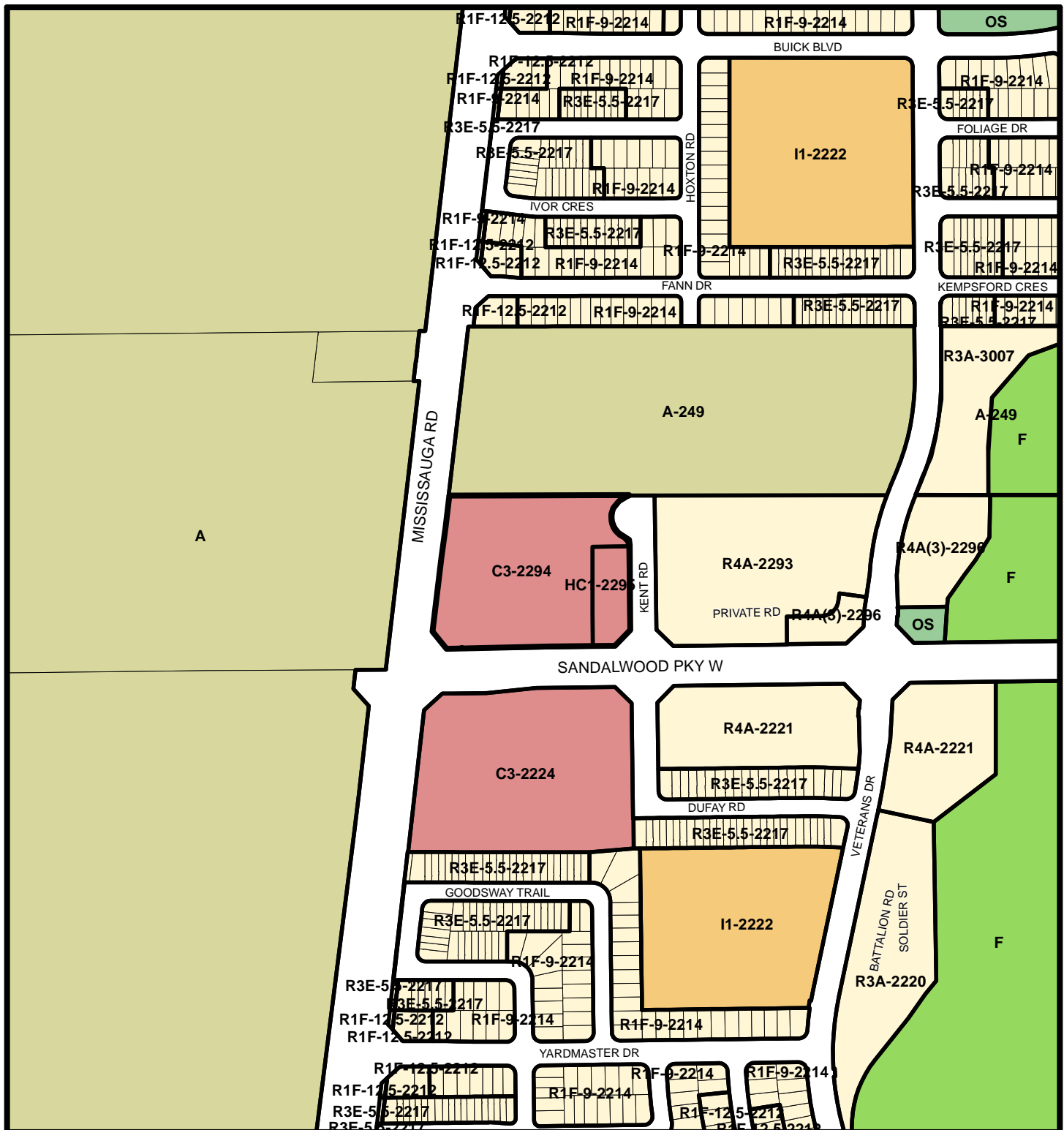
## RETAIL








- DR District Retail
- CR Convenience Retail
- NR Neighbourhood Retail
- MVC Motor Vehicle Commercial

## OTHER

- HD Heritage Resource Designation under the Ontario Heritage Act
- HL Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- MA Mixed Use Area
- SPA Special Policy Area 1-2
- PRA Peel Regional Police Association Special Policy Area
- ASA Area Subject to this Amendment
- GSA Gormington Special Policy Area (Mixed Use Centre)

## APPENDIX 5



-  SUBJECT LAND
  COMMERCIAL
  AGRICULTURAL
  FLOODPLAIN  
 RESIDENTIAL
  INSTITUTIONAL
  OPEN SPACE



0 50 100  
Metres

Author: ckovac  
Date: 2021/03/08










**APPENDIX 5**  
**ZONING DESIGNATIONS**  
**PRIMONT PROPERTIES INC.**  
**PRIMONT (M3 CONDOS) INC.**

Page 192 of 357  
CITY FILE: OZ352021-0002



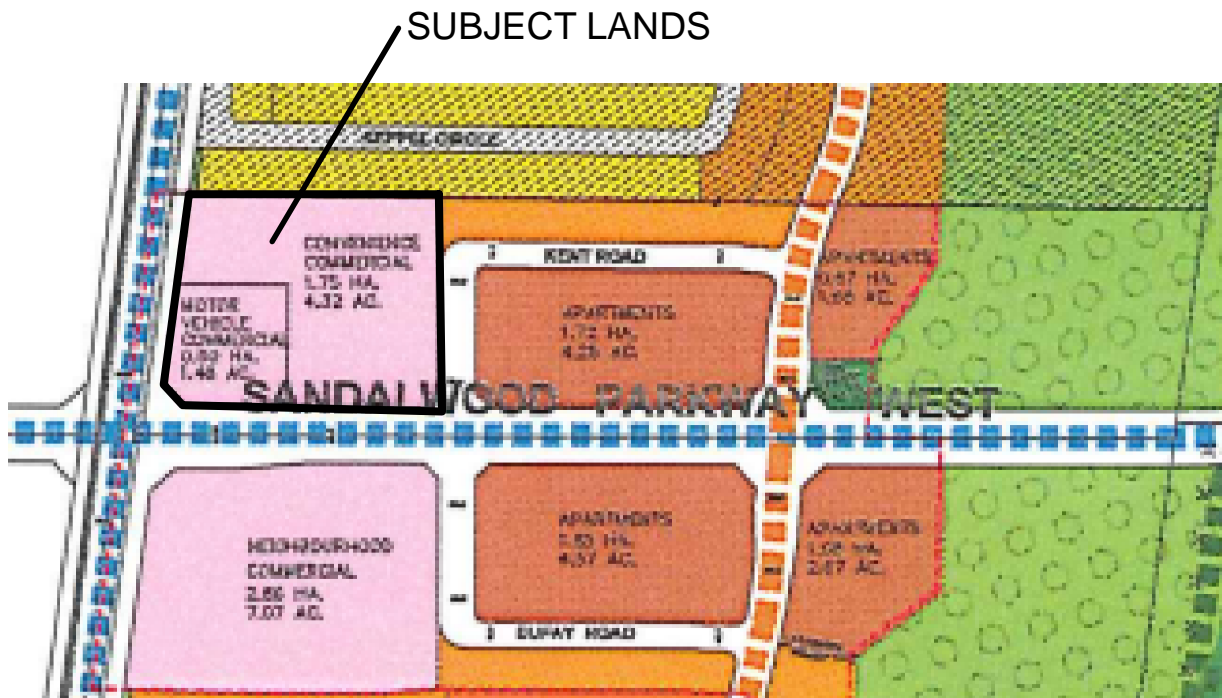
AERIAL PHOTO DATE: FALL 2020

Legend

|   |              |   |              |   |               |   |      |
|---|--------------|---|--------------|---|---------------|---|------|
|   | SUBJECT LAND |  | AGRICULTURAL |  | INSTITUTIONAL |  | ROAD |
|  | COMMERCIAL   |  | OPEN SPACE   |  | UTILITY       |   |      |
|  | INDUSTRIAL   |  | RESIDENTIAL  |   |               |   |      |



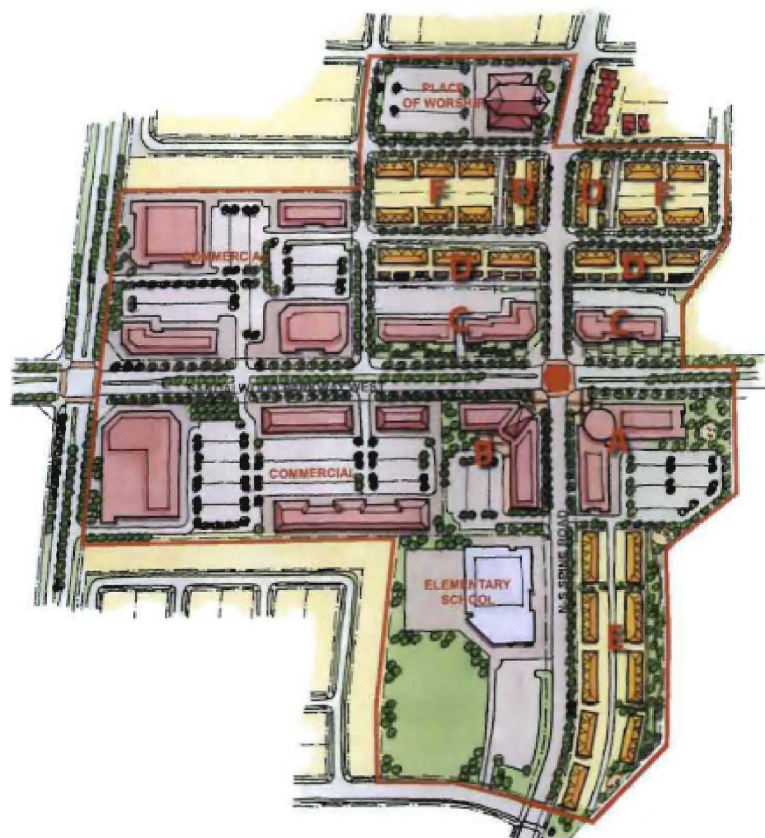




EXTRACT FROM BLOCK PLAN 51-1 KNOWN AS THE MOUNT PLEASANT BLOCK PLAN

**LEGEND**

|  |                                  |  |                                  |  |   |  |   |  |   |
|--|----------------------------------|--|----------------------------------|--|---|--|---|--|---|
|  | BOUNDARY OF BLOCK PLAN AREA 51-1 |  | LOW / MEDIUM DENSITY RESIDENTIAL |  | OPEN SPACE (NHS) BUFFERS/CHANNELS           |  | POTENTIAL LOCATION OF HYDRO ONE BRAMPTON 5m x 7m SWITCH GEAR EASEMENT |  | MULTI-USE PATH WITHIN BLVDs. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK) |
|  | NODE BOUNDARY                    |  | MEDIUM DENSITY RESIDENTIAL       |  | PARKS/ VEST POCKETS/ PARKETTES/ TOWN SQUARE |  |   |  | ON-STREET BIKE LANE (CLASS 2)   |
|  | NATURAL HERITAGE SYSTEM          |  | HIGH DENSITY RESIDENTIAL         |  | INSTITUTIONAL                               |  |   |  | POTENTIAL SIGNED BIKE ROUTE (CLASS 3)   |
|  | CITY PARK                        |  | COMMERCIAL                       |  | SPECIAL POLICY AREA                         |  |   |  | GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)                |
|  | GO STATION                       |  | SWM PONDS                        |  |   |  |   |  |   |
|  | NON PARTICIPATING PROPERTIES     |  |                                  |  |   |  |   |  |   |
|  | FIREHALL                         |  |                                  |  |   |  |   |  |   |
|  | LIBRARY                          |  |                                  |  |   |  |   |  |   |



- A** 3-6 STOREY MID-RISE
- B** 3-6 STOREY MID-RISE w/ SENIORS RESIDENCE OPTION
- C** 3-6 STOREY MID-RISE w/ POTENTIAL TO INCREASE TO 12-15 ST. w/ 3-4 ST. PODIUM
- D** LANE-BASED TOWNHOUSE
- E** CONDO BLOCK REAR LANE TOWNHOUSES w/ AMENITY OPEN SPACE
- F** FRONT-LOADED TOWNHOUSE

## RECOMMENDATIONS:

- ① INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL FOR GREATER DENSITY AND GROUND FLOOR RETAIL/WORK SPACE.
- ② PUBLICLY ACCESSIBLE / PRIVATELY OWNED URBAN OPEN SPACE AS A FORECOURT TO MID-RISE BUILT FORM.
- ③ LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
- ④ ESTABLISH 'VILLAGE' CHARACTER FOR COMMERCIAL BLOCKS - MINIMUM BUILDING SETBACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
- ⑤ COMMERCIAL BLOCKS WITH MIXED-USE OPPORTUNITIES - RETAIL, OFFICE, SERVICE.
- ⑥ VEHICULAR ACCESS TO COMMERCIAL BLOCKS FROM MISSISSAUGA RD. AND SANDALWOOD PKWY.
- ⑦ SCHOOL BUILDING ORIENTED TOWARDS NODE CORE, FOR CONTINUOUS BUILT FORM AT STREET EDGE.
- ⑧ INTEGRATE PLACE OF WORSHIP WITH STREET ORIENTED BUILT FORM.
- ⑨ ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

### 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 (2019), the Region 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:

- (h) The orderly development of safe and healthy communities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) The promotion of built form that,
  - (i) Is well-designed,
  - (ii) Encourages a sense of place, and
  - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposal will also be reviewed for its compliance with the Provincial Policy Statement (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The site is within a Settlement Area as defined by the PPS. The PPS policies that are applicable to this application are as follows:

##### 1.1.1

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market- based range and mix of residential types (including single-detached, additional residential units, multiunit housing, affordable housing and affordable 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;

- e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.
- 1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation;
  - f) are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.



- 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
- 1.4.3 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:
- b) permitting and facilitating:
    - 1. 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
  - c) 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;
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
  - e) requiring transit-supportive development and prioritizing intensification including potential air rights development, in proximity to transit, including corridors and stations.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- 1.7.1 b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

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

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041.

The subject lands are located within the "Built-up Area" as defined by the 2019 Growth Plan for the Greater Golden Horseshoe (GGH). The proposal will be evaluated against the policies of the Growth Plan to ensure its conformity with the plan. The sections that apply to this application include, but are not limited to the following:

- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on following:
  - a) the vast majority of growth will be directed to settlement areas that:
    - i. have a delineated built boundary;
    - ii. have existing or planned municipal water and wastewater systems; and
    - iii. can support the achievement of complete communities;
  - c) within settlement areas, growth will be focused in
    - i. delineated built-up areas;
    - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
    - iv. areas with existing or planned public service facilities;
  - d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;
- 2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:
  - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
  - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
  - d) expand convenient access to:
    - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
    - ii. public service facilities, co-located and integrated in community hubs;
    - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.
  - e) provide for a more compact built form and a vibrant public realm, including public open spaces.
- 2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
- a) planning to accommodate forecasted growth to the horizon of this Plan;
  - c) considering the range and mix of housing options and densities of the existing housing stock; and
  - d) planning to diversify their overall housing stock across the municipality.
- 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
- a) supports the achievement of complete communities;
  - b) supports active transportation; and
  - c) encourages the integration and sustained viability of transit services.
- 2.2.7.2 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

## **Region of Peel Official Plan**

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are designated “Urban System” and identified as “North West Brampton Urban Development Area” on *Schedule D – Regional Structure* in the Regional of Peel Official Plan.

The applicable sections of the Regional Official Plan for this development application include:

Urban System Objectives:

- 5.3.1.2 To achieve sustainable development within the Urban System.
- 5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.3.1.7 To recognize the integrity and physical characteristics of existing communities in Peel

Urban System Policies:

- 5.3.2.2 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.
- 5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:
  - a) support the Urban System objectives and policies in this Plan;
  - b) support pedestrian-friendly and transit-supportive urban development;

5.3.4 North West Brampton Urban Development Area

5.3.4.1 Objectives

- 5.3.4.1.1 To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region.

5.3.4.1.2 To develop complete and transit supportive communities.

5.3.4.1.5 To achieve orderly, cost effective and timely development.

Growth Management Objectives:

5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

5.8 Housing

5.8.1 General Objectives

5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.

5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.

5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.

5.8.2 General Policies

5.8.2.3 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.

**City of Brampton Official Plan:**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The property is designated "Residential" on *Schedule A: General Land Use Designations*. It is also identified as "Designated Greenfield Area" on *Schedule 1: City Concept* and "Convenience Retail" on *Schedule A2: Retail Structure* in the Official Plan. The Official Plan policies that are applicable to this application include but are not limited to:

- 3.2.8 New communities and new development within existing communities shall be planned to be Complete Communities. Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided
- 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.
- 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres; Mobility Hubs; Major Transit Station Areas or intensification corridors which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:
- (i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
  - (ii) The development contributes to the City's desired housing mix;
  - (iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
  - (iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day-to-day needs of residents such as commercial, recreational and institutional uses;
  - (v) There is sufficient existing or planned infrastructure to accommodate the development;
  - (vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
  - (vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
  - (viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height,

massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;

- (ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage
- (x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- (xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- (xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

4.2 Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton's residential policy will focus on the following:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame to meet projected requirements of the



regional market area in accordance with the Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.

It is the objective of the Residential Policies to:

- b) Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage intensification and create attractive streetscapes;
- c) Accommodate residential growth by promoting and facilitating intensification throughout the built-up area and ensuring compact, complete greenfield neighbourhoods;

#### 4.2.7 Design

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Contributing to the existing natural features functions and linkages such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form;

#### 4.3.2 Retail

4.3.2.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.

- b) 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;

4.3.2.8 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

4.3.2.9 The City shall interpret the location of Retail designations on Schedule “A2” of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including livework units in a residential area to be designated in Secondary Plans, where applicable.

#### 4.3.5 Local Retail

4.3.5.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.

4.3.5.5 The Local Retail uses are defined as follows:

- b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).

### **Mount Pleasant Secondary Plan (Area 51)**

The property is designated “Motor Vehicle Commercial” and “Convenience Retail” in the Mount Pleasant Secondary Plan (Area 51A). The east portion of the property is also located in the “Mixed-Use Areas 1”. The applicable Secondary Plan policies include but are not limited to:

5.2.1.1 Lands designated Mixed-Use Areas 1 to 5 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will

be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage.

- 5.2.1.2 Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, LiveWork units, seniors' residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.
- 5.2.1.6 A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.
- 5.2.1.7 The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.
- 5.2.1.9 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines.
- 5.2.1.10 Provision of on-street parking should be encouraged wherever feasible.
- 5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the Secondary Plans adjacent to the Mount Pleasant Secondary Plan, the commercial designations shown on Schedule SP 51(a) together with the Commercial designations in the Mixed-Use Areas, are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP 51(a) shall be permitted
- 5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations and commercial uses within the "Mixed-Use" designations on Schedule SP51 (a) shall be subject to the following policies:
  - i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of the Official Plan and this Chapter;
  - ii) Outdoor storage or display of goods or materials as the principal use shall be prohibited;

- iii) Provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffering treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
  - iv) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.
- 5.3.4.1 The lands designated Convenience Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.
- 5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.
- 5.3.4.3 The lands at the north-east intersection of Sandalwood Parkway West and Mississauga Road, designated “Convenience Retail” on Schedule SP 51- 1, shall have a maximum floor area of 4,645 square metres (50,000 square feet) and a supermarket shall not be permitted. Food related retail uses other than a supermarket are permitted up to a maximum floor area of 1,393 square metres (15,000 square feet).
- 5.3.5.1 Motor Vehicle Commercial Sites cannot be located within the centre of any Mixed-Use Nodes/Areas.
- 5.3.5.2 The lands designated Motor Vehicle Commercial on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.13 of the Official Plan, this Chapter and other relevant policies of the Official Plan.
- 5.3.5.3 Where a Motor Vehicle Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Natural Heritage System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

The proposal is to facilitate a mixed use development consisting of significant number of residential units that is located on a portion of the site that is designated for commercial uses. An Amendment to the Secondary Plan is required.

### **Block Plan Area No. 51-1**

The lands are designated “Convenience Retail” and “Motor Vehicle Commercial” in the Mount Pleasant (Area 51-1) Block Plan. An Amendment to the Block Plan is required based to facilitate this proposal.

### **Zoning By-law:**

The subject site is zoned “Commercial Three – Section 2294 (C3-2294)” and “Highway Commercial One – Special Section 2295 (HC1-2295)” in the City of Brampton Zoning By-law 270-2004. The “C3-2294” Zone permits a variety of commercial uses such as restaurants, offices, retail establishments, commercial schools, and supermarkets. Residential uses of any kind are not permitted. An Amendment to the Zoning By-law is required to facilitate the proposed development.

### **Sustainability Score & 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. The application has a Sustainability Score of 35 points, which achieves the City’s Bronze threshold. City staff will verify the sustainability score prior to the Recommendation Report.

### **Documents Submitted in Support of the Application**

- Concept Plan
- Shadow Study
- Phasing Plan
- Survey / Legal Plan
- Public Consultation Strategy
- Planning Justification Report
- Urban Design Brief
- Sustainability Score and Summary
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Noise Study
- Functional Servicing Report
- Tree Inventory Preservation Plan
- Geotechnical/ Soils Report
- Environmental Site Assessment (Phase 1)

- Record of Site Condition
- Archaeological Assessment
- Traffic Impact Study/ Parking Study
- Landscape Concept

The City may request further technical information necessary for its review, based on agency circulation or public input. 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.

**Date:** 2020-03-19

**Subject:** **OZS-2020-0035**

**Secondary Title: INFORMATION REPORT**  
Application to Amend the Zoning By-law  
(To permit the development of a single-storey, multi-unit  
warehouse building with associated office)  
**Humphries Planning Group Inc – 1968610 Ontario Limited**  
Northwest corner of Inspire Boulevard and Dixie Road)  
Ward: 9

**Contacts:** Dana Jenkins, Development Planner, Development Services,  
[dana.jenkins@brampton.ca](mailto:dana.jenkins@brampton.ca) 905-874-2069  
Steve Ganesh, Manager, Development Services,  
[steve.ganesh@brampton.ca](mailto:steve.ganesh@brampton.ca) 905-874-2089

**Report Number:** Planning, Bld & Ec Dev-2021-254

**Recommendations:**

1. **THAT** the report titled: **Information Report: Application to Amend the Zoning By-law – Humphries Planning Group Inc – Ontario 1968610 – Northwest corner of Inspire Boulevard and Dixie Road – Ward 9 (Planning Building and Economic Development-2021-254 and City File OZS-2020-0035)**, to the Planning and Development Committee Meeting of April 12, 2021, be received; and
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 the lands with a single-storey multi-unit industrial building with accessory office space along the Dixie Road and Inspire Boulevard frontages.**
- **The proposed gross floor area of the building is approximately 15,097 square metres (162,503 square feet).**



- The proposal includes 169 parking spaces (including 8 accessible); 22 loading dock doors; 2 drive-in doors, and 4 loading spaces.
- The property is designated 'Prestige Industrial' in the Official Plan and 'Prestige Industrial' and 'Special Policy Area 5' in the Countryside Villages Secondary plan (SPA 48). Amendment of the Official Plan and Secondary Plan is not required in order to facilitate the development.
- The property is zoned 'Service Commercial – Special Section 2956 (SC-2956)' under 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 statutory public meeting facilitate compliance with the "Well-run City (Good Government)' Term of Council Priority by encouraging public participation by actively engaging the community, and by meeting the legislated requirement as outlined in the *Planning Act*.

### **Background:**

The subject lands are located at the northwest corner of Dixie Road and Inspire Boulevard. A previous development application from 2019 was approved by Council to rezone the lands to permit an automobile sales establishment. The landowner's business arrangement associated with that land use was not finalized, and this application, received on December 11, 2020, proposes to rezone the lands to permit a single-storey warehouse with associated office. Notice of Complete Application was issued on February 4, 2021.

### **Current Situation:**

#### Proposal (Refer to Appendix 1):

The application proposes an amendment to the Zoning By-law. Details of the proposal are as follows:

- Single-storey multi-unit warehouse development with associated office along Dixie Road and Inspire Boulevard frontages;
- Gross floor area of warehouse approximately 15,097 square metres (162,503 square feet); and
- A total of 169 parking spaces (including 8 accessible); 22 loading dock doors; 2 drive-in doors, and 4 loading spaces.

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

- Does not have an assigned municipal address to date;
- Has a site area of approximately 2.95 hectares (7.29 acres);
- Has frontage of approximately 141.5 metres (464 feet) on Dixie Road and 206.17 metres (676 feet) on Inspire Boulevard; and
- Is currently vacant land.

The surrounding land uses are described as follows:

North: Vacant land currently used for outside storage of cars in association with car dealerships (not a permitted use by the Zoning By-law);

East: Dixie Road, and further east low-rise residential;

South: Inspire Boulevard, vacant land, and stormwater pond beyond; and

West: Vacant lands, beyond which is Ace Drive and lands used for outdoor storage (car storage in association with automobile dealerships).

### Technical Considerations

Comments from staff and external agencies are required in order to complete a comprehensive analysis. At this time, staff have noted the following specific considerations that will need to be addressed as part of the comprehensive analysis in addition to the assessment of the appropriateness of the proposed land use and its impact on the surrounding area:

- Impact of the proposed land use on the neighbouring residential uses and how to use design to encourage compatibility between the uses; and
- How best to integrate the development with the existing transportation network and ensure that all transportation modes (walking, cycling, driving, public transit) can conveniently and safely access the site;

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 February 24, 2021 and on March 12, 2021, to property owners within 240 metres of the subject lands as per Planning Act requirements. A notice of public meeting was also posted in the 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:

No financial implications have been identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget. Should any financial implications arise through the continued processing of this application, these will be discussed within the future Recommendation Report.

#### Other Implications:

Any additional 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 include a complete technical analysis and assess the planning merits of this application to amend the Zoning By-law.

Authored by:

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Dana Jenkins, MCIP, RPP  
Development Planner

Approved by:

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

Reviewed by:

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Allan Parsons, MCIP, RPP  
Director, Development Services

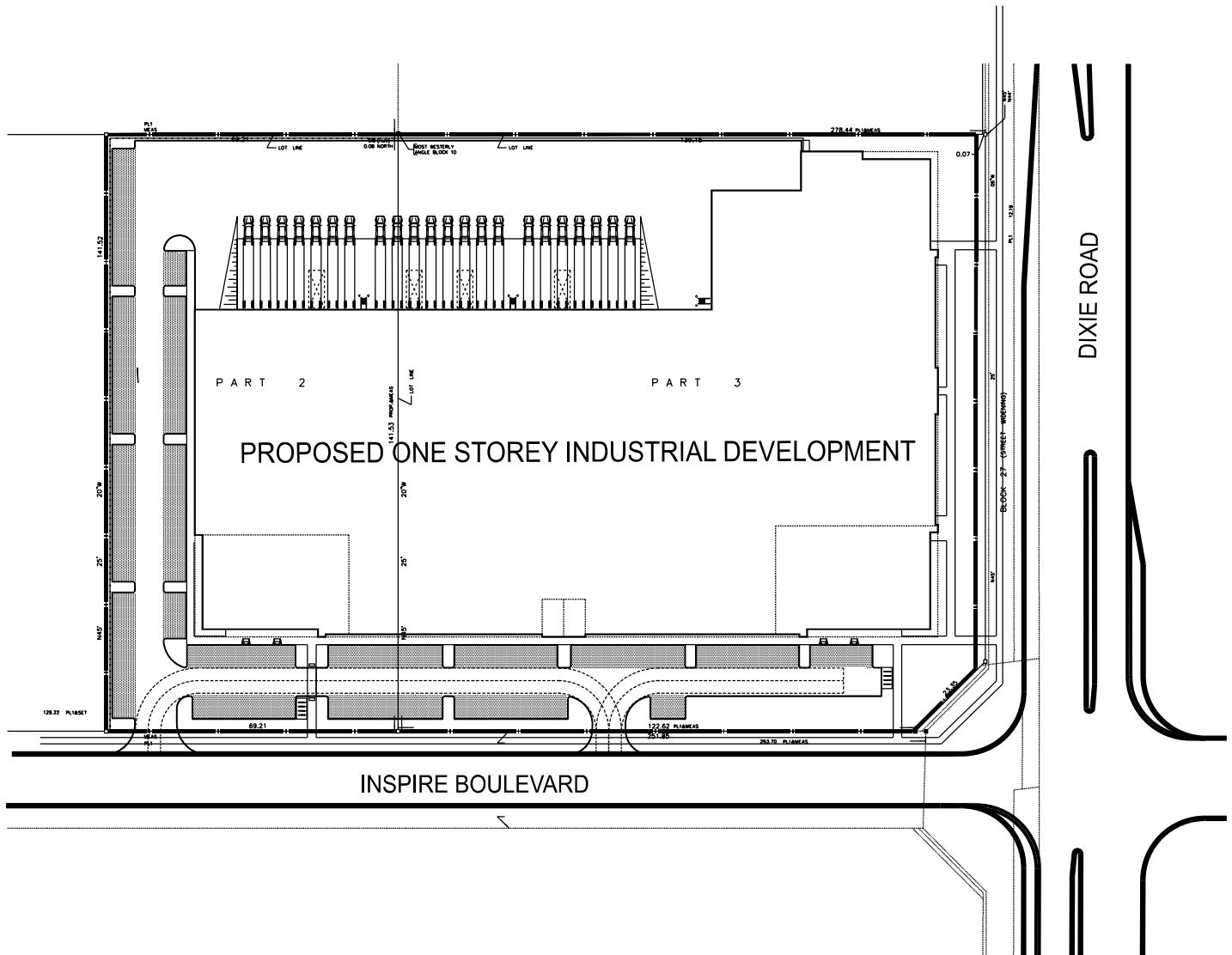
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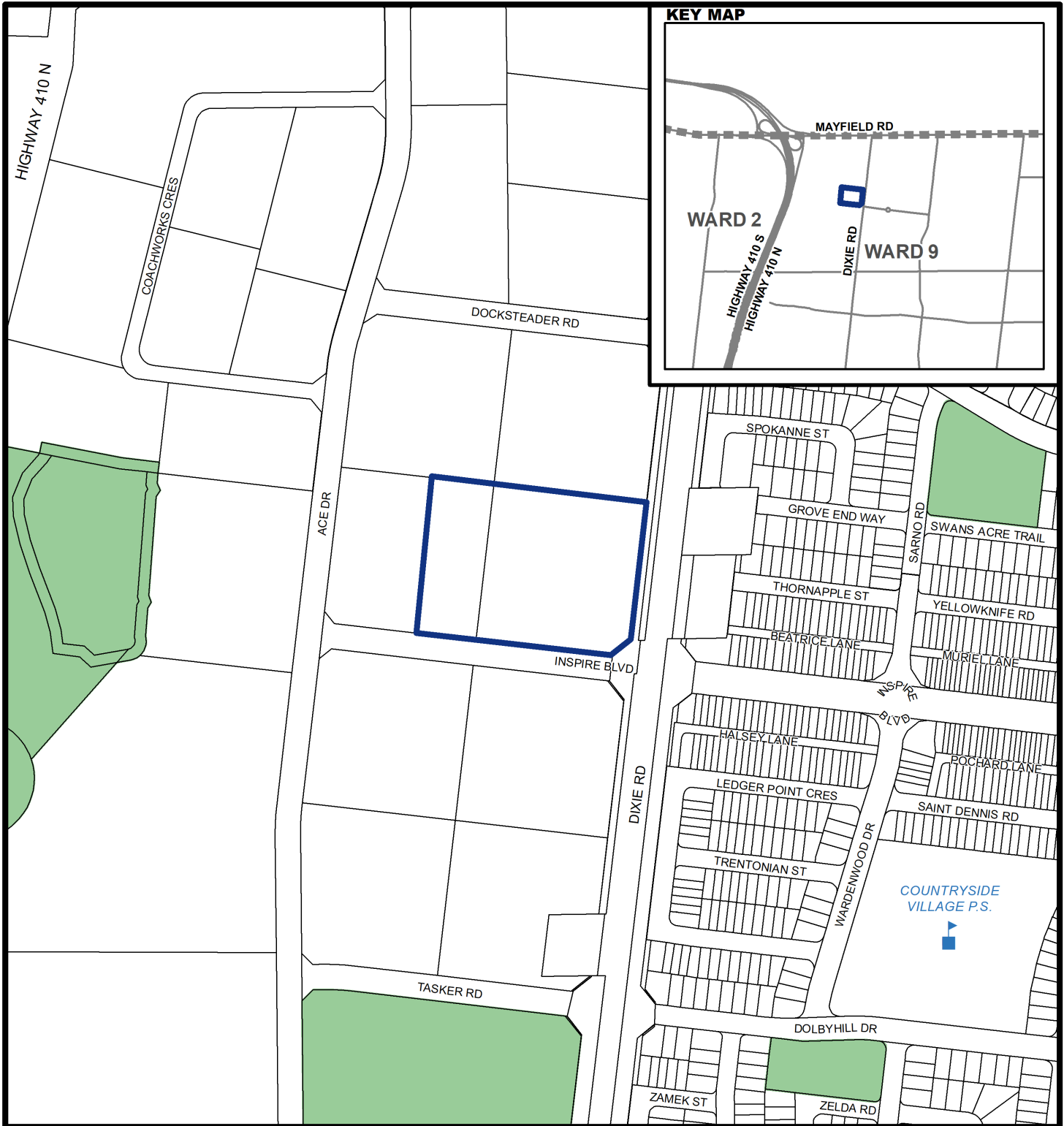
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David Barrick  
Chief Administrative Officer

**Attachments:**

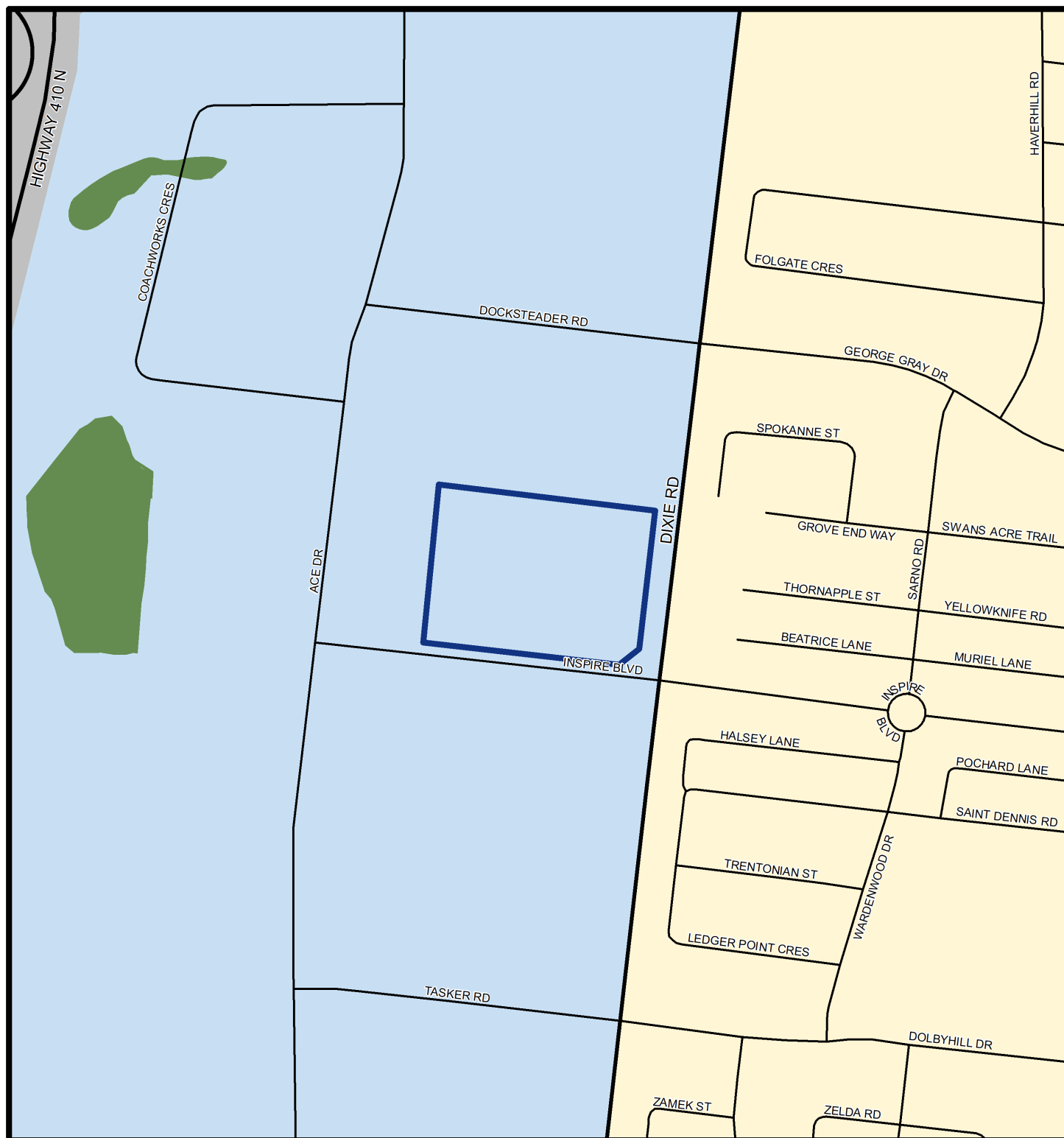
Appendix 1: Concept Plan  
Appendix 2: Location Map  
Appendix 3: Official Plan Designations  
Appendix 4: Secondary Plan Designations  
Appendix 5: Zoning Designations  
Appendix 6: Aerial and Existing Land Uses  
Appendix 7: Heritage Resources  
Appendix 8: Information Summary










- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- 🚩 SCHOOLS



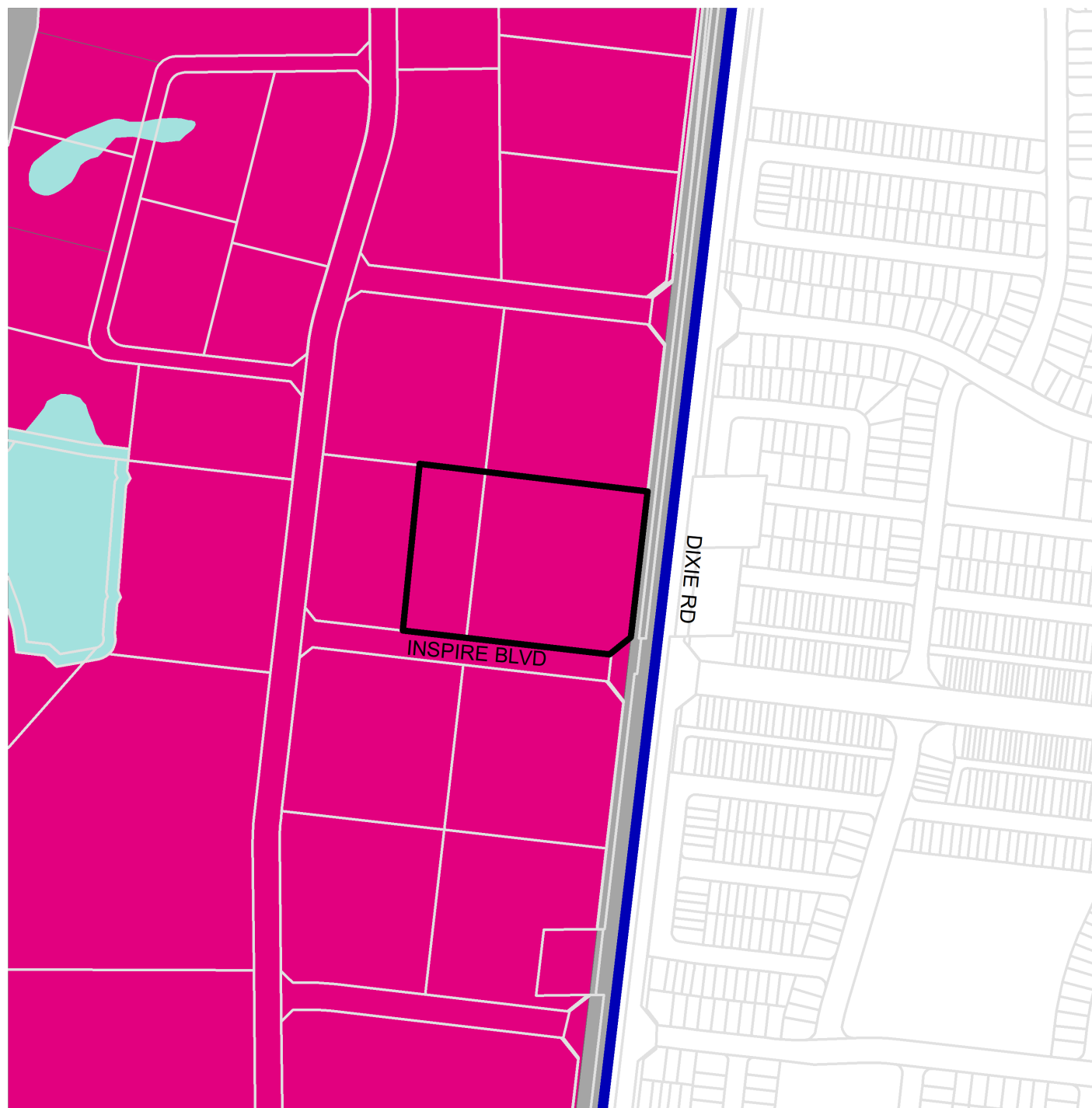


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

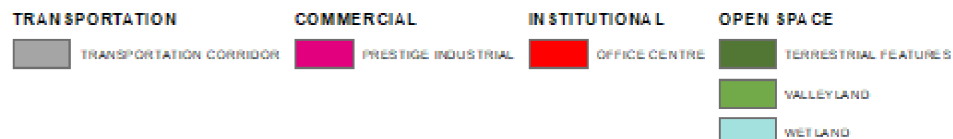
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|---|---|---|
|  SUBJECT LAND |  OPENSAPCE           |  RESIDENTIAL |
|  INDUSTRIAL   |  PROVINCIAL HIGHWAYS |   |

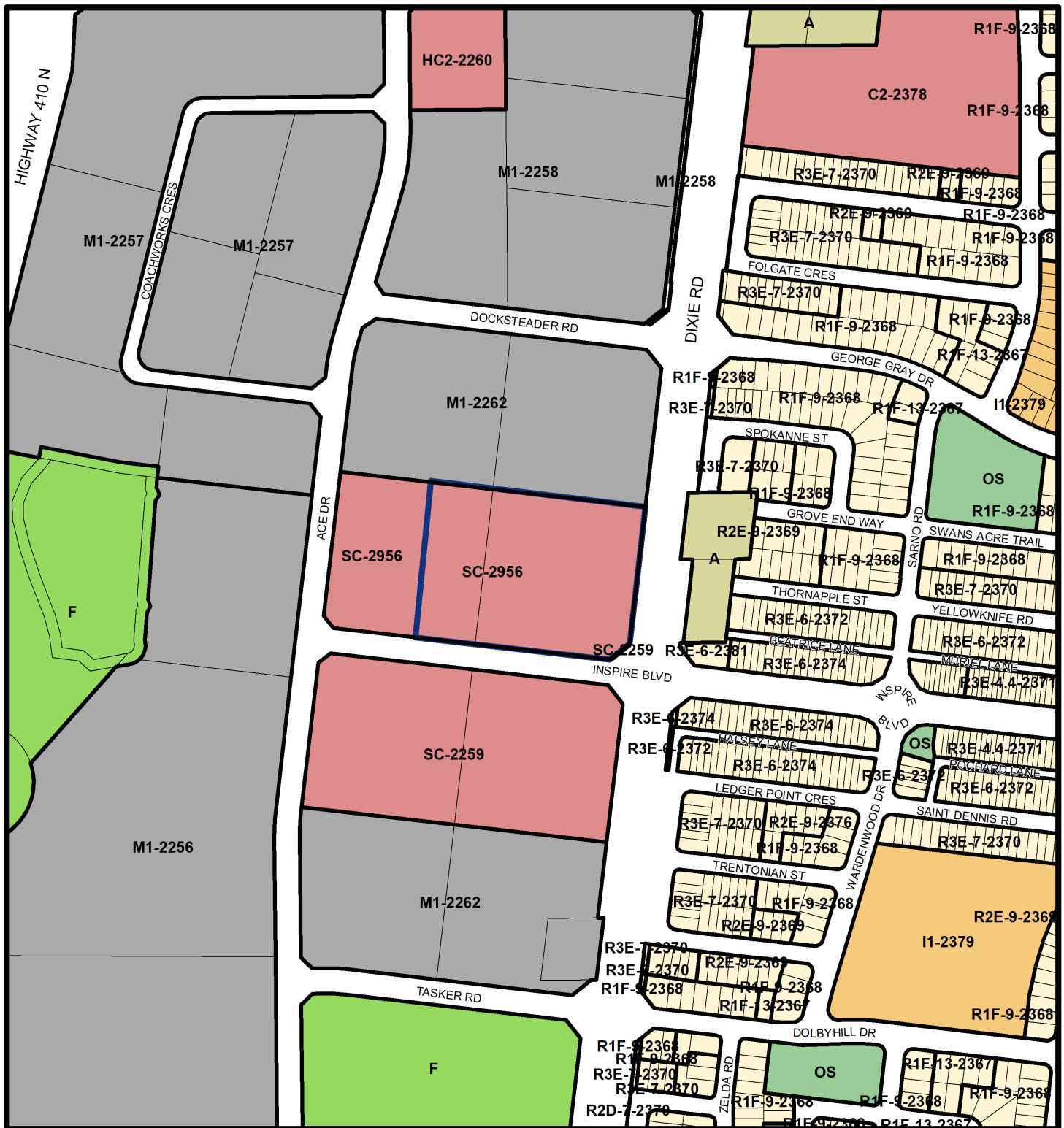






EXTRACT FROM SCHEDULE SP 48(A) OF THE DOUMENT KNOWN AS THE COUNTRYSIDE VILLAGES SECONDARY PLAN





SUBJECT LAND
COMMERCIAL
INSTITUTIONAL
OPEN SPACE  
RESIDENTIAL
INDUSTRIAL
AGRICULTURAL
FLOODPLAIN










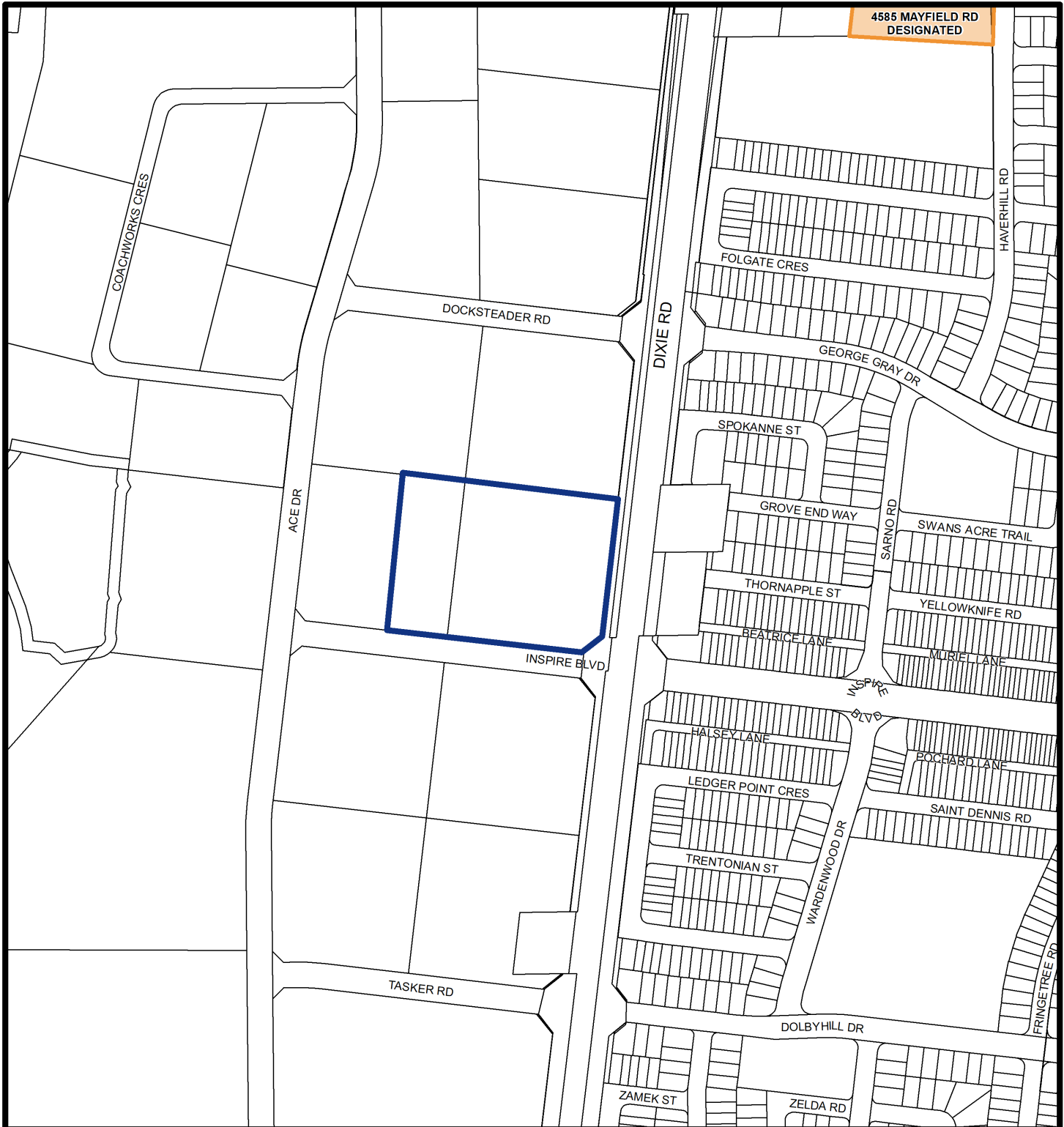
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Legend

|   |              |   |              |   |               |   |      |
|---|--------------|---|--------------|---|---------------|---|------|
|   | SUBJECT LAND |  | AGRICULTURAL |  | INSTITUTIONAL |  | ROAD |
|  | COMMERCIAL   |  | OPEN SPACE   |  | UTILITY       |   |      |
|  | INDUSTRIAL   |  | RESIDENTIAL  |   |               |   |      |







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



## **APPENDIX 8: Information Summary**

Notwithstanding the information summary provided below, staff advises that prior to finalizing recommendations to Council, this application has been evaluated for consistency with the Provincial Policy Statement (2020), conformity with the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan and the City of Brampton Official Plan.

### **Planning Act**

The proposal has been reviewed for its compliance with matters of provincial interest as identified in Section 2 of the Planning Act. An assessment identified that the sections applicable to this application include, but are not limited to:

- (h) the orderly development of safe and healthy communities;
- (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,
- (r) the promotion of built form that:
  - (i) is well designed,
  - (ii) encourages a sense of place, and
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

### **Provincial Policy Statement**

The proposal has been evaluated as to whether it is consistent with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). An assessment of the PPS sections applicable to this application include, but are not limited to:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - (b) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- (c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy; and
- (d) maintain at all times where new development is to occur, land with servicing available through lands suitably zoned

### **Growth Plan for the Greater Golden Horseshoe**

The application has been evaluated against the Growth Plan for the Greater Golden Horseshoe to ensure that the proposal conforms to the Plan. The assessment of the Greater Golden Horseshoe sections applicable to this application include but are not limited to:

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

### **Region of Peel Official Plan**

The application has been evaluated against the Region of Peel Official Plan to ensure that the proposal conforms to the Plan. An assessment of the Region of Peel Official Plan sections applicable to this application include but are not limited to:

- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.
- 5.3.2.2 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.
- 5.3.2.4 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.
- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

### **City of Brampton Official Plan**

The subject property is designated as Prestige Industrial in the Official Plan. An amendment to the Official Plan is not required to facilitate development of the site for a single-storey multi-unit industrial warehouse with accessory office. The proposed is generally consistent with the policies and provisions of the Official Plan.

### **The Countryside Villages Secondary Plan (SPA 48)**

The subject property is designated as Prestige Industrial and Special Policy Area 5 in the Countryside Villages Secondary Plan (SPA 48). The Special Policy Area is intended to ensure that the employment uses are compatible with nearby residential neighbourhoods. An amendment to the Secondary Plan is not required in order to facilitate the proposed development.



## **City of Brampton Zoning By-law**

The subject property is zoned Service Commercial – Special Section 2956 (SC-2956) under By-law 270-2004, as amended. This zone does not permit the development of the subject property for a multi-unit warehouse building. An amendment to the Zoning By-law has been submitted in order to allow the requested industrial use of the property for warehouse and accessory office uses.

## **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. The application has a Sustainability Score of 13 points, which does not yet meet the City's Bronze threshold. Additional measures will be required in order to meet this minimum Bronze threshold.

## **Documents Submitted in Support of the Application**

The applicant has submitted the following studies in support of the application:

- Planning Justification Report
- Sustainability Score and Sustainability Summary
- Noise Feasibility Study
- Archaeological Assessment
- Traffic Impact Study
- Draft Zoning By-law
- Site Survey
- Concept Plan
- Urban Design Addendum

**Notice of Intention to Amend Sign By-law 399-2002:  
2100 Bovaird Drive East – Ward 9**

Pursuant to Procedure By-Law 160-2004, as amended, take notice that the City of Brampton intends to consider a site-specific amendment to the Sign By-law 399-2002, as amended.

On **Monday, April 12, 2021, at 7:00 p.m.**, via regular meeting with electronic participation, the Planning and Development Committee will consider the following proposed amendment to the Sign By-law:

- **William Osler Health System – Brampton Civic Hospital – 2100 Bovaird Drive East – Ward 9**

**Notice:**

**In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requirements for physical distancing between persons, in-person attendance at this Planning and Development Committee meeting will be limited to Members of Council and essential City staff only.**

Members of the public may watch the meeting live from the City of Brampton website at:

<https://www.brampton.ca/EN/City-Hall/meetings-agendas/Pages/Welcome.aspx> or  
<http://video.isilive.ca/brampton/live.html>

Correspondence related to agenda business to be considered at the Planning and Development Committee Meeting may be submitted via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) up until the start of the meeting.

During the Planning and Development Committee Meeting, the public may submit questions regarding decisions made at the meeting via email to the City Clerk at [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca), to be introduced during the Public Question Period section of the meeting.

A key map and site plan showing the location of the proposed signs is attached. Anyone interested in speaking to this matter at the Planning and Development Committee meeting or making a written submission, should contact the [City Clerk's Office](#), no later than 4:30 pm, on April 6, 2021.

Information is available for review on the [City website](#). Further information is available by contacting:

Elizabeth Corazzola  
Manager of Zoning & Sign By-law Services, Building Division,  
905-874-2092, [elizabeth.corazzola@brampton.ca](mailto:elizabeth.corazzola@brampton.ca)

In the event that City Council chooses to refer or defer consideration of the matter, no further public notice will be given.

Dated April 1, 2021

P. Fay, City Clerk  
2 Wellington St. W., Brampton, ON L6Y 4R2  
905.874.2116 TTY: 905.874.2130 Fax: 905.874.2119  
[cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)



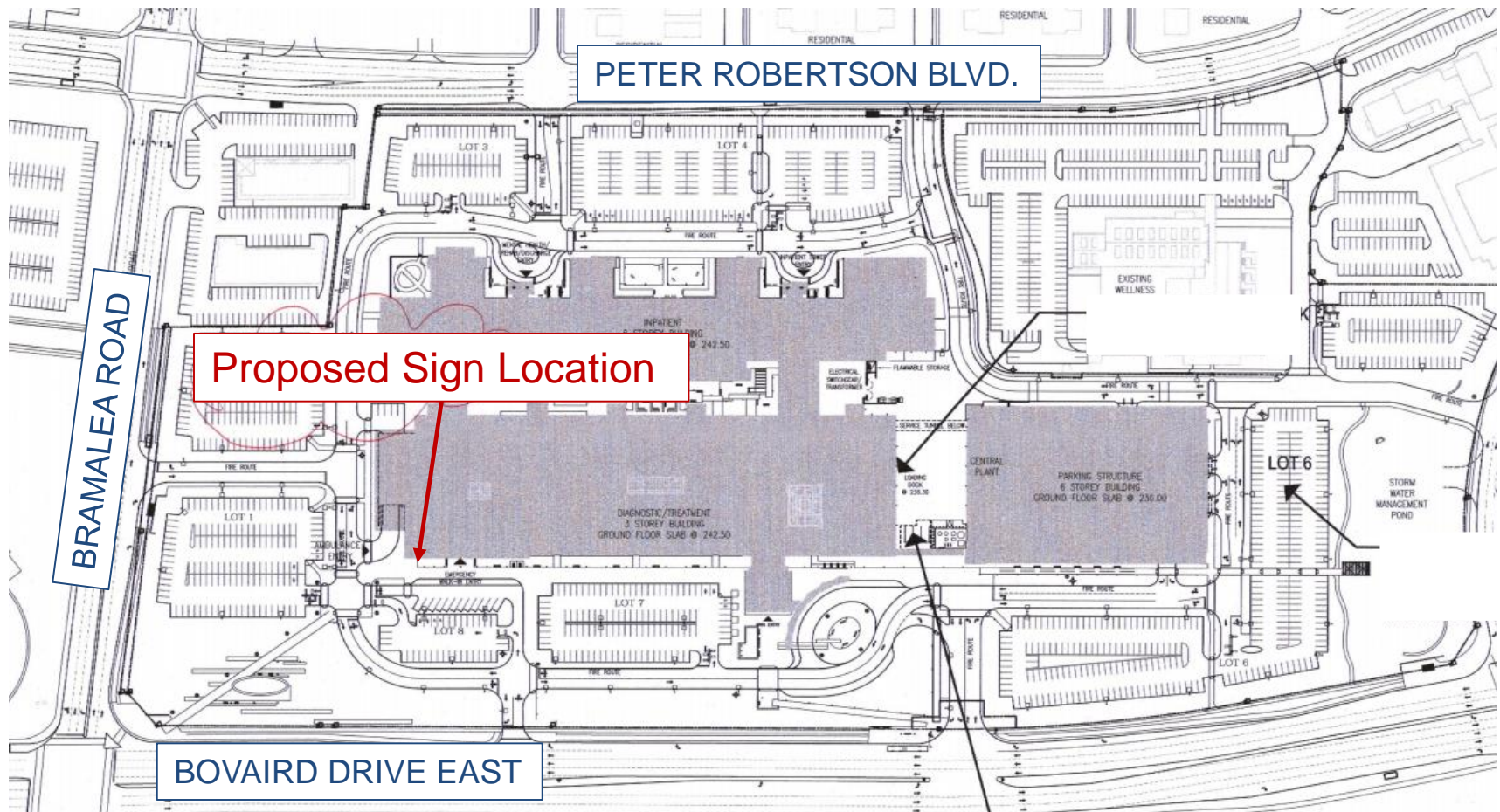
## Schedule 1

Brampton Civic Hospital  
2100 Bovard Drive East  
Location Map



## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division



## Schedule 2

Brampton Civic Hospital  
2100 Bovaird Drive East  
Site Plan



Page 209 of 267

## CITY OF BRAMPTON

Planning, Building and Economic Development  
Building Division





## Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☒ Planning and Development Committee  
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested: April 12th 7:00

Agenda Item (if applicable):

Name of Individual(s): DIARMUID HORGAN

Position/Title:

PRESIDENT

Organization/Person  
being represented:

CANDEVCON LIMITED

Full Address for Contact: 9358 GOREWAY DRIVE, BRAMPTON,  
ONTARIO L6P 0M7

Telephone: 905-794-0600

Email: [dhorgan@candevcon.com](mailto:dhorgan@candevcon.com)

Subject Matter  
to be Discussed:

Statutory Public Meeting on Toronto Gore Density Policy Review Study, Ward 10

Action  
Requested:

Permission to speak as may be appropriate

A formal presentation will accompany my delegation: ☐ Yes ☒ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)  
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg)

☐ Other:

Additional printed information/materials will be distributed with my delegation: ☐ Yes ☐ No ☐ Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

**Submit by Email**

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.

**Date:** 2021-03-08

**Subject:** **Site Specific Amendment to the Sign By-Law 399-2002, as amended, William Osler Health System – Brampton Civic Hospital, 2100 Bovaird Drive East – Ward 9**

**Contact:** Elizabeth Corazzola, Manager, Zoning and Sign By-law Services, Building Division, 905-874-2092, elizabeth.corazzola@brampton.ca

**Report Number:** Planning, Bld & Ec Dev-2021-324

**Recommendations:**

1. That the report titled: Site Specific Amendment to Sign By-Law 399-2002, William Osler Health System – Brampton Civic Hospital, 2100 Bovaird Drive East, 2100 Bovaird Drive East – Ward 9, to the Planning & Development Committee meeting of April 12, 2021, be received; and
2. That a by-law be passed to amend Sign By-law 399-2002, as amended, to permit the proposed site-specific amendment.

**Overview:**

- **An amendment to the Sign By-law has been requested to permit a second storey wall sign with an area of 3.68m<sup>2</sup>, to recognize a principal donor to the emergency department. Whereas, the Sign By-Law permits wall signage limited to the main floor with a maximum area of 25m<sup>2</sup>, in addition to permitted top storey signs and canopy signs.**
- **Brampton Civic Hospital, is located on the north east corner of Bovaird Drive East and Dixie Road.**
- **Staff are generally supportive of the proposed site specific amendment and recommend approval of additional signage intended to recognize philanthropic donations to the hospital that benefitted the community.**

**Background:**

William Osler Health System – Brampton Civic Hospital is the premier emergency care facility for the City of Brampton. The building is located on the north east corner of Bovaird Drive East and Dixie Road. The hospital received a large donation designated for the emergency department. A sign recognizing the donation was installed on the ground floor under the emergency department entrance canopy, which provide poor visibility of the sign.

**Current Situation:**

Brampton Civic Hospital has requested permission to relocate the sign to the second storey. The proposed second storey sign will be located on the south elevation directly adjacent to the emergency department and have an area of 3.72m<sup>2</sup>. The building has existing signage on this elevation identifying the emergency department and the entrance to the hospital along with a top story “H” sign to assist in the easy identification of the hospital.

The Sign By-law permits each elevation to contain wall signs with an area of 20% of the building wall face area on which the sign is located to a maximum of 25m<sup>2</sup>. The existing signage on this elevation totals 25m<sup>2</sup>, which is less than 2% of the elevations area. As part of the comprehensive Sign By-law review, staff have identified the uniqueness of emergency service facilities and will be proposing revising the associated sign requirements to allow additional sign area and more flexibility in sign locations to enhance the ability of these facilities to provide community messaging including signs to recognize philanthropic donations.

Often donations are directed to specific departments within the hospital. In this case, Guru Manak has provided a substantial donation to the hospital’s emergency department. The hospital’s emergency department is located in the south west corner of the building, on the first and second floors. As such the hospital is proposing the recognition sign be located on the second storey to ensure adequate recognition of the donation, while ensuring it is located on the department that benefitted from the donation.

Staff have considered the uniqueness of the hospital and the need to recognize donors to the facility and find the requested sign appropriate and recommend approval.

**Corporate Implications:****Financial Implications:**

There are no financial implications associated with this report.



### Other Implications:

Staff of the Urban Design Section have no concerns with the proposed amendment.

Transportation Planning staff have also reviewed the proposed signage and have no concern with the proposed amendment.

### **Term of Council Priorities:**

This report is consistent with the “A City of Opportunities” theme. Approval of this request is consistent with the priority of attracting investment and employment.

### Living the Mosaic – 2040 Vision

This Report has been prepared in full consideration of the overall Vision that the people of Brampton will ‘Live the Mosaic’.

### **Conclusion:**

While the proposed sign is located above the ground floor and will result in the elevation exceeding the maximum wall sign area permitted in the By-law, the building is of sufficient scale that the existing and proposed signage will account for a small percentage of the area of the wall face area. Additionally, the signage will allow additional visibility to recognize the philanthropic donation that will benefit the community. As these donations are directed to specific departments within the hospital, staff are of the opinion that a broader approval is warranted to allow for this sign and future recognition signs. Staff are supportive of the proposed site specific amendment and recommend approval of an amendment to allow multiple donor recognition signs on the hospital.

Staff do not believe that this amendment will create an undesirable precedent for other similar signage given the unique use of the site.

Authored by:

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Elizabeth Corazzola,  
Manager, Zoning and Sign By-law  
Services

Approved by:

---

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

Reviewed by:

Rick Conard,  
Director of Building and Chief Building Official

Submitted by:

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David Barrick,  
Chief Administrative Officer

**Attachments:**

Schedule 1 – Location Map

Schedule 2 – Site Plan

Schedule 3 – Proposed Signage

Schedule 4 – Site Photographs



## Schedule 1

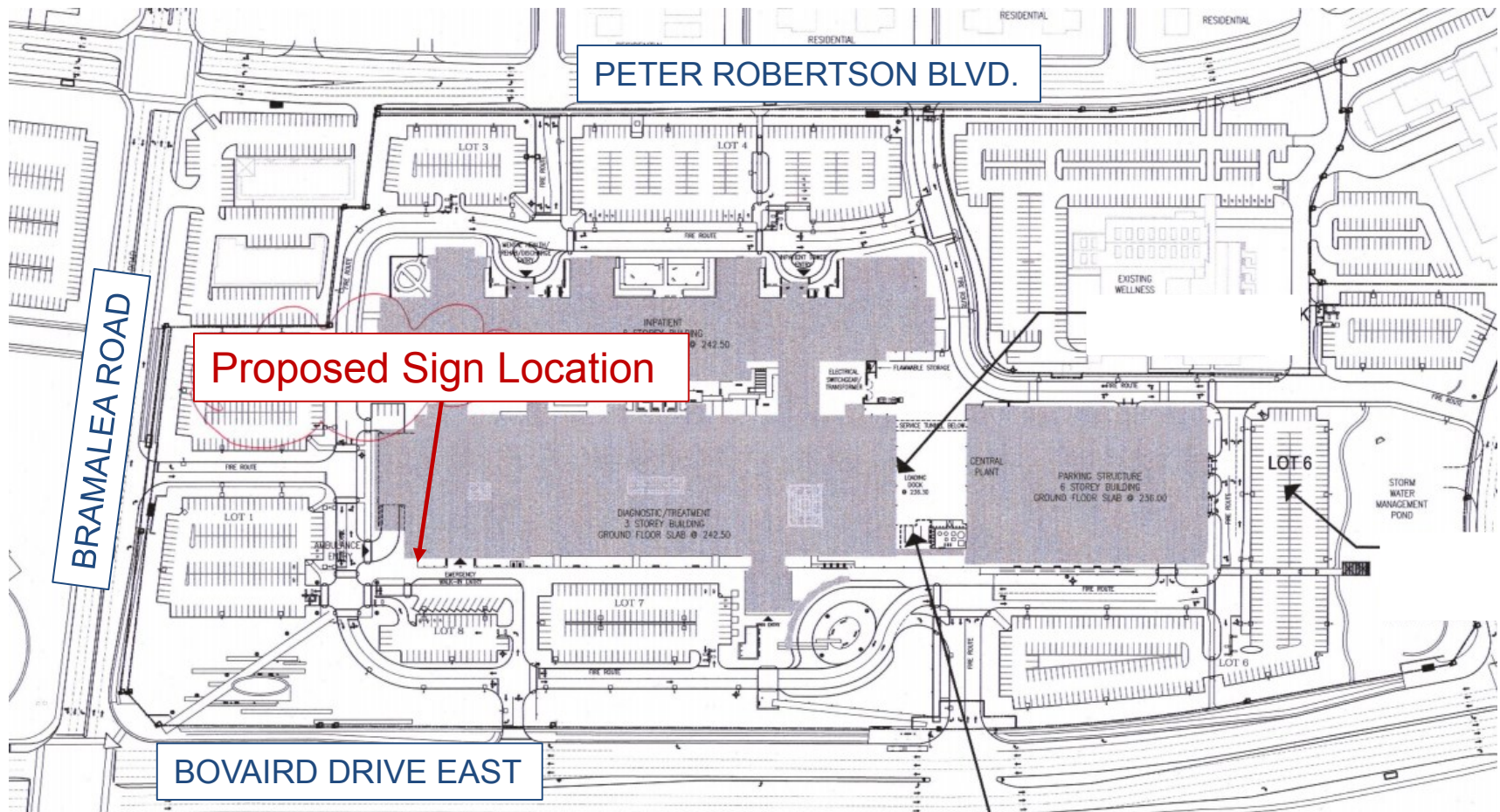
Brampton Civic Hospital  
2100 Bovard Drive East  
Location Map



Page 235 of 357

## CITY OF BRAMPTON

Planning Building and  
Economic Development  
Building Division



## Schedule 2

Brampton Civic Hospital  
2100 Bovaird Drive East  
Site Plan



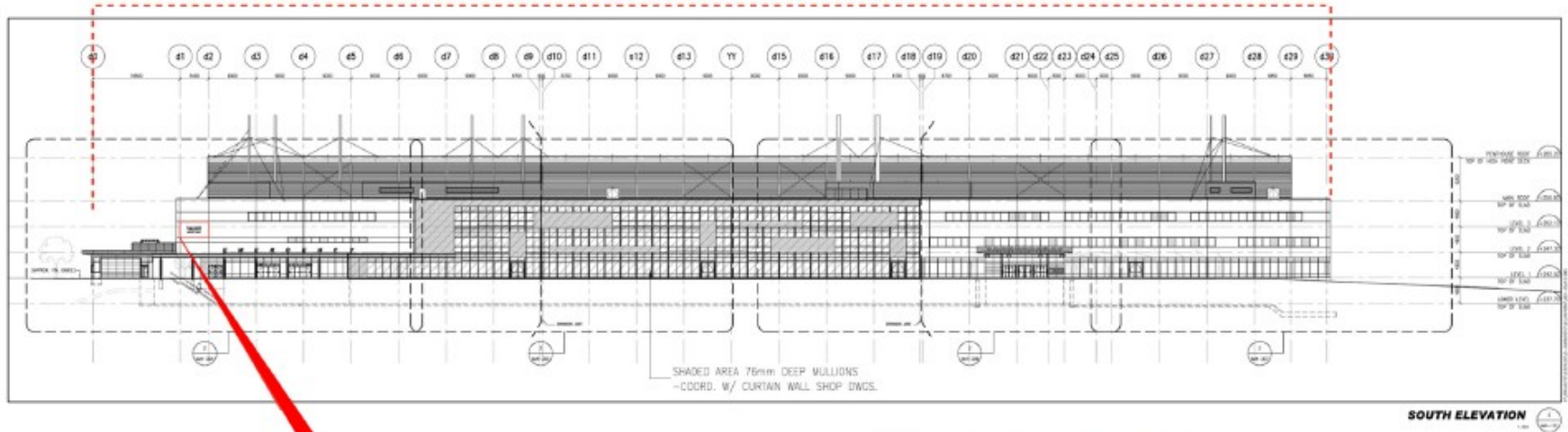
Page 206 of 267

## CITY OF BRAMPTON

Planning, Building and Economic Development  
Building Division



Overall 89600mm / 293.96 ft



114.64 in  
**GURU NANAK**  
 11.08 in **EMERGENCY** 50.22 in  
**DEPARTMENT**  
 CUT FROM 1/4 INCH ALUMINUM. PAINTED 2025 SEMI-GLOSS BLACK.



Representation of Proposed Signage

### Schedule 3

Brampton Civic Hospital  
 2100 Bovaird Drive East  
 Proposed Signage

### CITY OF BRAMPTON

Planning, Building and Economic Development  
 Building Division



South Elevation

#### Schedule 4

Brampton Civic Hospital  
2100 Bovaird Drive East  
Site Photograph

#### CITY OF BRAMPTON

Planning, Building and Economic Development  
Building Division

**Date:** 2021-03-19

**Subject:** **C04W08.007**

**Secondary Title: Recommendation Report**

Application to Amend the Official Plan and Zoning By-law  
(To permit a commercial development consisting of motor vehicle service station, retail, day care, restaurant, commercial and office uses)

**KLM Planning Partners Inc. – Golden Gate Mississauga Road Plaza Ltd.**

9567 and 9581 Mississauga Road

Northeast corner of Mississauga Road and Williams Parkway

Ward: 5

**Contact:** Himanshu Katyal, Development Planner III, Development Services Division, (905) 874-3359, himanshu.katyal@brampton.ca; and, Cynthia Owusu-Gyimah, Acting Manager, Development Services Division, (905) 874-2064, cynthia.owusugyimah@brampton.ca

**Report Number:** Planning, Bld & Ec Dev-2021-279

**Recommendations:**

1. **THAT** the report titled: **Recommendation Report, Application to amend the Official Plan and Zoning By-law, KLM Planning Partners Inc. – Golden Gate Mississauga Road Plaza Ltd. Ward: 5 (Report No.: Planning, Bld & EcDev-2021-279 And File C04W08.007)** to the Planning and Development Committee Meeting of April 12, 2021, be received; and,
2. **THAT** the Official Plan Amendment and Zoning By-law Amendment application submitted by KLM Planning Partners Inc. on behalf of Golden Gate Mississauga Road Plaza Ltd., Ward: 5, File: C04W08.007, as revised, be approved, on the basis that it represents good planning, including that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan and the City's Official Plan, for the reasons set out in this Recommendation Report; and,
3. **THAT** the amendments to the Official Plan, generally in accordance with the attached Appendix 12 to this report be adopted.



4. **THAT** the amendments to the Zoning By-law, generally in accordance with the attached Appendix 13 to this report be adopted.

**Overview:**

- This report recommends approval of an Official Plan Amendment and Zoning By-law Amendment application to develop the lands for a commercial development consisting of a motor vehicle service establishment, restaurant, retail, daycare and office uses.
- The subject lands are designated “Residential” on Schedule A of the Official Plan which permits predominantly residential uses, but may also permit complimentary uses, such as commercial uses that serve the adjacent residential area. The draft Official Plan Amendment attached as Appendix 12 will add the “Convenience Commercial” Designation to Schedule A2 – Retail Structure to reflect the addition of the proposed commercial development.
- The subject lands are designated “Low Density 2 Residential” in the Credit Valley Secondary Plan (Area 45). The draft Official Plan Amendment attached as Appendix 12 will designate the lands to a “Convenience Commercial” designation to permit the proposed commercial development.
- The subject lands are designated “Highway Commercial” in the Credit Valley Secondary Plan Block Plan Sub Areas 1 & 3. The draft Official Plan Amendment attached as Appendix 12 will designate the lands to a “Convenience Commercial” designation to permit the proposed commercial development.
- The subject lands are zoned “Agricultural (A)” by By-law 270-2004, as amended. The draft Zoning By-law attached as Appendix 13 will implement the proposed commercial uses following enactment.
- The proposed Official Plan and Zoning By-law Amendments represent good planning, are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe, the Region’s Official Plan and the City of Brampton Official Plan.
- A Statutory Public Meeting for this application was held on June 4, 2018. No members of the public were in attendance at the Statutory Public Meeting. Written submission from an adjacent landowner was received.

**Details of the Statutory Public Meeting and response to the landowner's concerns are included in Appendix 10 of this report.**

- **The proposal is consistent with the “2018-2022 Term of Council Priorities” and supports the “A City of Opportunities” theme. The proposal is consistent with the direction of building complete and sustainable communities to accommodate growth for people.**

### **Background:**

The current development application was submitted by KLM Planning Partners Inc. on behalf of Golden Gate Mississauga Road Plaza Ltd. on January 2, 2018.

The application was deemed to be complete on March 7, 2018 in accordance with Section 22 (6.1) and Section 34 (10.4) of the *Planning Act*.

### **Current Situation:**

#### Proposal:

This application to amend the Official Plan and Zoning By-law proposes a commercial development. Further details of the proposal are outlined below (also refer to Appendix 1 for the concept plan):

- Four buildings including a multi-unit commercial building, a restaurant with a drive-through, a service station, and a car wash;
- 88 parking spaces;
- A total commercial gross floor area of approximately 1,450 square metres (15,607 square feet); and,
- Vehicle access onto Williams Parkway and Mississauga Road.

#### Application to Amend the Official Plan, including Secondary Plan and Block Plan:

##### *Official Plan*

The subject lands are designated “Residential” on Schedule A – General Land Use Designations of the Official Plan. This designation permits a broad range of residential uses as well as commercial, institutional and public uses such as local retail and convenience retail uses.

The draft amendment to the Official Plan submitted with the application adds the “Convenience Retail” to Schedule A2 – Retail Structure to reflect the proposed commercial use at this location. The draft amendment is attached as Appendix 12 to this report.

### *Secondary Plan*

The subject lands are designated “Low Density 2 Residential” in the Credit Valley Secondary Plan (Area 45). This designation permits low density residential uses.

The draft amendment to the Official Plan submitted with the application changes the designation from “Low Density 2 Residential” to “Convenience Retail” to permit the proposed commercial development. The draft amendment is attached as Appendix 12 to this report.

### *Block Plan*

The subject lands are designated “Highway Commercial” in the Credit Valley Secondary Plan Block Plan Sub Areas 1 & 3.

The draft amendment to the Official Plan submitted with the application changes the designation from “Highway Commercial” to “Convenience Retail” to permit the proposed development and to apply the same designation as proposed in the secondary plan amendment.

### Application to Amend the Zoning By-law:

The subject property is zoned “Agricultural (A)” by By-law 270-2004, as amended. Uses permitted in this zone include:

- agricultural uses,
- a single detached dwelling,
- a group home type 1 or a type 2,
- a cemetery,
- an animal hospital,
- a kennel,
- a home occupation,
- a sawmill,
- a community club, and
- purposes accessory to other permitted uses.

This Zoning By-law amendment rezones the property to ‘Commercial 3 – Section 3014 (C3-3014)’ to permit the proposed commercial uses. Other development standards are also included in the proposed by-law as shown in Appendix 13.

### Property Description and Surrounding Land Use (refer to Appendix 6):

The lands have the following characteristics:

- are municipally known as 9567 and 9581 Mississauga Road;
- have a combined site area of approximately 0.3 hectares (0.74 acres);
- have a frontage of approximately 100 metres along Mississauga Road and a frontage of approximately 70 metres along Williams Parkway; and,
- are currently vacant.

The surrounding land uses are described as follows:

North: Huttonville Cemetery, a designated heritage resource;

East: Vacant land that is currently dual-zoned for a Place of Worship or single detached dwellings;

South: Williams Parkway, beyond which is commercial development; and,

West: Mississauga Road, beyond which is vacant land.

### Summary of Recommendations:

This report recommends that Council approve the proposal for commercial development and adopt the amendment to the Official Plan and Zoning By-law attached to this report generally in accordance with Appendices 12 and 13, respectively. The proposal and implementing documents represent good planning, are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan.

### Planning Analysis Summary:

This proposal has regard for matters of provincial interest that are set out in the Planning Act. The proposed development ensures the orderly development of safe and healthy communities by providing retail commercial uses to serve the surrounding area planned for residential development as well as providing opportunities for employment. The "Residential" designation of the Official Plan permits commercial uses as complementary uses to support the residential uses. Further, the proposed development will provide direct access to transit and a pedestrian-friendly site design that will encourage active transportation. This intersection provides an ideal location for the proposed development as it is well-served by transit and provides an opportunity to create a gateway to the surrounding neighbourhood.

The various studies submitted by the applicant in support of the application have been reviewed by the City as well as the circulated public agencies, demonstrating that the proposed development is appropriate from a technical perspective.

The proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.

For more information with respect to the planning analysis for this proposal, please refer to Appendix 9 – Detailed Planning Analysis.

Matters of Provincial Interest:

*Planning Act:*

This development proposal has regard for matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development ensures the orderly development of safe and healthy communities by providing retail commercial uses to serve the surrounding area planned for residential development as well as providing opportunities for employment. The proposed commercial use is permitted under the “Residential” designation as a complementary use to support the residential uses and this location is considered appropriate for such use. The proposed use will provide direct access to transit and encourage walkability through a pedestrian-friendly site design. In this regard, the application proposes to locate the commercial building along the property boundary, and the gas bar and car-wash at the rear of the property. The parking spaces will also be located at the internal to the site, away from the public realm. These elements will encourage a sense of place while providing for a high quality, safe, accessible and attractive streetscape along the intersection of Mississauga Road and Williams Parkway.

*Provincial Policy Statement (2020):*

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The proposed development optimizes the use of land and takes advantage of existing transit and servicing infrastructure within the settlement area, while creating opportunities for employment. Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement (PPS).

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):*

The Growth Plan for the Greater Golden Horseshoe (The Growth Plan) supports the achievement of complete communities through a compact built form in designated greenfield areas and access to transit. The proposed development adds to the diverse

mix of land uses, will utilize existing transit and servicing infrastructure and will provide for a compact built-form that will be oriented towards the street. Staff is satisfied that the proposed development is consistent with the applicable sections of the Growth Plan.

### *Region of Peel Official Plan*

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” and “Designated Greenfield Area”.

The proposed development conforms to the “Urban System” designation with respect to directing urban development on lands within the 2031 Regional Urban Boundary and planning for complete communities that provide access to transit. Further, the development conforms to the “Designated Greenfield Area” designation as it utilizes the existing servicing and transit infrastructure, provides a compact built form, direct access to transit, and incorporates a site design that is respectful of the adjacent designated heritage cemetery.

### Community Engagement

The statutory public meeting for this application was advertised in the Brampton Guardian, and notice was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in May 2018, exceeding the Planning Act requirements of 120 metres for such applications. A copy of all department/agency comments are attached as Appendix 11 – Results of Application Circulation to this report. Notice signs were placed on the subject lands to advise members of the public that an application to amend the Official Plan and Zoning By-law has been filed with the City.

A statutory public meeting for this application was held on June 4, 2018. There were no members of the public in attendance to speak to this item at the statutory public meeting. Written correspondence from the planning consultant of an adjacent landowner was received. Please refer to Appendix 10 – Results of Public Meeting for details of the statutory public meeting.

### **Corporate Implications:**

### Financial Implications:

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

### Other Implications:

There are no other corporate implications associated with this application.

### **Term of Council Priorities 2018-2022:**

This recommendation report facilitate compliance with the following Term of Council Priorities 2018-2022:

- “A Well-run City (Good Government)” priority, with respect to encouraging public participation by actively engaging the community at the time of public meeting and providing a response to public concerns in this report; and,
- “A Healthy and Safe City (Streets for People)” priority, with respect to incorporating a pedestrian-friendly design and an attractive streetscape.

### Living the Mosaic – 2040 Vision

This Report directly aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres with quality jobs. This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic.”

### **Conclusion:**

This report recommends that Council enact the Official Plan, Zoning By-law Amendment attached hereto as Appendix 12, and 13, as the following matters have been satisfied:

- The proposed development represents the efficient and orderly development of the lands for commercial purposes, resulting in a compact built form, access to transit and a pedestrian-friendly design;
- The proposed development will contribute towards the creation of complete communities by providing commercial uses to serve the surrounding area planned for future residential uses;
- The application is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan; and,
- As confirmed through the circulation of the application, all financial and technical requirements have been addressed.



Authored by:

Reviewed by:

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Himanshu Katyal, MCIP, RPP  
Development Planner III  
Planning, Building & Economic  
Development

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building & Economic Development

Approved by:

Submitted by:

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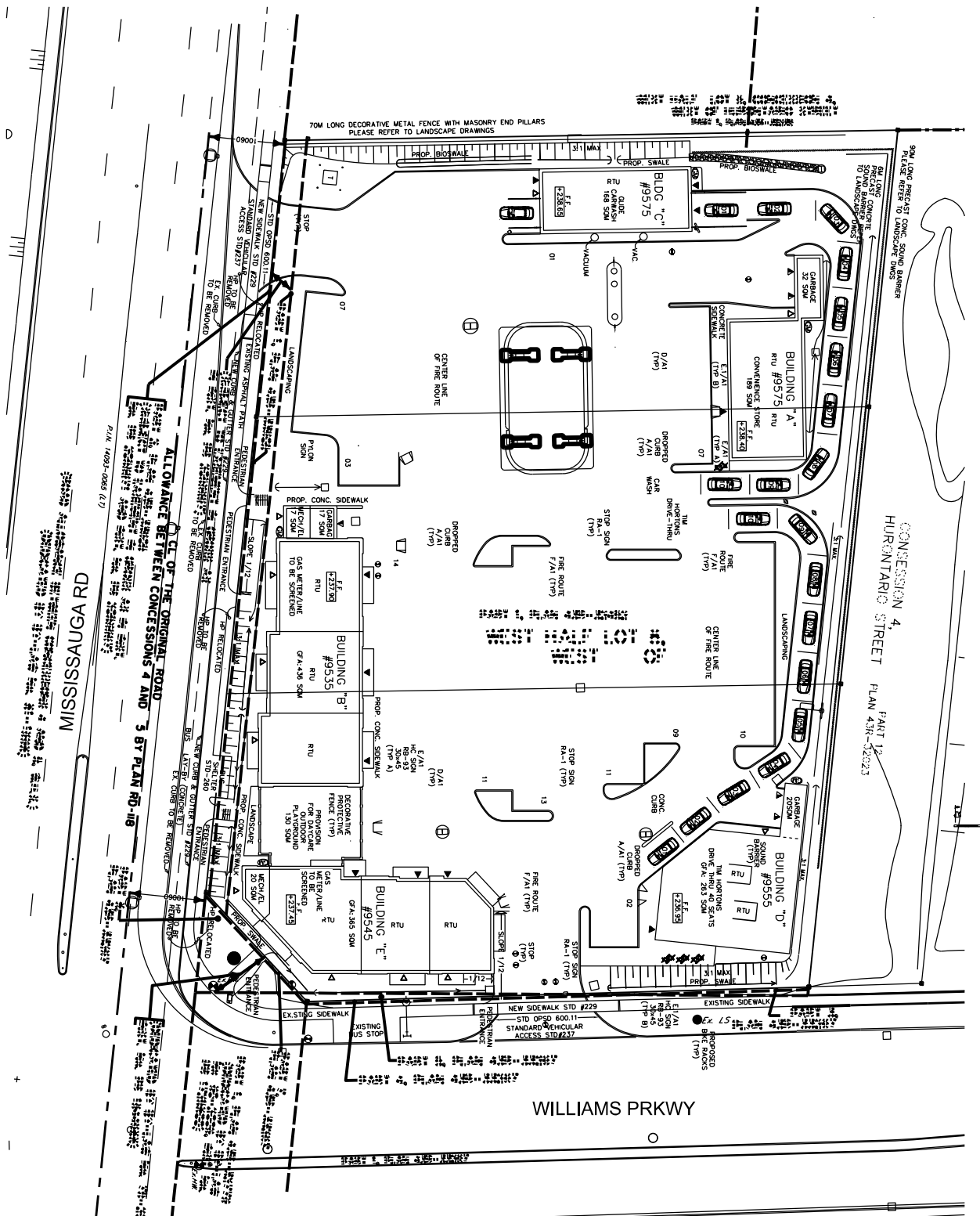
Richard Forward, MBA, M.Sc., P.Eng  
Commissioner  
Planning, Building & Economic  
Development

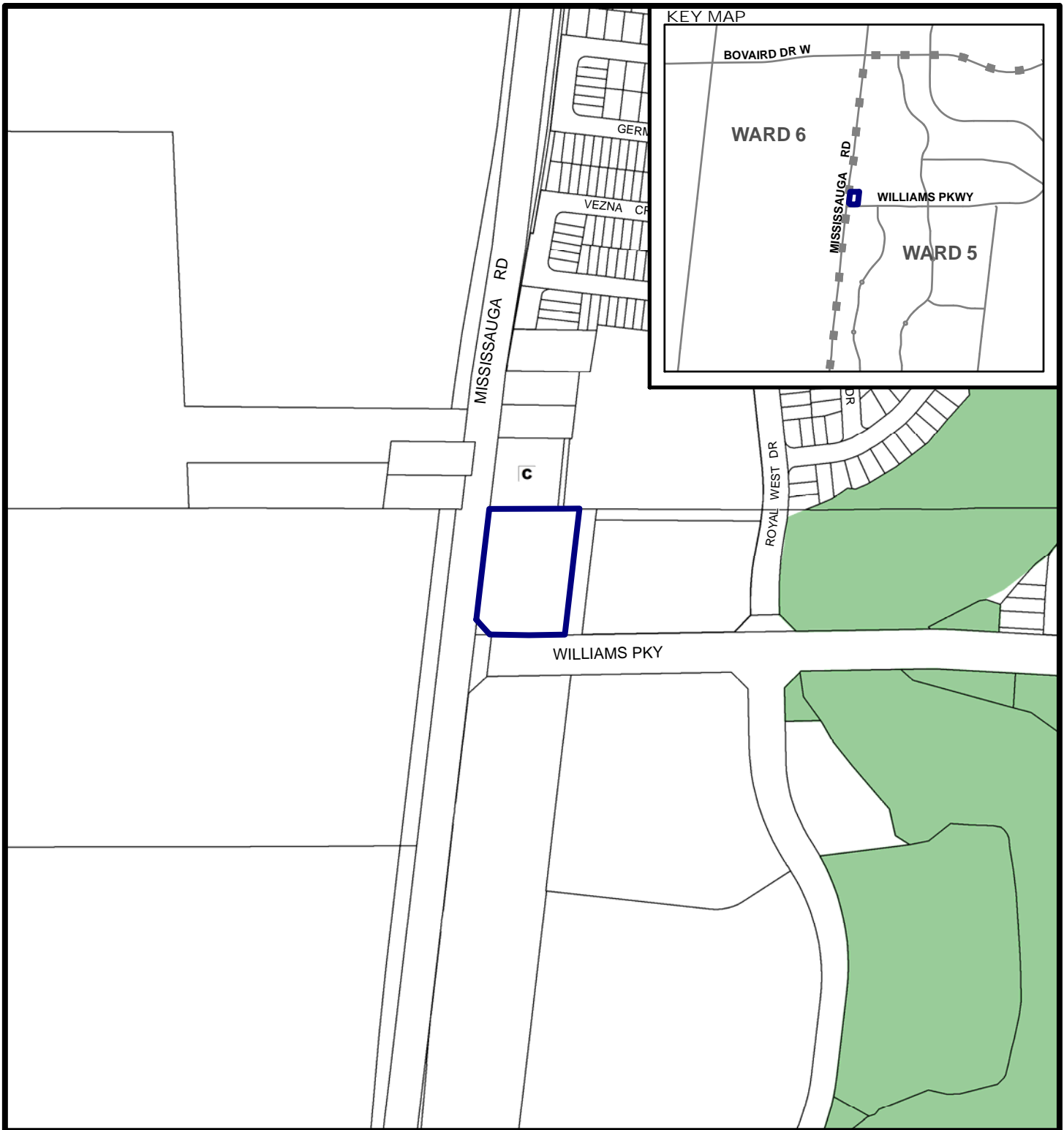
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David Barrick  
Chief Administrative Officer

**Attachments:**

Appendix 1: Concept Plan  
Appendix 2: Location Map  
Appendix 3: Official Plan Designations  
Appendix 4: Secondary Plan Designations  
Appendix 5: Zoning Designations  
Appendix 6: Aerial & Existing Land Use  
Appendix 7: Heritage Resources  
Appendix 8: Block Plan Designations  
Appendix 9: Detailed Planning Analysis  
Appendix 10: Results of the Public Meeting  
Appendix 11: Results of the Application Circulation  
Appendix 12: Official Plan Amendment  
Appendix 13: Zoning By-law Amendment



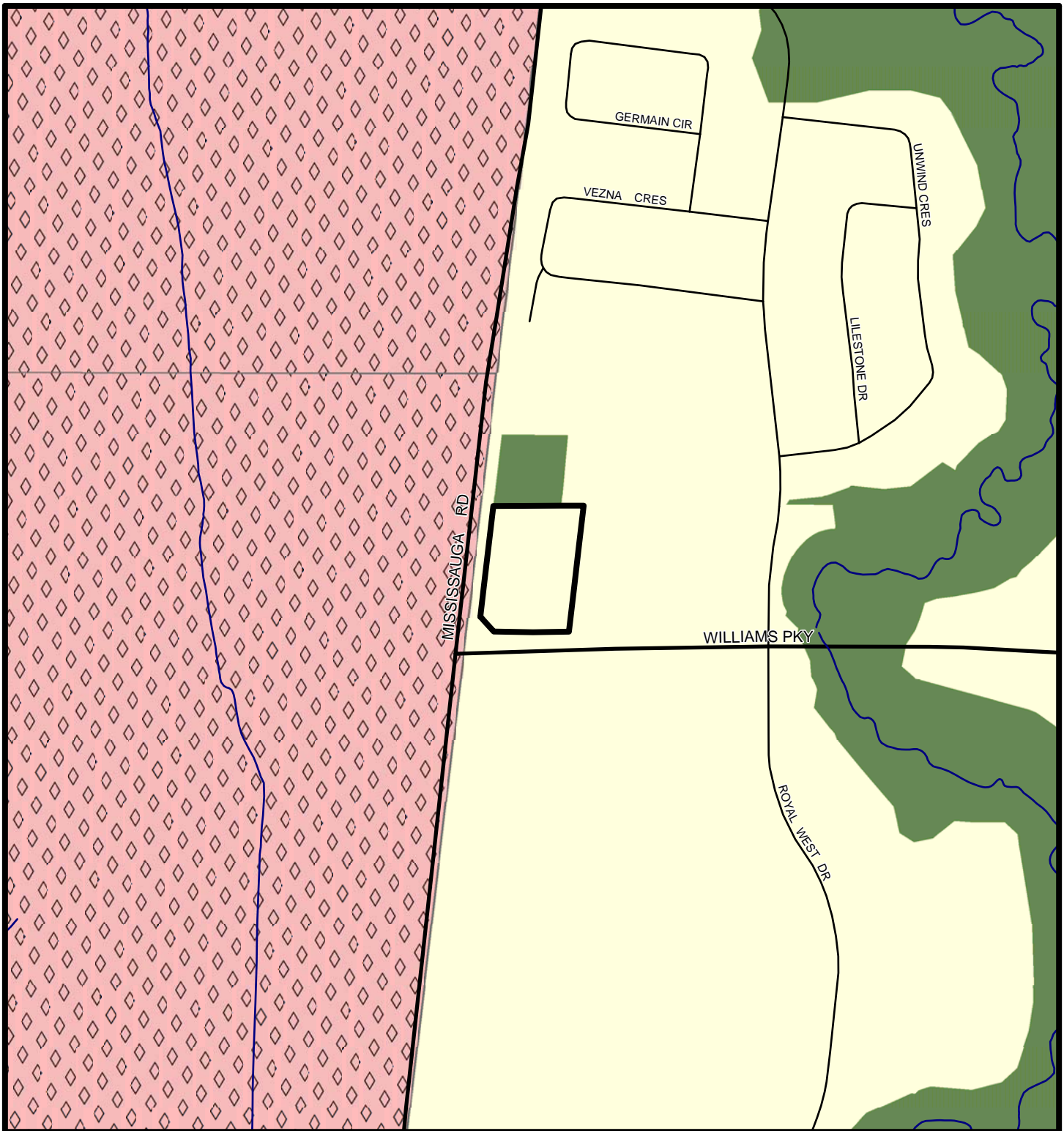


- SUBJECT LAND
  GREENSPACE
 C CEMETERY
- PROPERTY LINE
  WARDS



## APPENDIX 2 LOCATION MAP

KLM PLANNING PARTNERS INC. - GOLDEN GATE  
 MISSISSAUGA ROAD PLAZA LIMITED

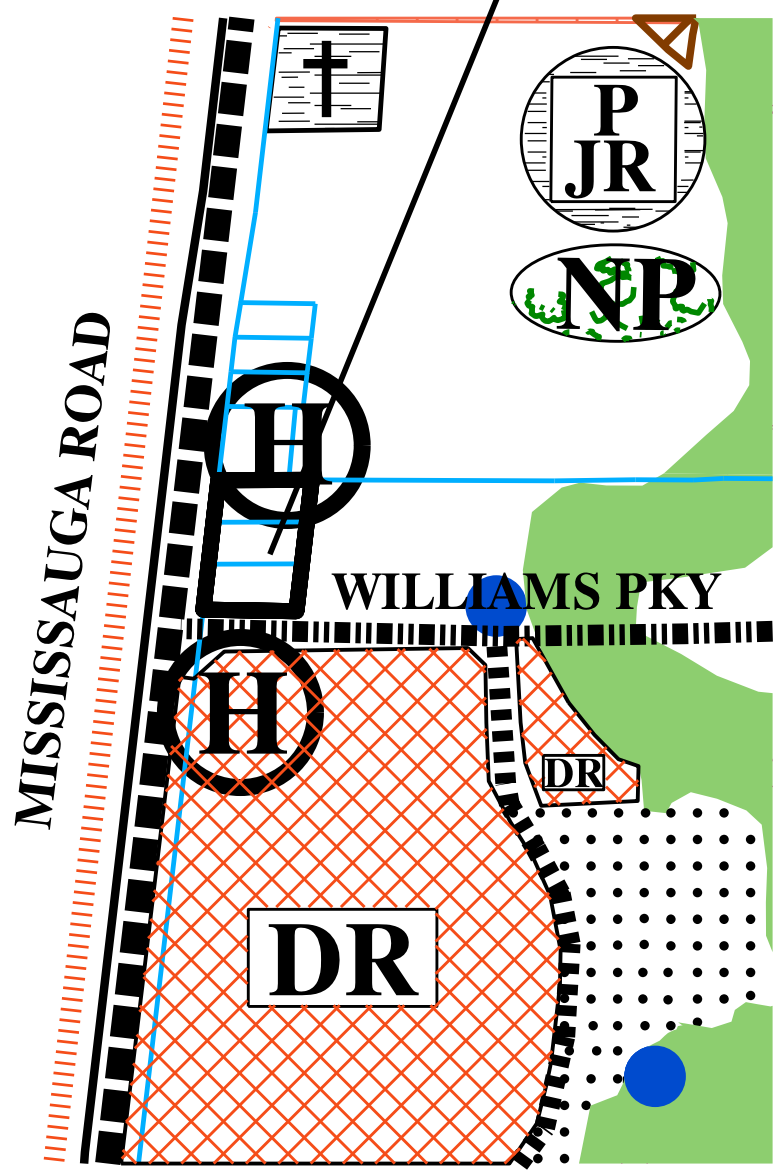


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- |  |              |   |                          |
|--|--------------|---|--------------------------|
|  | SUBJECT LAND |  | RESIDENTIAL              |
|  | OPENSOURCE   |  | CORRIDOR PROTECTION AREA |

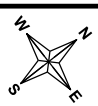


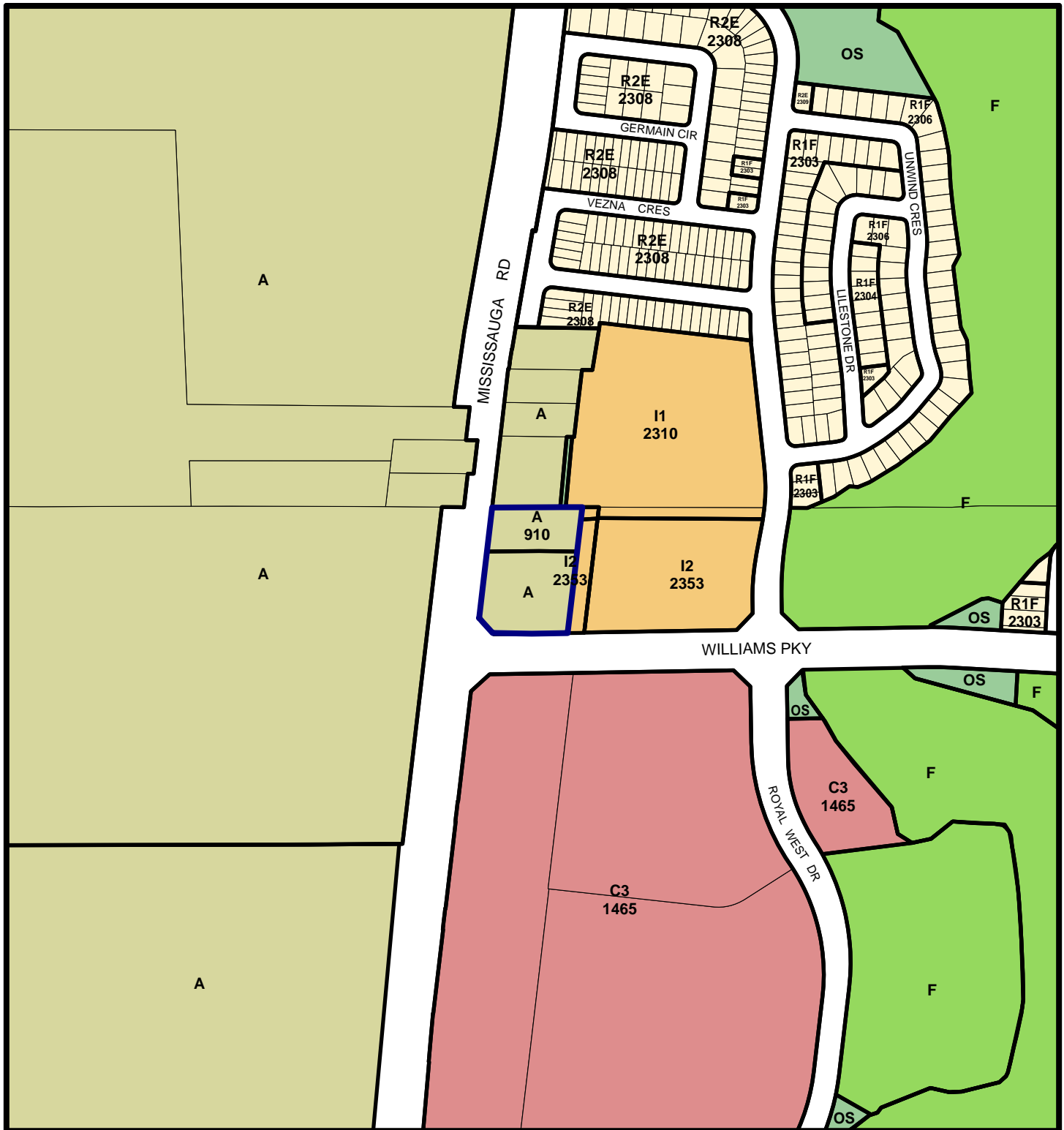
SUBJECT LANDS







EXTRACT FROM SCHEDULE SP45(A) OF THE DOCUMENT KNOWN AS THE CREDITVALLEY SECONDARY PLAN

- |                                   |                                       |
|-----------------------------------|---------------------------------------|
| Low Density 1                     | Secondary Plan Boundary               |
| Low Density 2                     | Primary Valleyland                    |
| COMMERCIAL                        | Neighbourhood Park                    |
| District Retail                   | Potential Stormwater Management Ponds |
| Neighbourhood Retail              | INFRASTRUCTURE                        |
| INSTITUTIONAL                     | Major Arterial Roads                  |
| Public / Junior Elementary School | Minor Arterial Roads                  |
| Place Of Worship                  | Collector Roads                       |
| Heritage Resource                 |                                       |

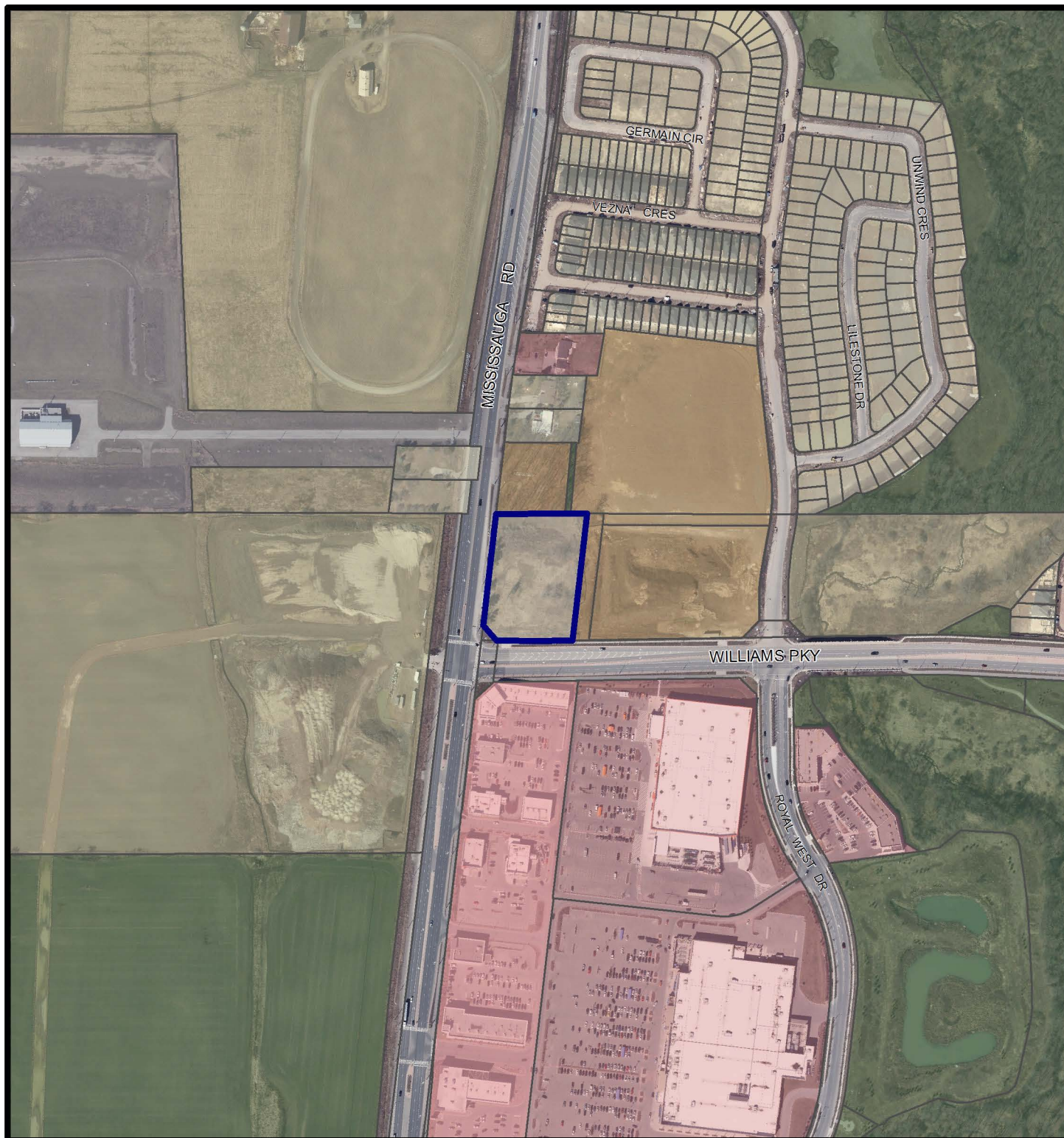













- |  |   |  |  |
|--|---|--|--|
|  SUBJECT LAND |  COMMERCIAL    |  AGRICULTURAL |  FLOODPLAIN |
|  RESIDENTIAL  |  INSTITUTIONAL |  OPEN SPACE   |  |





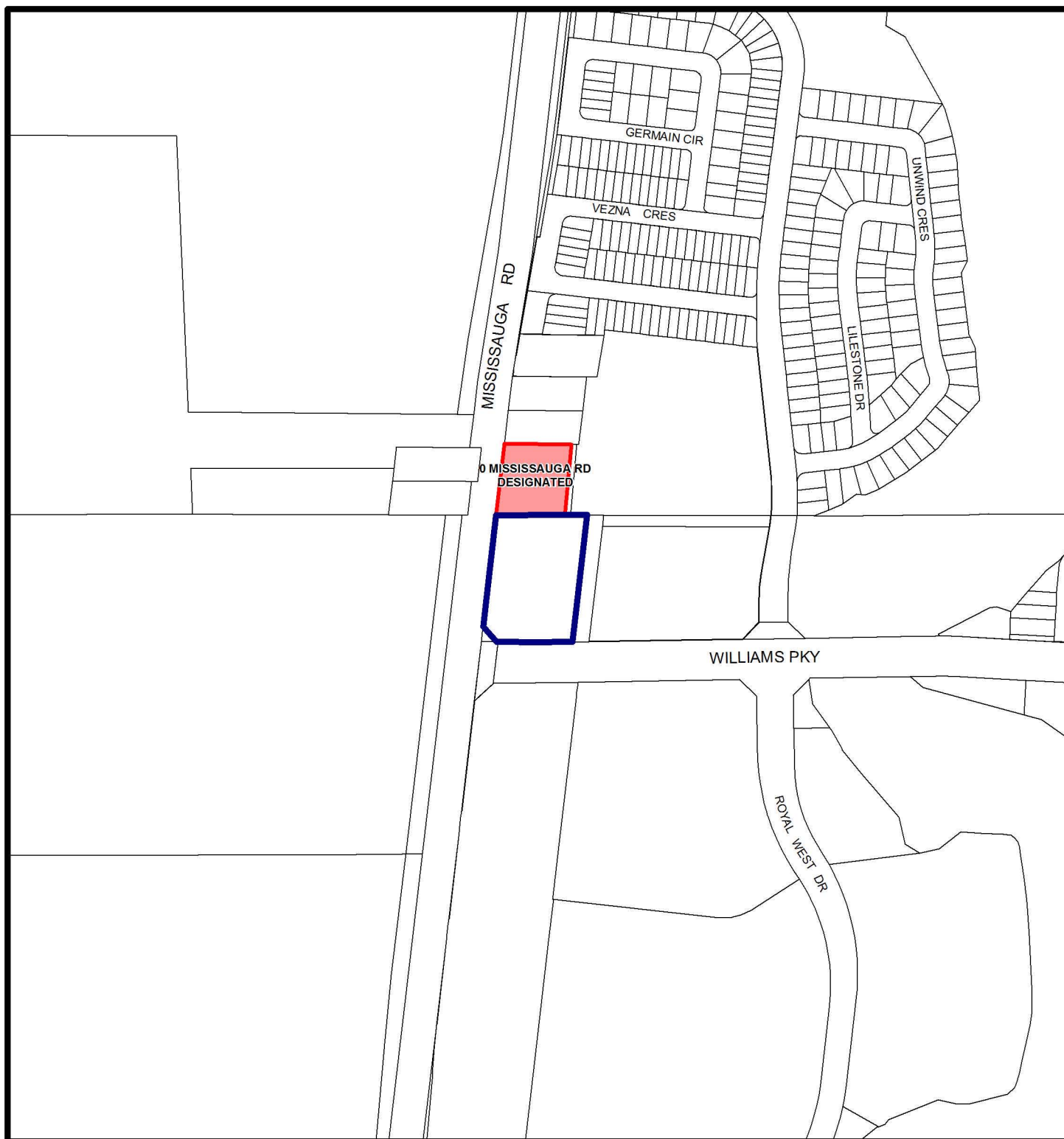



- |   |               |   |               |   |             |
|---|---------------|---|---------------|---|-------------|
|  | SUBJECT LAND  |  | COMMERCIAL    |  | OPEN SPACE  |
|  | PROPERTY LINE |  | INDUSTRIAL    |  | RESIDENTIAL |
|  | AGRICULTURE   |  | INSTITUTIONAL |  | UTILITY     |

AERIAL PHOTO DATE: SPRING 2016





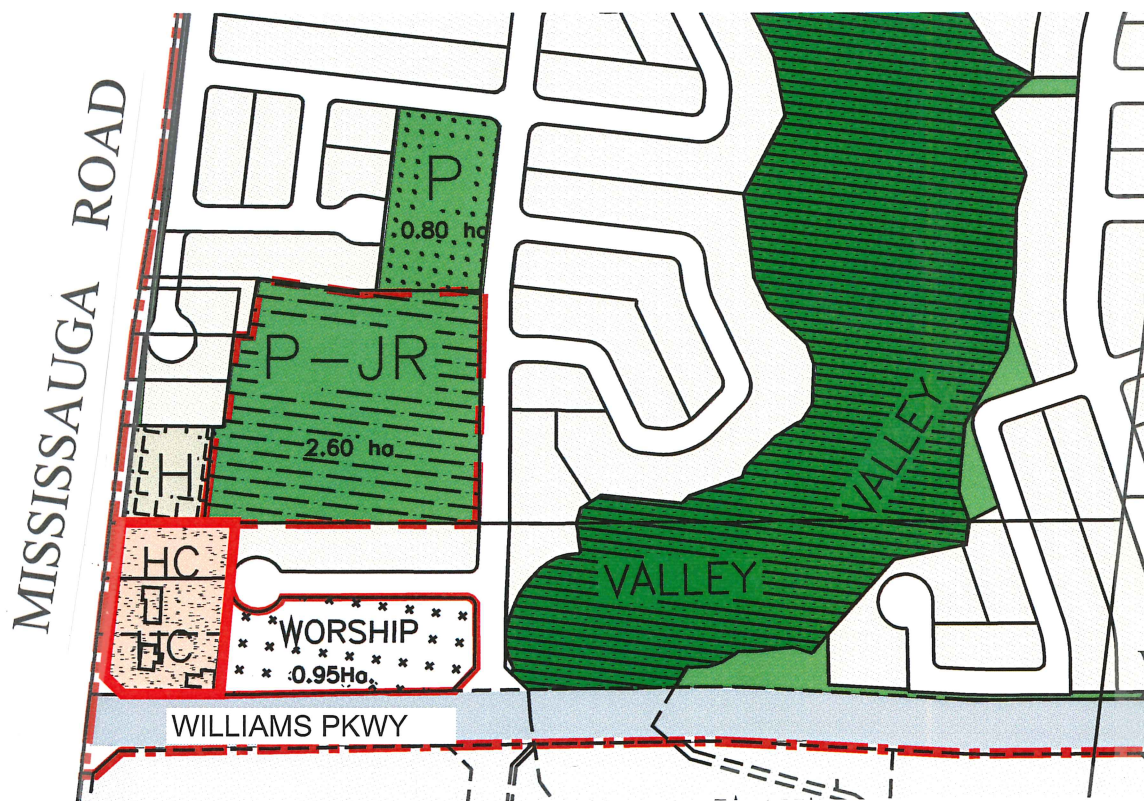


- |  |              |   |                                 |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT   |  | HERITAGE PROPERTIES WITHIN 50M  |



## APPENDIX 7 HERITAGE RESOURCES

KLM PLANNING PARTNERS INC. - GOLDEN GATE  
MISSISSAUGA ROAD PLAZA LIMITED



EXTRACT FROM BLOCK PLAN 45-1 OF THE DOCUMENT KNOWN AS CREDIT VALLEY BLOCK PLAN

#### LEGEND

|                        |                               |
|------------------------|-------------------------------|
| RESIDENTIAL            | SUBJECT LANDS                 |
| STORM WATER MANAGEMENT | HERITAGE                      |
| SCHOOL                 | PLACE OF WORSHIP              |
| PARK                   | AREA SUBJECT TO TERTIARY PLAN |
| VALLEY                 |                               |
| WOODLOT                |                               |
| COMMERCIAL             |                               |



**BRAMPTON**  
Flower City  
PLANNING AND DEVELOPMENT SERVICES



Drawn By: CJK  
Date: 2018 01 10

**APPENDIX 8**  
**BLOCK PLAN DESIGNATIONS**  
KLM PLANNING PARTNERS INC. - GOLDEN GATE  
MISSISSAUGA ROAD PLAZA LIMITED

CITY FILE: C04W08.007

## APPENDIX 9

### DETAILED PLANNING ANALYSIS CITY FILE NUMBERS: C04W08.007

The Planning Act, Provincial Policy Statement (PPS), The Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Regional Official Plan, the City's Official Plan and the Credit View Secondary Plan (Area 45) provide direction and policies that encourage the development of a high quality, efficient, orderly and ecologically responsible urban development. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

#### Planning Act

The application is in compliance with matters of provincial interest as identified in the Planning Act R.S.O 1990 in terms of the following:

*Section 2(d) – the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

*Section 2(h) - the orderly development of safe and healthy communities;*

*Section 2(k) – the adequate provision of employment opportunities;*

*Section 2(p) – the appropriate location of growth and development;*

*Section 2(q) – the promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;*

*Section 2(r) – the promotion of built form that,*

- (i) is well designed;*
- (ii) encourages a sense of place; and,*
- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

These sections of the Planning Act are guiding principles included in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. These will be described in the relevant sections below.

#### Provincial Policy Statement (2020)

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial Interest as identified in the Provincial Policy Statement:

- *Healthy, liveable and safe communities are sustained by (section 1.1.1 a, b, d to h):*
  - *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit 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;*
  - *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
  - *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;*
  - *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
  - *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
  - *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (section 1.1.3.4);*
- *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 promote economic development and competitiveness by (section 1.3.1 a, d and e):*
  - *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*

- *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,*
- *ensuring the necessary infrastructure is provided to support current and projected needs;*
- *Healthy, active communities should be promoted by (section 1.5.1 a):*
  - *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (section 1.6.7.4);*
- *Significant built heritage resources and significant heritage landscapes shall be conserved (section 2.6.1);*
- *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 2.6.3);*

This property is located within a designated growth area as defined in provincial and municipal planning documents. The subject lands are designated “Residential” in the Official Plan which permits a range of residential uses as well as complementary uses such as commercial, institutional and public uses. While the “Residential” designation permits the proposed use, the proposed official plan amendment will add the “Convenience Commercial” designation on Schedule A2 – Retail Structure Map, designate the lands from “Low Density 2 Residential” to “Convenience Commercial” in the Secondary Plan as well as zone the lands to a site-specific “Commercial” zone.

The proposed amendments will accommodate the proposed employment use to meet the long-term needs of the municipality. The proposed development will utilize the existing infrastructure capacity that will service this development. This development will occur in an orderly manner by ensuring that there is minimum impact to the adjacent cemetery to the north by incorporating adequate landscape buffers and setback in the site design; by providing adequate acoustic treatment to minimize noise impact to the future development to the northeast; as well as ensuring that the site access accommodates traffic safely. It will have a compact built form that will allow for the efficient use of land, infrastructure and public service facilities. The proposed development will utilize the existing transit infrastructure on Williams Parkway and Mississauga Road as well as support active transportation by connecting to the Major Pathway Network as indicated on Schedule C1 of the Official Plan. In addition, the

proposed development will provide an appropriate transition of commercial uses from the existing district retail uses to the south and introduce convenience commercial uses to service the surrounding area. Based on the foregoing, the proposed development satisfies Sections 1.1.1 a), b), d), e), f) g), h), 1.1.3.4, 1.1.3.6, 1.3.1 a), d), e), 1.5.1 a), 1.6.7.4, 2.6.1 and 2.6.3 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment are consistent with the policies of the Provincial Policy Statement.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan (2020) 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 proposed development demonstrates conformity to the following sections of the Growth Plan:

- *Forecasted growth to the horizon of this Plan will be allocated based on the following (section 2.2.1.2 c ii, iii, iv):*
  - *within settlement areas, growth will be focused in:*
    - *strategic growth areas;*
    - *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
    - *areas with existing or planned public service facilities;*
- *Applying the policies of this Plan will support the achievement of complete communities that (section 2.2.1.4. a, b, d, e):*
  - *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, and incomes;*
  - *expand convenient access to (i, ii):*
    - *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;*
  - *provide for a more compact built form and a vibrant public realm, including public open spaces.*



- *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit (section 2.2.5.3);*
- *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities (section 2.2.5.15);*
- *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that (section 2.2.7.1 a to c):*
  - *supports the achievement of complete communities;*
  - *supports active transportation; and,*
  - *encourages the integration and sustained viability of transit services;*

This property is located within a settlement area as defined in provincial and municipal planning documents. The development is taking place within a designated greenfield area that has access to existing transit network as well as municipal water and wastewater systems. This satisfies Section 2.2.1.2 c ii, iii, iv of the Growth Plan.

The proposed development will add to the diverse mix of land uses in the municipality by providing convenience commercial uses. The proposed uses will include a range of commercial uses, including restaurant, gas bar, retail commercial, office and day care uses. The proposed commercial uses will offer services to a diverse range of age and income groups. The barrier-free infrastructure incorporated in the site design will provide access to users with wheelchairs. There will be access to the existing transit network at Mississauga Road and Williams Parkway as well as access to the City's major pathway network. This satisfies Section 2.2.1.4 a, b, d and e of the Growth Plan.

The gas bar will be situated at the back of the site and the proposed commercial buildings will be sited close to the street frontage to provide a comfortable pedestrian scale massing and provide direct access from the street, which will contribute to a vibrant public realm. The commercial buildings located along the street will have direct pedestrian access from the transit stops that are located in front of the proposed buildings. This satisfies Sections 2.2.5.3, 2.2.5.15 and 2.2.7.1 (a) to (c) of the Growth Plan.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law Amendment conform to the Growth Plan for the Greater Golden Horseshoe.



## Region of Peel Official Plan

The Region of Peel Official Plan provides a policy framework that facilitates decisions with respect to land use matters. The policies of this plan guide how the Region will grow and develop while protecting the environment, managing resources and provides a basis for efficiently managing growth.

The site is designated “Urban System” on ‘Schedule D – Regional Structure’ of the Region of Peel Official Plan. The site is also designated “Greenfield Area” on ‘Schedule D4 – The Growth Plan Policy Areas in Peel’ of the Region of Peel Official Plan. Further, this portion of Mississauga Road along which the site is located, is designated “Major Road” on ‘Schedule E – Major Road Network’ and “Other Potential Rapid Transit Corridor” on ‘Schedule G – Rapid Transit Corridors’, respectively.

The proposed Official Plan and Zoning By-law Amendment to implement this proposal conform to the following policies of the Region of Peel Official Plan:

- *Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region’s objectives with respect to Cultural Heritage resources (section 3.6.2.7);*
- *Direct the area municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (section 3.6.2.8);*
- *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);*
- *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services (section 5.3.2.4);*
- *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 principles;*
- *Develop compact, transit supportive communities in designated greenfield areas ( section 5.5.2.3);*
- *Municipalities will direct where development in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan (section 5.5.4.2.7);*
- *Require the area municipalities to include a range of employment designations in their official plans for employment areas within the Urban System and Rural Service Centres, Industrial/Commercial Centres, as appropriate, to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses (section 5.6.2.2);*
- *Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction (section 5.9.2.5);*
- *Control frontage development and vehicular access onto Regional roads consistent with relevant Regional By-laws (section 5.9.4.2.11);*
- *Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality (section 5.9.4.2.12);*
- *Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network (section 5.9.10.2.3);*
- *Encourage the area municipalities to promote land uses which foster and support the use of active transportation (section 5.9.10.2.5);*

The proposed development is located within the Regional Urban Boundary and a designated greenfield area. The proposal will efficiently utilize the existing services and infrastructure for servicing, waste water and transit systems. Staff is satisfied that the site design will have a compact built form while providing access to transit and opportunities for active transportation by connecting to the City's major pathway network. The site design also incorporates adequate setbacks from the adjacent cemetery to minimize any impacts from this development. A commemorative plaque will be installed at the site to inform the residents about the history of the adjacent

cemetery. The site design will be further refined at the detailed design stage. Principles of Crime Prevention through Environmental Design will be incorporated to ensure a safe and comfortable public realm. As such, the proposed development conforms to Sections 3.6.2.7, 3.6.2.8, 5.3.2.2, 5.3.2.3, 5.3.2.4, 5.3.2.6 a to d, 5.5.2.3, 5.9.2.5, 5.9.10.2.3 and 5.9.10.2.5, of the Region of Peel Official Plan.

Region of Peel staff have reviewed the traffic impact study and is satisfied with the proposed access from Mississauga Road. The proposed development is consistent with Sections 5.9.4.2.11 and 5.9.4.2.12.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment conform to the Region of Peel Official Plan.

### **City of Brampton Official Plan**

The City of Brampton Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton. The Plan incorporates upper level planning policies of the PPS, the Growth Plan and the Region of Peel Official Plan.

The subject property is designated “Residential” on Schedule A – General Land Use Designations and “Designated Greenfield Area” on Schedule 1 – City Concept.

The following Official Plan policies are applicable to this application:

- *Sustainable Planning Framework (section 3.1):*
  - *Complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment and supporting services and facilities;*
  - *A robust commercial and employment land use strategy that promotes economic stability, vitality, and diversity and caters to the changing needs of the market and the residents of Brampton;*

#### *Economic Development*

- *Promote place making and human scale development that is also environmentally sustainable;*

#### *Urban Design*

- *Achieve and sustain a physical environment that is attractive, safe, functional efficient, sensitive to the City’s evolving character, environmentally responsible and that instils a sense of civic pride;*

- *Encourage innovative, diverse and high quality urban design committed to sustainable management practices which supports a framework for environmentally sustainable development;*
- *The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations and incorporate design standards and criteria in accordance with Section 4.10 Urban Design of this plan and the Development Design Guidelines (section 4.2.7.2);*
- *The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility (section 4.2.7.3);*
- *Human scale commercial development shall be encourages through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan (section 4.3.1.2);*
- *The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan (section 4.3.1.3);*
- *Through its review and approval of development applications pursuant to the Planning Act and in accordance with the policies of Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan, the City shall (section 4.3.1.5 i to vi, viii to xiv ):*
  - *Require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;*
  - *Promote an appropriate massing and conceptual design of buildings;*
  - *Endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;*
  - *Encourage the provision of safe and attractive built environments;*
  - *Encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers-by;*
  - *Promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;*

- *Encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;*
- *Encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;*
- *Encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;*
- *Promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading, include test management practices to address stormwater runoff and its impact on water quality and infrastructure;*
- *Encourage best management practices for commercial development in terms of waste reduction, and water, soil, air and energy conservation (i.e. green urban and building design standards) and promoting green development and the principles of Leadership in Energy and Environmental Design (LEED) standards) which supports a framework for environmentally sustainable development;*
- *Implement the Flower City Strategy, and;*
- *Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.*
- *The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan (section 4.3.2.6 d):*
  - *The City may require the submission of appropriate studies to support proposals to designate new small scale business, retail, office or service commercial sites or clusters in Secondary Plans;*
- *The City shall, in considering applications for retail centres adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Heritage and Environmental Management sections of this Plan (section 4.3.2.7);*

- *Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.5 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes (section 4.3.5.1);*
- *Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community (section 4.3.5.2);*
- *Local Retail sites shall be well served by public transit (section 4.3.5.3);*
- *Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas (section 4.3.5.4);*
- *The Local Retail uses are defined as follows (section 4.3.5.5 b):*
  - *Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).*
- *The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses (section 4.3.5.7);*
- *The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities. This includes constructing buildings that are close to and oriented towards the streets, easy, convenient, safe and comfortable access to buildings and transit and transit stations for all pedestrians, including persons with disabilities (section 4.5.4.19);*
- *The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development (section 4.5.4.24);*
- *A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or*

*development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications (section 4.10.1.10 i to vi):*

- The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;*
  - The current condition and use of the building or structure and its potential for future adaptive re-use;*
  - The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;*
  - Demonstrations of the community's interest and investment (e.g. past grants);*
  - Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,*
  - Planning and other land use considerations;*
- A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications (section 4.10.1.11);*
  - Archaeological and Heritage Impact Assessments, prepared by qualified heritage conservation professionals, shall be required for land use planning activities and development proposals on lands adjacent to cemeteries. Appropriate mitigation measures may include permanent "no disturbance" buffer zones, appropriate fencing and/or alternative development approaches, as well as temporary protection measures during construction and other activities, as part of the approval conditions to ameliorate any potential adverse impacts that may be caused (section 4.10.5.5);*
  - Roofscapes shall be designed to provide visual interest for the public streetscape (section 4.11.2.1.3);*



- *The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape (section 4.11.2.1.4);*
- *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);*
- *The design of the major arterial road streetscape will be in accordance with the City’s Street Corridor Master Plan to create a strong, distinct and recognizable image with emphasis on creating strong links with the Flower City Strategy. The City will establish a program for implementing civic design and streetscape treatments for arterial corridors and gateways. Priority will be set in accordance with the hierarchy illustrated in Schedule “2” and the capital road programs of the City and the Region to achieve the most cost effective and visible impacts within the resources available (section 4.11.2.1.6);*
- *Gateway intersections shall be designed as an integral component of primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning (section 4.11.2.3.4);*
- *Community image and identity shall be conveyed through the detailed design of the built form and entrance features. These shall include orienting the primary building to face the intersection/corner, and the use of special architectural elements and landscape features (section 4.11.2.3.5);*
- *Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops (section 4.11.3.3.4);*
- *A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets (section 4.11.3.3.5);*

The proposed development aligns directly with the Official Plan policies concerning the creation of complete communities, that are transit-oriented, pedestrian-friendly and human-scaled. Staff have reviewed and approved the Urban Design Brief submitted with the application. The Urban Design Brief creates a vision for this development by providing design principles that will be implemented at the detailed design stage. The

brief requires the commercial development to be situated at the corner of the intersection of Mississauga Road and Williams Parkway to provide an animated streetscape that is human-scaled. It requires the proposed gas bar and car-wash facility as well as the parking spaces to be located at the rear of the site to ensure that auto-centred uses are not the focus of this development. The site design includes direct pedestrian access to the site from the existing transit stops at the intersection of Mississauga Road and Williams Parkway as well as through the City's major pathway network. The site design incorporates the accessibility standards. Further, the brief also requires the development to provide a high quality landscape treatment that will contribute to an attractive public realm along the street. The landscape treatment also includes vegetative buffers along the northern and eastern property boundaries to provide adequate setbacks from the heritage cemetery and the future residential uses, respectively. Further, the brief also includes design principles for roofscape design, signage, electrical utilities, built form and entrance features. Based on the foregoing, the proposed development is consistent with the Sections 3.1, 4.2.7.2, 4.2.7.3, 4.3.1.2, 4.3.1.5 i to vi, viii to xiv, 4.11.2.13, 4.11.2.1.4, 4.11.2.1.5, 4.11.2.1.6, 4.11.2.3.4, 4.11.2.3.5, 4.11.3.3.4 and 4.11.3.3.5 of the Official Plan.

The subject site is located at the intersection of Mississauga Road and Williams Parkway. Mississauga Road is designated as a "Major Road" in the Regional Official Plan and Williams Parkway is designated as an "Urban Collector Road" in the City Official Plan. Further, there are two transit-stops at this intersection, along both street frontages. As such, this proposal is consistent with Sections 4.3.5.1, 4.3.5.2, 4.3.5.3, 4.5.4.19 and 4.5.4.24 of the Official Plan.

Several studies were required at the time of this application, such as archaeological assessment, traffic impact study, heritage impact study, noise impact study, urban design brief, functional servicing report and planning justification report. These studies have now been approved which satisfies Section 4.3.2.6 d of the Official Plan.

The development proposes a gas bar, a car wash facility and a drive-through restaurant among other commercial uses. Through the review and approval of noise impact study with this application, staff is satisfied that the appropriate measures will minimize noise and visual impact to the future residential uses to the east. These measures include a 4.5 metre high 90 metre long noise barrier fence along the eastern property boundary behind the car wash; a 4.5 metre high 35 metre long noise barrier fence along the northern property boundary; 2 metre high, 3-sided rooftop acoustic screens above the top of the roof for the two HVAC units on the Tim Horton's building; and silencers on the car wash dryer fans. The noise report also recommends a 2.2 metre high fence for the outdoor play area associated with the proposed day care use. This satisfies Sections 4.3.1.3 and 4.3.2.7 and 4.3.5.4 of the Official Plan.

As this site is adjacent to a designated cemetery, a heritage impact study was required with this application. Staff has reviewed and approved the heritage impact study. The study recommends that a vegetative buffer be implemented along the northern property boundary, a heritage plaque be provided by the applicant at the intersection adjacent to

the pedestrian walkway to the site, a decorative metal fence with masonry end pillars be provided along the north property boundary and the principles envisioned in the urban design brief shall be respectful of the adjacent cemetery. These recommendations will be implemented at the detailed design stage. An archaeological assessment Report Stage 1-3 was submitted with this application. No archaeological sites were identified on the subject property and the assessment report was entered into the Ontario Public Register of Archaeological Report. As such, this proposal is consistent with the Sections 4.10.1.10 i to vi, 4.10.1.11 and 4.10.5.5 of the Official Plan.

Based on the above, staff is satisfied that the proposed development is consistent with the general intent of the City of Brampton Official Plan.

### **Official Plan Amendment**

While the “Residential” designation permits commercial uses such as this proposal, the Schedule A2 – Retail Structure does not include the subject site.

The Official Plan Amendment proposes to add the “Convenience Commercial” designation to Schedule A2 (Appendix 12). Based on the foregoing analysis in the Official Plan section, staff is satisfied with the proposed official plan amendment.

### **Credit Valley Secondary Plan (Area 45)**

The property is designated “Low Density 2 Residential” on Schedule 45(a) of the Credit Valley Secondary Plan (Area 45).

The development is subject to the following policies of the Secondary Plan:

- *Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter (section 5.2.4.1);*
- *In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter (section 5.2.4.2 i to iii):*
  - *primarily single detached structural units shall be permitted. A limited number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;*

- *limited development of the following complementary uses shall also be permitted without an amendment to this Plan: • private education facilities; • libraries; • day care centres; • health centres; and • public recreation facilities;*
- *a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,*

### **Credit Valley Block Plan (Sub Areas 1 & 3)**

The property is designated “Highway Commercial” in the Credit Valley Block Plan (Sub Areas 1 & 3)

This Block Plan provides design direction for the implementation of the vision and intent identified within the Credit Valley Secondary Plan (Area 45). This Block Plan serves as a supplement to the City’s Development Design Guidelines (DDG), and represents a detailed refinement of the adopted Secondary Plan.

The development proposes to amend the Secondary Plan to re-designate the site from “Highway Commercial” to “Convenience Commercial” Designation.

An Urban Design Brief was submitted with the application to meet the design objectives of the Block Plan and Development Design Guidelines. Staff has reviewed and are satisfied with the Urban Design Brief.

### **Secondary Plan and Block Plan Amendment**

The following is an overview and rationale for the key requirements and restrictions contained in the secondary plan amendment recommended for approval in Appendix 12 of this report that is required to implement the proposed residential uses.

The development proposes to amend the Secondary Plan and Block Plan to re-designate the site from “Low Density 2 Residential” to “Convenience Commercial” Designation. The below criteria is listed in the Credit Valley Secondary Plan to ensure proposals for commercial development satisfy the functionality and land use compatibility component of this plan:

- *To ensure functionality and land use compatibility, the development of commercial designations on Schedule SP 45(a) shall be subject to the following (section 5.3.1.3 i to viii):*
  - *Enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;*
  - *Sites shall be planned as one integrated entity, regardless of ownership or proposed phasing of development, and no portion of any site shall be developed until an integrated plan for the site has been approved by the City;*

- *No outdoor storage of goods or materials shall be permitted;*
- *Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;*
- *No commercial development shall be permitted that is bounded by roads on all four sides;*
- *Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;*
- *Commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall have a superior standard of architectural massing and design that is compatible with the upscale character of the immediate area. Conventional large multi-occupant plaza blocks shall not be permitted. Commercial units shall be arranged in smaller buildings of residential proportions and residential-type roof treatment. Innovative and discrete sign treatments shall be encouraged and corporate façade treatments shall be reviewed for compatibility; and,*
- *Commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", or such other guidelines/policies, which supplement or replace it;*

The proposed development will provide retail commercial uses with no outdoor storage. Staff is satisfied that the urban design brief reviewed for this development includes adequate architectural and streetscape treatment that is consistent with City's design guidelines. This development proposes to satisfy the parking requirements of the Zoning By-law. The concept site plan submitted with this application shows 88 parking spaces, which exceeds the Zoning By-law requirement. The proposed commercial buildings will be situated along the intersection of Mississauga Road and Williams Parkway to provide a low-rise building oriented towards the street. The gas bar and associated convenience store will be located at the rear of the development to minimize visibility of auto-oriented uses from the street. Based on the above criteria, staff is satisfied with the proposed secondary plan and block plan amendment.

### **Zoning By-law Amendment**

The subject property is zoned "Agricultural (A)" by By-law 270-2004, as amended. This zoning designation does not permit the proposed commercial uses.

The following is an overview and rationale for the key requirements and restrictions contained in the Zoning By-law amendment recommended for approval in Appendix 13 of this report that is required to implement the proposed commercial uses.

### Commercial Zoning Permissions

The Zoning By-law amendment initiates a new site specific “Commercial Three – Section 3014 (C3-3014)” zoning designation that is contained in the Zoning By-law recommended for approval (Appendix 13). The various use permissions, building setbacks and yard requirements, landscaping, along with other commercial requirements, are appropriate in this context in implementing built form objectives and principles outlined in the applicant’s approved urban design brief.

### **Technical Requirements**

The following technical requirements have been satisfied.

### Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan and City of Brampton Official Plan are satisfied and the development represents good planning.

### Transportation Impact Study

A transportation impact study was submitted with the application to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, parking requirements and provisions, vehicle manoeuvring and circulation. The assessment found that traffic generated by the proposal is not expected to have significant impact on the existing roadway operations. Both site accesses are planned to be right-in/right-out accesses and are expected to operate with no operational concerns. The bus bay located along Mississauga Road is expected to have minor impact on the entry access as vehicles will either be queued briefly behind a bus or will have sufficient space to make a right turn into the site after overtaking the bus bay. With a total of 88 parking spaces, the proposed parking spaces exceed the minimum required parking spaces according to City Zoning requirements. Both City and Regional transportation department staff are satisfied with the results of the Traffic Impact Study.

### Urban Design Brief

The Urban Design Brief was prepared in compliance with the City of Brampton’s Development Design Guidelines. The Brief develops a vision for the site that will be used as a guideline during the detailed design stage to create a visually attractive,

transit-supportive and pedestrian friendly development with a well-designed public realm.

### Functional Servicing and Stormwater Management Report

The applicant prepared a Functional Servicing and Stormwater Management Report in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading and outlines the existing and preliminary proposed servicing.

The Functional Servicing and Stormwater Management Report concludes that the proposed development can be serviced utilizing the existing and proposed infrastructure and that the subject property can be adequately serviced with water, sanitary drainage, stormwater drainage, and stormwater management.

#### *Stormwater Servicing*

The proposed development will discharge the storm flows into an existing 525 mm storm sewer along Williams Parkway. Flows will then be conveyed easterly towards an 1800 mm storm sewer that runs along Royal West Drive, ultimately discharging flow into the stormwater management pond H3.

#### *Sanitary Servicing*

The existing sanitary sewer connections located at Royal West Drive via an 8 metre wide servicing easement will service the proposed development. There will be no negative impacts on the downstream sanitary sewers. The report estimates a total sanitary flow of 13.2 L/s for the population of 46 persons.

#### *Water Servicing*

The proposed development will connect to an existing 400 millimetre pipe along Williams Parkway and the total of maximum day and fire flow will be 150.2 L/s.

#### *Water Balance*

29.85 cubic metres of infiltration must be provided in order to mitigate the water balance requirement for the proposed development. The proposed development utilizes bio swales and an underground stormtech chamber to capture this deficit volume.

### Noise Impact Study

The Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the development will satisfy MECP's noise guidelines, Region of Peel and City of



Brampton noise guideline limits to determine the need for noise mitigation. The noise mitigation measures will include the following:

- a 4.5 metre high 90 metre long noise barrier fence along the eastern property boundary behind the car wash;
- a 4.5 metre high 35 metre long noise barrier fence along the northern property boundary;
- 2 metre high, 3-sided rooftop acoustic screens above the top of the roof for the two HVAC units on the Tim Horton's building; and silencers on the car wash dryer fans; and,
- A 2.2 metre high acoustic fence along the Mississauga Road boundary of the proposed outdoor play area with the daycare.

#### Arborist Report and Tree Inventory and Tree Preservation Plan

The applicant prepared an Arborist Report and a Tree Inventory and Tree Preservation Plan which contains an inventory of all tree resources over 15 cm diameter at breast height (DBH) on or within 10 metres of the proposed development on private lands, and which evaluates potential tree saving opportunities. The study found a total of 17 trees meeting this definition and 10 trees will be removed to accommodate the proposed development.

#### Heritage Impact Assessment

The applicant prepared a Heritage Impact Assessment (HIA) to determine the impact of the proposed development on the heritage value of the Huttonville Cemetery, a part IV designated property, located adjacent to the proposed development. The HIA recommends certain measures that will avoid direct and indirect impacts to the heritage attributes associated with the Huttonville Cemetery. The measures include the site design to incorporate a vegetative buffer along the northern property boundary and a retaining wall along a specific section of the northern property boundary to avoid indirect impact to the trees on the cemetery. The measures also require the inclusion of certain design principles in the urban design brief that aim to avoid direct and indirect impact to the cemetery. Finally, the measures require the installation of a heritage plaque at the intersection of Mississauga Road and Williams Parkway to inform pedestrians about the significance of this cemetery.

#### Phase I and II Environmental Site Assessment

The applicant prepared a Phase I and II Environmental Site Assessment (ESA) to determine the soil quality at the subject site. The Phase II ESA concludes that appropriate remedial actions were completed and the subject property is suitable for the proposed development.

### Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 48 points that satisfies the City's Bronze Threshold. Staff will work closely with the applicant to in an effort to raise the sustainability score for this development.

## APPENDIX 10

### RESULTS OF PUBLIC MEETING– JUNE 4, 2018 CITY FILE NUMBERS: C04W08.007

Members Present: Regional Councillor E. Moore – Wards 1 and 5 (Chair); Regional Councillor G. Gibson – Wards 1 and 5 (Vice-Chair); Regional Councillor M. Palleshi – Wards 2 and 6; Regional Councillor M. Medeiros – Wards 3 and 4; Regional Councillor G. Miles – Wards 7 and 8; Regional Councillor J. Sprovieri – Wards 9 and 10; City Councillor D. Whillans – Wards 2 and 6; City Councillor J. Bowman – Wards 3 and 4; City Councillor P. Fortini – Wards 7 and 8; and, City Councillor G. Dhillon – Wards 9 and 10.

Members Absent: nil

Staff Present: Planning and Development Services: R. Elliott, Commissioner; A. Parsons, Director, Development Services; B. Steiger, Manager, Development Services; A. Farr, Manager, Development Services; R. Bjerke, Director, Policy Planning; D. VanderBerg, Central Area Planner; and, C. Caruso, Central Area Planner.

Corporate Services: A. Wilson-Peebles, Legal Counsel, Corporate Services; D. Soos, Deputy City Solicitor, Corporate Services; and, G. D'Andrea, Legal Counsel, Corporate Services.

City Clerk's Office: P. Fay, City Clerk; T. Jackson, Legislative Coordinator

Members of the Public: N/A

#### Results of the Public Meeting:

A meeting of the Planning and Development Services Committee was held on June 4, 2018 at the City Hall, commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the Planning Act and City Council procedures. There were no members of the public present at the Statutory Public Meeting. No presentation from the applicant or staff was provided on this item. Marc De Nardis, Planning Associate, Gagon Walker Domes Ltd., submitted correspondence on behalf of Bluegrass South Ltd., owner of the vacant lands immediately adjacent to the subject property, with respect to formal public input on the matter.

The following issues were raised through the correspondence received for this application:

### Land use compatibility

#### *Issue:*

Concerns regarding land use compatibility with potential institutional and/or residential uses on the abutting lands.

#### *Response:*

The “Residential” designation permits a diverse range of uses ranging from various types of residential uses and complementary uses such as institutional and commercial uses. The Official Plan Amendment proposes to add the “Convenience Commercial” designation to Schedule A2 – Retail Structure. Further, there are existing commercial uses across Williams Parkway. As such, the proposed development will be compatible from a land use perspective within this context.

#### *Issue:*

Concerns regarding the number of proposed buildings on the site.

#### *Response:*

The proposed development comprises of four buildings at the site. The two commercial buildings, which will include the future commercial, office, and day care uses, are located at the intersection of Mississauga Road and Williams Parkway to orient this development towards the street. The restaurant will be located at the southeast corner of the site. Two buildings, including the restaurant and convenience store associated with the gas station, are located along the northern portion of the site. The rationale to locate these uses away from the street is to ensure the visual impact of the auto-oriented uses is minimized. The proposed commercial buildings will wrap around the intersection and hide the parking spaces and the drive-through areas.

### Noise impacts

#### *Issue:*

Concerns regarding noise feasibility and potential mitigation measures.

#### *Response:*

A Noise Impact Study was prepared in order to outline the noise control measures needed to satisfy the noise requirements of the Region of Peel, City of Brampton and the Ontario Ministry of the Environment, Conservation and Parks. This report finds that the development will satisfy MECP’s noise guidelines, Region of Peel and City of Brampton noise guideline limits to determine the need for noise mitigation. The noise mitigation measures will include the following:

- a 4.5 metre high 90 metre long noise barrier fence along the eastern property boundary behind the car wash;
- a 4.5 metre high 35 metre long noise barrier fence along the northern property boundary;
- 2 metre high, 3-sided rooftop acoustic screens above the top of the roof for the two HVAC units on the Tim Horton's building; and silencers on the car wash dryer fans; and,
- A 2.2 metre high acoustic fence along the Mississauga Road boundary of the proposed outdoor play area with the daycare.

The applicant will implement the recommendations regarding noise mitigation outlined in the noise impact study at the time of site plan approval.

*Issue:*

Concerns regarding landscaping as well as proximity of proposed buildings and vehicular stacking lanes along the mutual property line.

*Response:*

The Urban Design Brief requires a landscape buffer from the adjacent land uses. The site design incorporates a 3 metres setback at the northeast corner of the site that widens to 3.3 metres west of the proposed restaurant building. Further, the northern boundary line includes a 4.5 metre high noise-barrier fence to mitigate visual and noise impacts from the proposed uses.

*Access location from Williams Parkway*

*Issue:*

The proposed location of Williams Parkway access is in proximity to the intersection of Mississauga Road.

*Response:*

A Traffic Impact Study was submitted with the application. Staff is satisfied that the proposed access location from Williams Parkway is appropriate. The access location from Mississauga Road was moved further to the north, at the northern corner of the site, to ensure a safe access to the site. As such, Regional staff is satisfied with this revised access location from Mississauga Road.

## Appendix 11 – Results of Application Circulation

### Consolidated Comment Report

**Date:** February 25, 2021

**File:** C04W08.007

**Applicant/Owner:** KLM Planning Partners Inc. / Golden Gate Mississauga Road Plaza Limited

**Location:** 9567 and 9581 Mississauga Road, Brampton, Ontario WARD 5

**Proposal:** To permit the development of commercial uses, including restaurant, gas bar, car wash, retail and day care with 88 parking spaces

This report contains comments from the technical groups who have reviewed the proposal. Additional comments may be forthcoming pending the review of any revised drawings/reports/etc. The applicant/owner must address all of the comments by creating a "Comment Response Table" identifying how all comments have been addressed. In order to resubmit, please upload all revised drawings/reports/etc., and as a final step, upload the "Comment Response Table". If you have any questions or concerns, please contact the planner assigned to your file: Himanshu Katyal, 905-874-3359 or Himanshu.Katyal@brampton.ca.

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**Development Review:** Himanshu Katyal - himanshu.katyal@brampton.ca

***Final Comments:***

All comments pertaining to this proposal have been addressed.

**Heritage Review:** Harsh Padhya - harsh.padhya@brampton.ca

***Final Comments:***

With reference to prior comments provided on this file and subsequent updates made to the Heritage Impact Assessment (HIA), the Heritage staff has following comments:

- Updated Heritage Impact Assessment (HIA) dated December 18, 2020 prepared by ASI and resubmitted to the City on December 24, 2020 covers all the comments provided during the revised plan submission.
- The report mentions that the proposed changes to the site plan are anticipated to meet the conservation objective established as part of the previously submitted HIA.

Heritage staff confirms that the addendum submitted is in line with the recommendations provided as a part of the original HIA and the revised site plan. To reiterate, recommendations provided as a part of HIA and addendum shall be implemented with reference to the following sections.

- Vegetative Buffer
- Interpretive Signage
- Archaeological Concerns
- Urban Design Brief



**Noise Review:** Daniel Tang - daniel.tang@brampton.ca

***Final Comments:***

Addendum letter dated Oct 8, 2020 prepared by Valcoustics found satisfactory.

**Urban Design Review:** Andy Huang - andy.huang@brampton.ca

***Final Comments:***

There are no issues to comment on at this time. Any changes to the application may require further review.

**Traffic Services Review:** Adam Davidson - adam.davidson@brampton.ca

***Final Comments:***

No comments or conditions.

**COMMENTS & CONDITIONS MEMO**

**Date:** March 22, 2018

**File:** C04W08.007

**To:** M. Kavanaugh, Development Services Division

**From:** C. Heike, Environment & Development Engineering Division

**Subject:** **REQUIREMENTS FOR COMMERCIAL DEVELOPMENT**  
**Application to Amend the Official Plan and Zoning By-Law**  
(Proposal for the development of 0.71 hectares for commercial purposes with 83 parking spaces.)  
Comments from Parks & Facility Planning and Open Space Development Sections

**Consultant:** **KLM PLANNING PARTNERS INC.**

**Applicant:** **GOLDEN GATE MISSISSAUGA ROAD PLAZA LTD.**

**Location:** 9567 & 9581 Mississauga Road  
Circulation Date: February 16, 2018  
Ward: 5

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In response to the circulation of the above noted application to amend the Official Plan and Zoning By-Law dated February 16, 2018, the following represents a summation of comments from the **Parks & Facility Planning** and **Open Space Development Sections** (Environment and Development Engineering Division – Public Works Department) with respect to parks planning and development matters.

**A. PRIOR TO BY-LAW and OPA APPROVAL**

*The following should be addressed prior to the execution of the Rezoning Agreement.*

Requested Adjustments to Application:

1. It appears that the required 10m Cemetery Buffer is only shown as a 5m buffer. The Applicant shall revise.

Urban Design Brief

2. An [Urban Design Brief \(UDB\)](#) shall be submitted and approved to the satisfaction of the Commissioner, Planning and Development Services. The UDB shall be in accordance with City standards.

Tableland Vegetation:

3. A [Tree Evaluation Report](#), shall be submitted and approved, to the satisfaction of the Director, Environment & Development Engineering.

*N.B. The Applicant shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.*

**B. PRIOR TO SITE PLAN APPROVAL**

***The following should be addressed prior to the execution of the Site Plan Agreement.***

Hoarding of Natural Features

4. The Applicant shall erect hoarding along the property boundary where the proposal abuts the existing cemetery lands and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the Open Space Development Section, Public Works Department.

*N.B. The hoarding is to be supplied, erected and maintained in good condition by the Applicant at their cost prior to the pre-servicing or any construction on the site and shall remain in place throughout all phases of the servicing and construction of the site.*

Plan Requirements for all Public Lands:

5. Prior to issuance of final acceptance of all landscape works the Applicant shall provide as-built drawings in the form of digital files for all dedicated landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

Fencing

6. The Applicant is advised that a wood privacy fence will be required adjacent to the school block.

**C. PRIOR TO BUILDING PERMIT ISSUANCE**

Parkland Dedication:

7. Prior to the issuance of building permits, the Applicant will be required to fulfil their parkland dedication requirements in the form of a cash-in-lieu of parkland payment pursuant to Section 42 the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.

If you have any questions or require further clarification with respect to the Parks Planning or Open Space Development comments, please contact the undersigned.

---

Christopher Heike B.Sc., M.Pl., MCIP, RPP  
Parks Planner, Parks & Facility Planning Section  
Environment & Development Engineering Division  
Public Works & Engineering Department  
City of Brampton  
Tel: (905) 874-2422 Fax: (905) 874-3819  
[christopher.heike@brampton.ca](mailto:christopher.heike@brampton.ca)

cc. (via email only):

J. Spencer, W. Kuemmling, M. Colangelo, B. Steiger

*(Note: A digital copy has also been uploaded to PlanTRAK.)*

Date: February 15 2018

TO: Matt Kavanaugh  
Planning

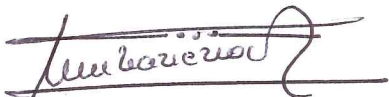
RE: Application to Amend the Official Plan and Zoning By-Law  
**KLM Planning Partners Inc. – Golden Gate Mississauga Rd Plaza Ltd.**  
9567 & 9581 Mississauga Road  
Ward: 5

FILE: C04W08.007

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We have reviewed the Functional Servicing Report in support of the Application to Amend the Official Plan and Zoning By-Law prepared by Schaeffer Consulting Engineers, dated August 2017 and confirm that we have no further comments at this time.

Yours truly,



Muhamet Nenada C.E.T.  
Development Engineering Technologist  
Tel: (905) 874-2564, Fax (905) 874-3369  
[muhamet.nenada@brampton.ca](mailto:muhamet.nenada@brampton.ca)

Attach.

cc: Maggie Liu  
Frank Mazzotta  
Bill Allison  
Olti Mertiri

## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

[peelregion.ca](http://peelregion.ca)

February 24, 2021

Himanshu Katyal  
Planner I  
City of Brampton  
2 Wellington Street West  
Brampton ON, L6Y 4R2  
[Himanshu.Katyal@brampton.ca](mailto:Himanshu.Katyal@brampton.ca)

**RE:      Region of Peel Comments  
         Official Plan Amendment and Rezoning Application  
         9567 and 9581 Mississauga Road  
         Golden Gate Mississauga Road Plaza Limited  
         C04W08.007  
         Regional File: OZ-18-4W8-007B**

Dear Mr. Katyal,

Region of Peel staff are in receipt of updated materials for the above noted official plan amendment and rezoning application proposing to permit 4 commercial buildings and are pleased to offer Regional clearance based on the following:

**Prior to Official Plan Amendment and Rezoning Approval:**

**The following requirements shall be completed by the applicant to the satisfaction of the Region prior to official plan amendment and rezoning approval:**

**Site Servicing Requirements**

- The Region is in receipt of the hydrant flow test for the subject lands. The hydrant flow test has been modelled and capacity has been confirmed.

**Regional Traffic Requirements**

- The Region is in receipt of the revised TIS and finds it satisfactory.

If you have any questions or concerns, please contact me  
([Alex.Martino@peelregion.ca](mailto:Alex.Martino@peelregion.ca) 905.791.7800 x4645) at your earliest convenience.

Yours truly,



Alex Martino  
Planner, Development Services  
Region of Peel

March 21, 2018

City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2  
Att'n: Matt Kavanaugh

Re: Application to amend the Official Plan and Zoning By-Law  
9567 and 9581 Mississauga Road.

COB File: C04W08.007

Dear Matt:

We are in receipt of your request for comments regarding the above noted application. We respond as follows.

- 1) Please include as a condition of approval the following:
  - Applicant shall grant all necessary aerial or underground easements, as may be required.
  - Applicant shall observe all aerial and underground clearances as may be required.
  - We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
  - The maximum transformation capacity supplied by Alectra Utilities (formerly Hydro One Brampton) is 1,500 kVA if connected to 27.6kV and 500kVA if connected to 13.8kV distribution circuit.
- 2) The above comments are preliminary and do not guarantee a supply to the proposed new buildings. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities (formerly Hydro One Brampton) regarding permanent electrical supply to the proposed new buildings as soon as possible. Equipment delivery times may take up to 20 weeks.
- 3) The Developer/Customer/Engineering Firm is strongly advised to consult Hydro One Brampton's Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at [www.hydroonebrampton.com](http://www.hydroonebrampton.com).

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gil Sta. Rita, P.Eng.  
Supervisor, Distribution Design – ICI & Layouts (Central)  
Alectra Utilities Corporation



March 9, 2018

**Matt Kavanaugh**

Development Planner  
The City of Brampton  
Planning & Development Services  
2 Wellington St W  
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**  
Application to Amend the Official Plan and Zoning By-law  
**KLM PLANNING PARTNERS INC.**  
**GOLDEN GATE MISSISSAUGA ROAD PLAZA LTD.**  
City File Number: **C04W08.007**

Canada Post Corporation appreciates the opportunity to comment on the above noted application and we have no objections to its approval. In reviewing the proposal, we have determined that mail delivery for the project will be effected via **Community Mailbox**.

In order to establish mail service we request that the following be included in the project's Conditions of Draft Approval:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The owner/developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

- ⇒ The owner/developer agrees, prior to offering any of the units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton;
- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post;
- ⇒ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, to which the homeowner(s) will sign off.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned

Regards,



Christopher Fearon  
Delivery Services Officer | Delivery Planning  
200-5210 Bradco Blvd  
Mississauga ON L4W 1G7  
905-206-1247 ext. 2027  
[christopher.fearon@canadapost.ca](mailto:christopher.fearon@canadapost.ca)

February 20, 2018

Matt Kavanaugh  
Development Planner  
City of Brampton  
2 Wellington St W  
Brampton, ON L6Y 4R2

Dear Matt,

Re: Official Plan Amendment and Zoning By-law Amendment  
Golden Gate Mississauga Road Plaza Limited  
9567 & 9581 Mississauga Road  
City of Brampton  
File No.: C04W08-007

Enbridge Gas Distribution does not object to the proposed application(s).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

**Alice Coleman**

Municipal Planning Coordinator  
Long Range Distribution Planning

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5386

[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AC/jh



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To adopt Amendment Number OP 2006 – to the Official Plan of the City of  
Brampton Planning Area

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The Council of The Corporation of the City of Brampton in accordance with the provisions of the Planning Act R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - \_\_\_\_\_ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this Official Plan.

ENACTED and PASSED this 21st day of April, 2021.

Approved as to  
form.

20 \_\_/month/day

[insert name]

---

Patrick Brown, Mayor

Approved as to  
content.

20 \_\_/month/day

[insert name]

---

Peter Fay, City Clerk

(City file: C04W08.007)

AMENDMENT NUMBER OP 2006 -  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

**1.0 Purpose:**

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedules A, B and C to this amendment to permit the development of the subject lands for a multi-building commercial development and to provide specific policies for the development of the subject lands.

**2.0 Location:**

The lands subject to this amendment are located at the northeast corner of Williams Parkway and Mississauga Road. The subject site is described as part of the west half of Lot 8, Concession 4 W.H.S. The lands have a total area of approximately 0.92 ha (2.27 acres).

**3.0 Amendment and Policies Relative Thereto:**

**3.1** The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby amended:

- 1) By adding to Schedule A2 – Retail Structure thereto, a “Convenience Retail” designation and identifying the lands as shown on Schedule A to this amendment as “Convenience Retail”;
- 2) By adding to the list of amendments pertaining to Secondary Plan Area Number 45: the Credit Valley Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP 2006 - \_\_\_\_\_.

**3.2** The portions of the documents known as the 1993 Official Plan of the City of Brampton Planning Area which remain in force, as they relate to the Credit Valley Secondary Plan (being Part Two Secondary Plans, as amended) are hereby further amended:

- 1) By changing on Schedule SP 45(a) of Chapter 45 of Part II: Secondary Plan, the land use designation of the lands as shown on Schedule B to this amendment from “Residential – Low Density 2” to “Convenience Commercial”;
- 2) By changing on Community Block Plan – Sub Areas 1&3 Credit Valley Secondary Plan, the land use designation of the lands as shown on Schedule C to this amendment from “Highway Commercial” to “Convenience Commercial”.

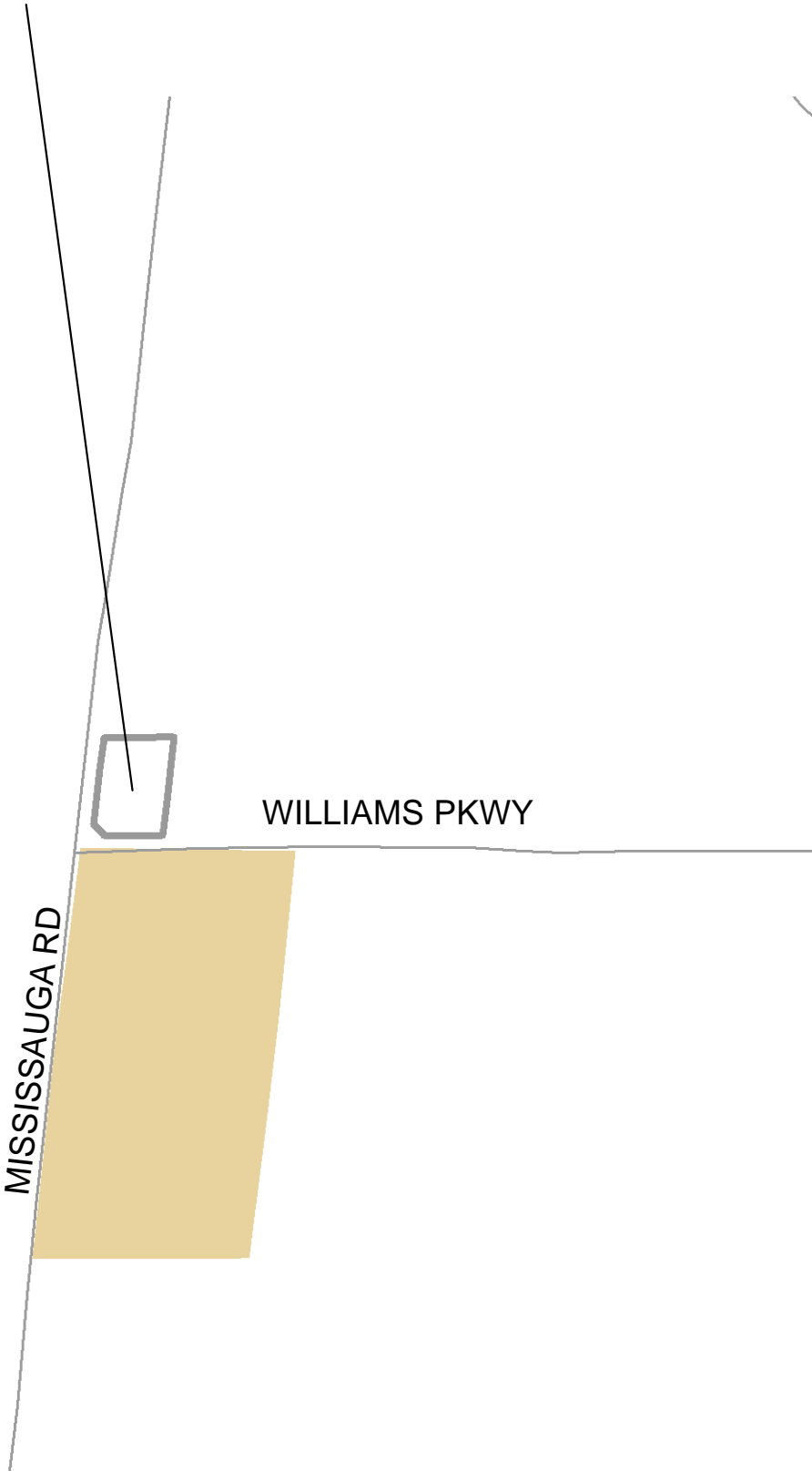
Approved as to content:

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Allan Parsons, MCIP, RPP

Director, Development Services

LANDS TO BE DESIGNATED "CONVENIENCE COMMERCIAL"

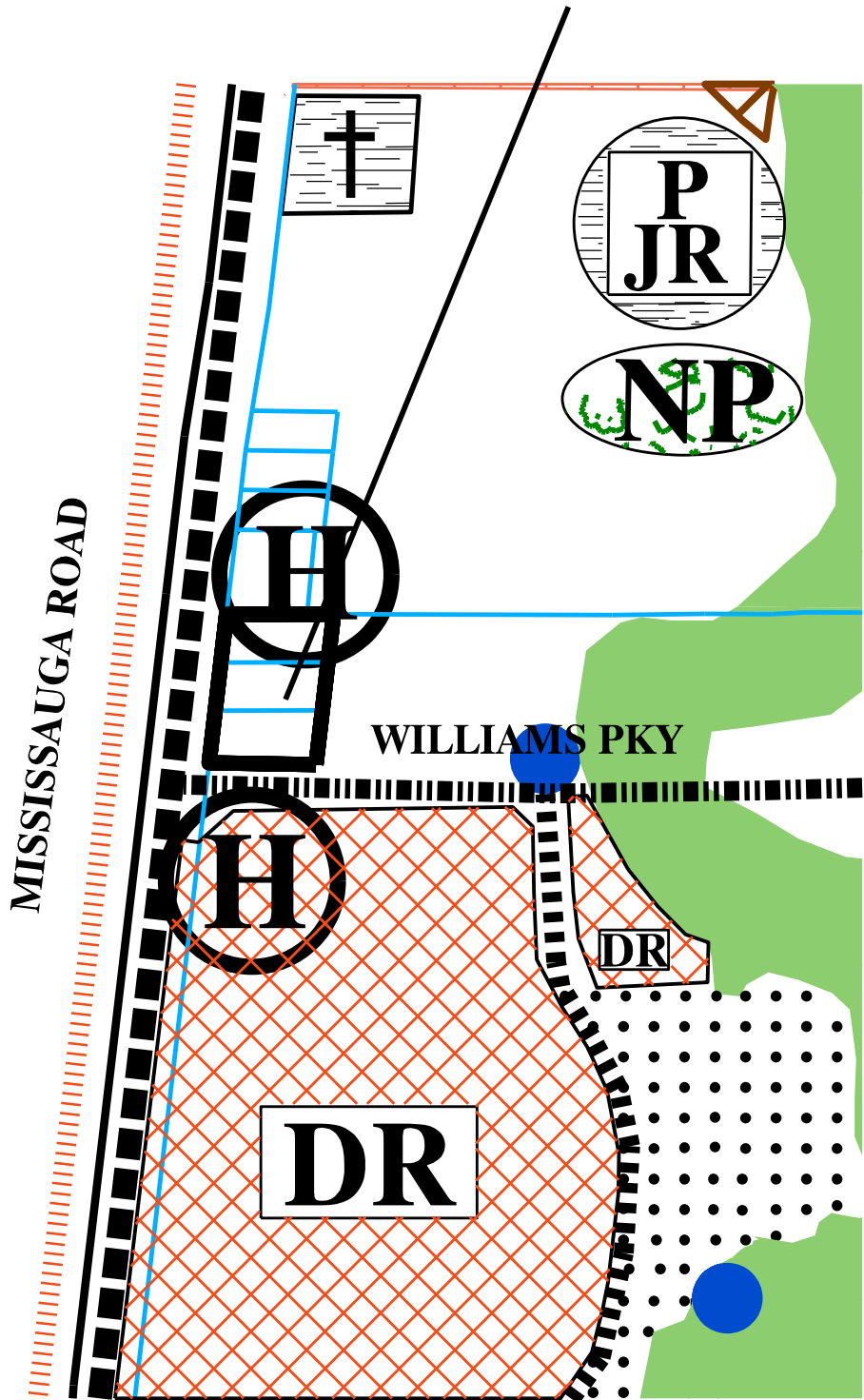


EXTRACT FROM SCHEDULE A2 (RETAIL STRUCTURE) FROM THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- CONVENIENCE RETAIL
- NEIGHBOURHOOD RETAIL
- DISTRICT RETAIL
- REGIONAL RETAIL



# LANDS TO BE REDESIGNATED FROM "LOW DENSITY 2 RESIDENTIAL" to "CONVENIENCE COMMERCIAL"

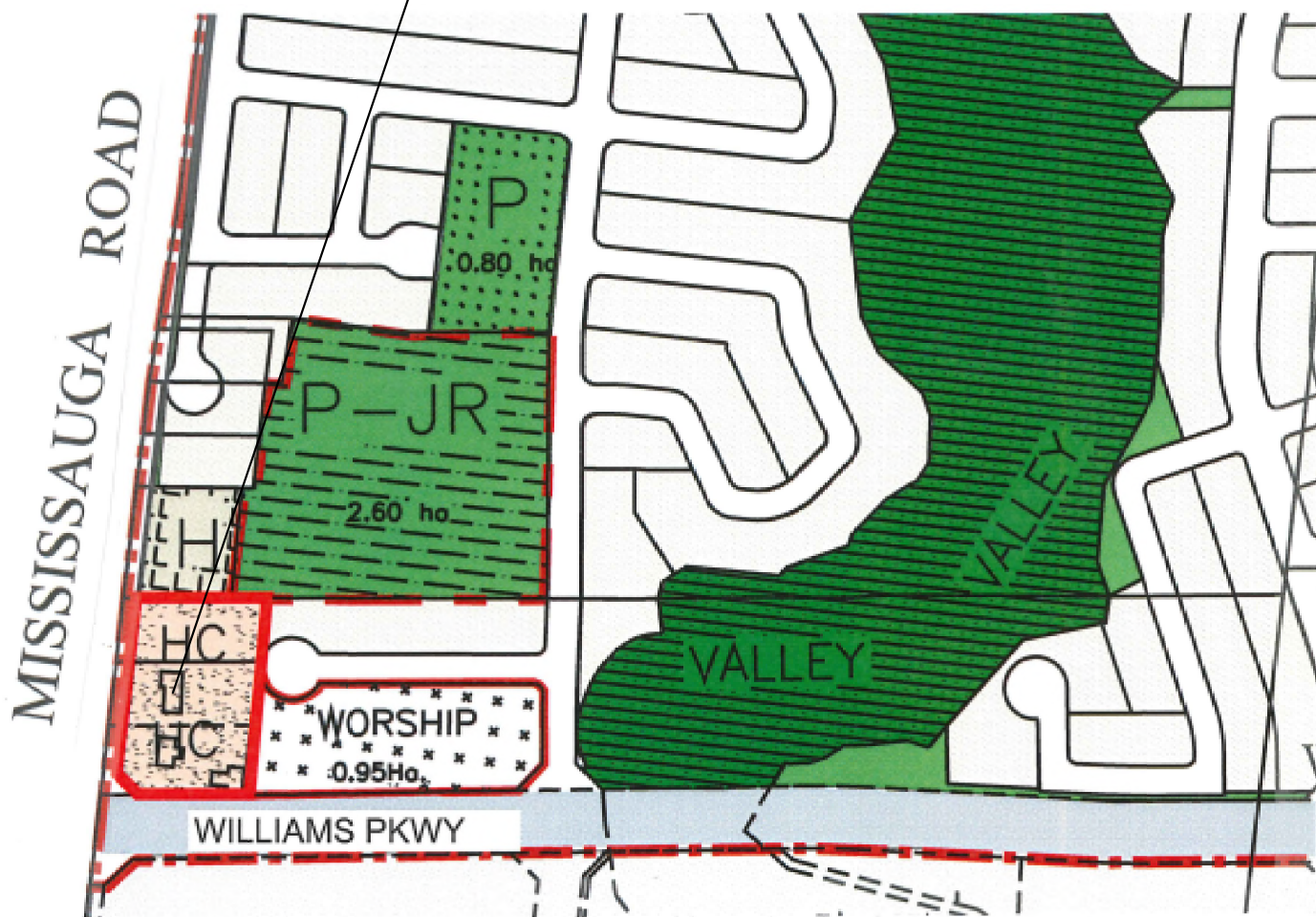


EXTRACT FROM SCHEDULE SP45(A) OF THE DOCUMENT KNOWN AS THE CREDITVALLEY SECONDARY PLAN

- |  |                                      |  |                                       |
|--|--------------------------------------|--|---------------------------------------|
|  | <b>RESIDENTIAL</b><br>Low Density 1  |  | Secondary Plan Boundary               |
|  | Low Density 2                        |  | OPEN SPACE<br>Primary Valleyland      |
|  | <b>COMMERCIAL</b><br>District Retail |  | Neighbourhood Park                    |
|  | Neighbourhood Retail                 |  | Potential Stormwater Management Ponds |
|  | <b>INSTITUTIONAL</b>                 |  | <b>INFRASTRUCTURE</b>                 |
|  | Public / Junior Elementary School    |  | Major Arterial Roads                  |
|  | Place Of Worship                     |  | Minor Arterial Roads                  |
|  | Heritage Resource                    |  | Collector Roads                       |



LANDS TO BE REDESIGNATED FROM "HIGHWAY COMMERCIAL" TO "CONVENIENCE COMMERCIAL"



EXTRACT FROM BLOCK PLAN 45-1 OF THE DOCUMENT KNOWN AS CREDIT VALLEY BLOCK PLAN

LEGEND

|                        |                               |
|------------------------|-------------------------------|
| RESIDENTIAL            | SUBJECT LANDS                 |
| STORM WATER MANAGEMENT | HERITAGE                      |
| SCHOOL                 | PLACE OF WORSHIP              |
| PARK                   | AREA SUBJECT TO TERTIARY PLAN |
| VALLEY                 |                               |
| WOODLOT                |                               |
| COMMERCIAL             |                               |





THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule “A” attached to this By-law:

| From:                 | To:  |
|-----------------------|--|
| AGRICULTURAL (A) ZONE | COMMERCIAL THREE – SECTION 3014 (C3-SECTION 3014) ZONE |

(2) By adding thereto the following sections:

“3014 The lands designated C3-3014 on Schedule A to this By-law:

3014.1 Shall only be used for the following purposes:

- a) Purposes permitted in the C3 Zone;
- b) A motor vehicle washing establishment;
- c) A day nursery;
- d) Purposes accessory to other permitted purposes;

3014.2 Shall be subject to the following requirements and restrictions:

- (a) Minimum Yard Depth(s):
  - i) Exterior Side Yard Width: 4.45 m
  - ii) Front Yard Depth: 2.95 m
  - iii) Setback to a lot line

- abutting a Daylighting Triangle: 2.95 m
- iv) Rear Yard Depth: 4.45 m
- v) Interior Side Yard Depth: 2.95 m
- (b) Outdoor storage shall not be permitted.”

ENACTED and PASSED this 21st day of April, 2021.

Approved as to  
form.

20\_\_/\_month/\_day

[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

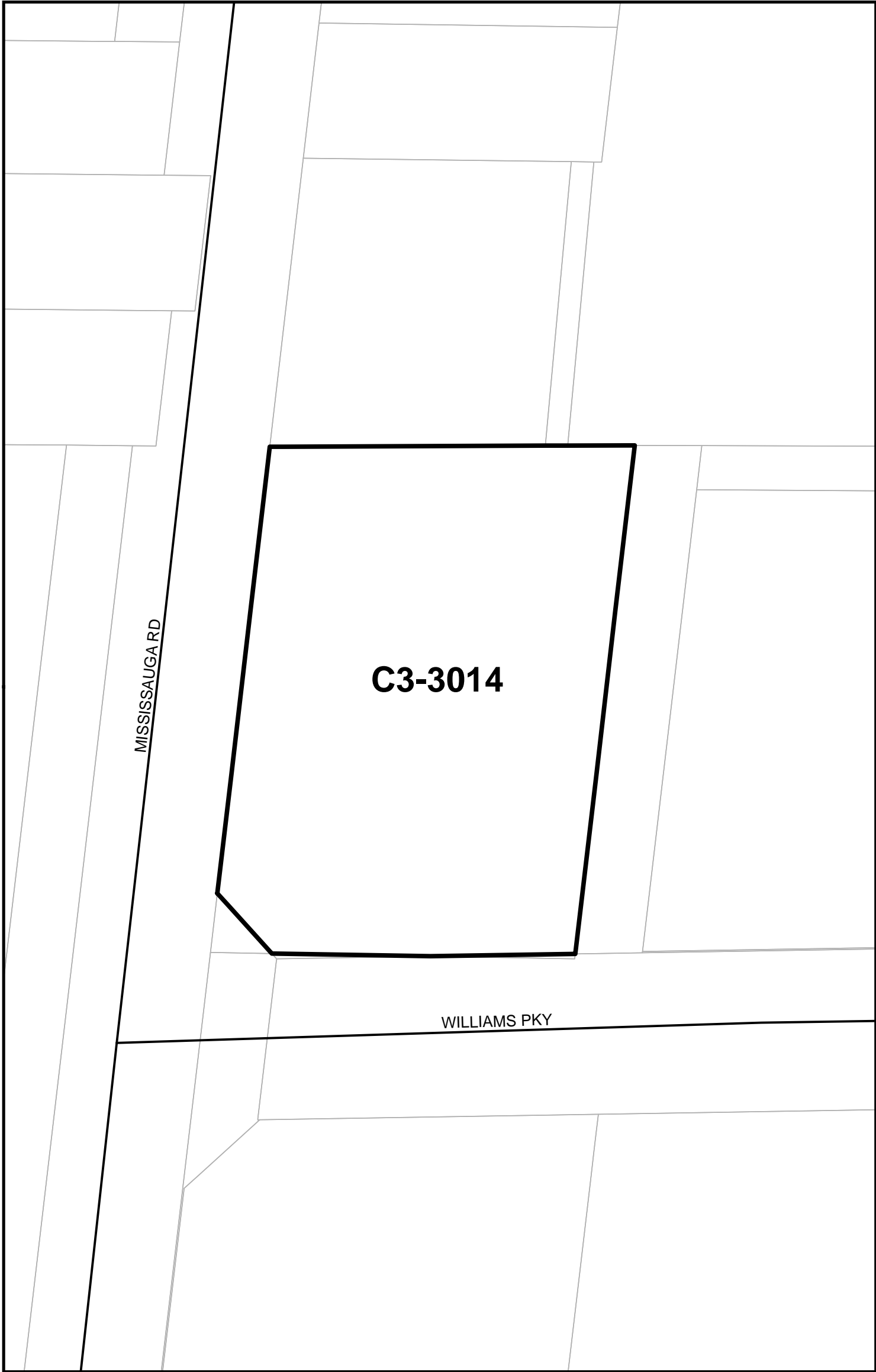
Approved as to  
content.

20\_\_/\_month/\_day

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Peter Fay, City Clerk

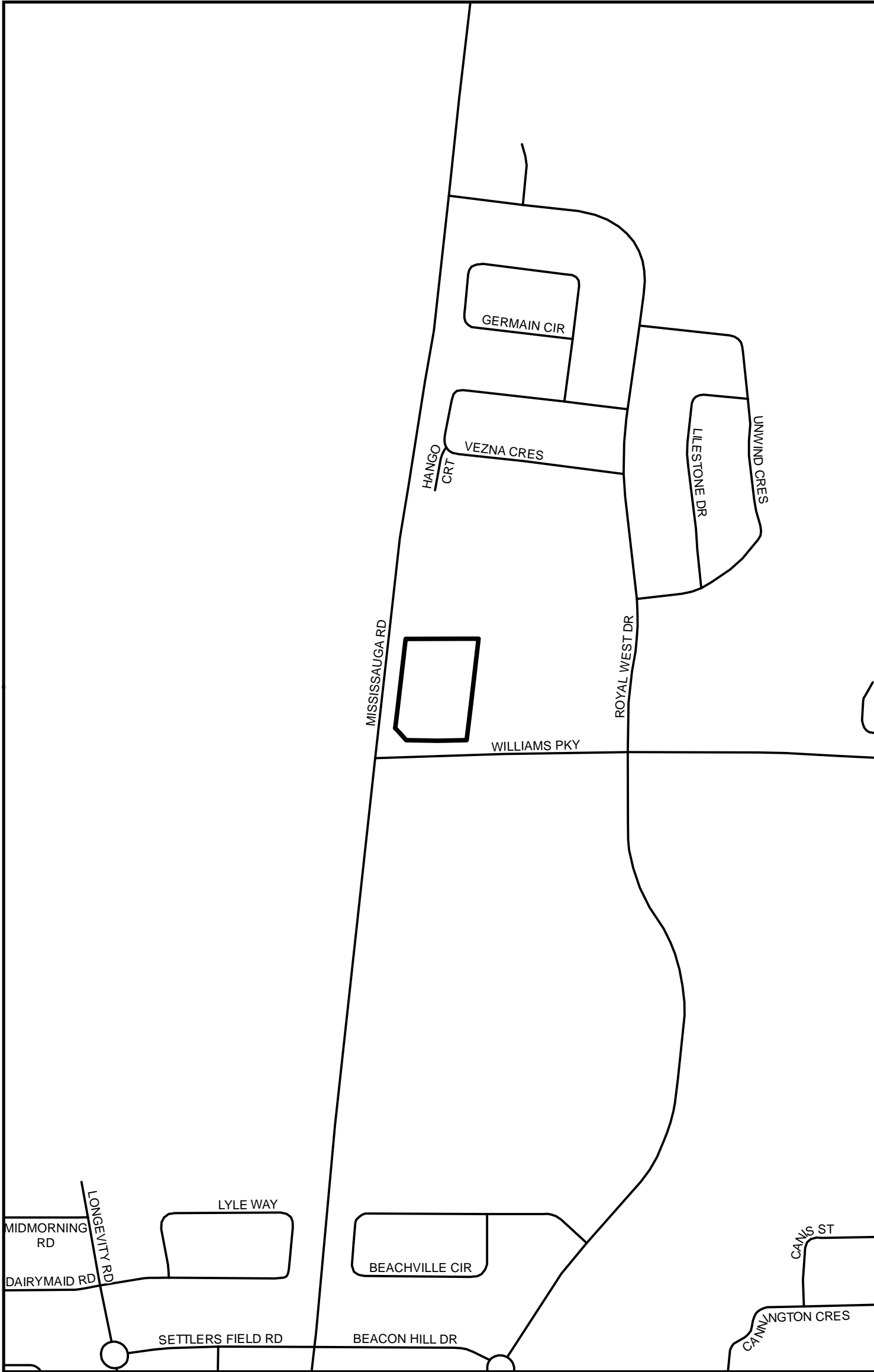
(City file: C04W08.007)



BRAMPTON  
Flower City  
PLANNING AND DEVELOPMENT SERVICES



PART LOT 8, CONCESSION 4 W.H.S.



SUBJECT LANDS



PLANNING AND DEVELOPMENT SERVICES

File: C04W08.007 ZKM

Date: 2021/02/19

Drawn by: ckovac



KEY MAP

BY-LAW \_\_\_\_\_

**Date:** 2021-03-19

**File:** **OZS-2020-0024**

**Subject: Recommendation Report**  
Application for Temporary Use Zoning By-law  
(To permit truck parking and outdoor storage of tractor trailers as a temporary use)  
**2538948 Ontario Inc. – Blackthorn Development Corp.**  
South side of Mayfield Road and west of Coleraine Drive  
Part of Lot 17, Concession 11 Northern Division (Formerly Township of Toronto Gore), Part 4 Plan 43R1977 except Part 1 Plan 43R38657  
Ward: 10

**Contact:** Steve Ganesh, Manager, Planning and Development Services,  
steve.ganesh@brampton.ca, 905-874-2089

**Report Number:** Planning, Bld & Ec Dev-2021-216

**Recommendations:**

1. **THAT** the report titled: **Recommendation Report**, Application for Temporary Use Zoning By-law, **2538948 Ontario Inc. – Blackthorn Development Corp.**, South side of Mayfield Road and west of Coleraine Drive, Part of Lot 17, Concession 11 Northern Division (Formerly Township of Toronto Gore), Part 4 Plan 43R1977 except Part 1 Plan 43R38657, Ward 10 (OZS-2020-0024), to the Planning and Development Committee Meeting of April 12, 2021 be received;
2. **THAT** the Temporary Use Zoning By-law application submitted by 2538948 Ontario Inc. – Blackthorn Development Corp. be approved, on the basis that it represents good planning, it is consistent with the Provincial Policy Statement, confirms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report; and
3. **THAT** the Temporary Use Zoning By-law generally in accordance with the attached Appendix 10 to this report be adopted.

**Overview:**

- This report recommends approval of the Temporary Use Zoning By-law application to permit the industrial use of the lands for outdoor storage of trucks and tractor trailers.
- The property is designated as “Industrial”, “Corridor Protection Area” and “Special Study Area” in the Official Plan.
- The property is designated “Business Park” and “Corridor Protection Area” in the Highway 427 Industrial Secondary Plan.
- The property is zoned Agricultural (A) by By-Law 270-2004, as amended. A Temporary Use Zoning By-law is required to permit the proposed use.
- A Statutory Public Meeting was held on November 16<sup>th</sup>, 2020. There was one delegation at the meeting and one written submission was received. Details of the Statutory Public Meeting are included in Appendix 8 of this report.
- The proposed Temporary Use Zoning By-law represents good planning, is consistent with the Provincial Policy Statement and is in conformity with the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, and the City of Brampton Official Plan.
- A Site Plan application is required for this development. This will allow staff to evaluate the details of the proposal and ensure any potential impacts on surrounding properties are addressed.

**Background:**

This application was received on August 24, 2020 and has been reviewed for completeness and found to be complete in accordance the Planning Act. On September 9, 2020 staff issued formal notice that the application was deemed to be a complete application.

A Statutory Public Meeting was held on November 16<sup>th</sup>, 2020. There was one delegation at the meeting and one written submission was received. Details of the Statutory Public Meeting are included in Appendix 8 of this report.

**Current Situation:**

Proposal (Refer to Appendix 1):



The applicant is proposing a Temporary Use Zoning By-law to permit the use of the lands for outdoor storage of trucks and tractor trailers. The temporary use permission is proposed for a maximum period of three years.

Details of the proposal are as follows:

- Gravel parking area with drive aisles and maneuvering area to accommodate 459 truck trailer parking spaces;
- Access from Mayfield Road;
- Temporary and mobile office trailer;
- Stormwater Management Pond and buffer;
- Fence and security gate;
- Screening berm along Mayfield Road; and
- Acoustic earth berm.

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

The lands have the following characteristics:

- Located on the south side of Mayfield Road west of Coleraine Drive;
- Currently vacant with agricultural use; and
- Rectangular shaped parcel with an area of approximately 9.94 ha (24.6 ac) and with frontage of approximately 170 m along Mayfield Road.

The surrounding land uses are described as follows:

North: Across Mayfield Road there is vacant lands in agricultural use and single detached dwellings located within the Town of Caledon.

South: Vacant lands in agricultural use and single detached dwellings.

East: Two single detached dwellings and vacant land in agricultural use.

West: Vacant lands in agricultural use.

### Summary of Recommendations:

This report recommends that Council approve the proposal for the additional uses on the lands and adopt the Temporary Use Zoning By-law attached to this report as Appendix 10.

### Planning Analysis Summary:

The proposal has regard for matters of provincial interest that are set out in the Planning Act. The application proposes a minor alteration to an existing zone for a period of three (3) years. The proposal and implementing Temporary Use Zoning By-law represent good planning, are consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan. A detailed planning analysis can be found in Appendix 7.

A Site Plan application is required for this development. This will allow staff to evaluate the details of the proposal and ensure any potential impacts on surrounding properties are addressed.

### Planning Act:

The proposal has regard for the following matters of provincial interest as set out in Section 2 of the Planning Act. The proposed development represents orderly development (Section 2(h)) in an appropriate location (Section 2(p)) that is well-designed (Section 2(r)). Lastly, it provides employment opportunities (Section (k)). The application is in conformity with the Planning Act and satisfies the requirements of Section 39, which enables Temporary Use Zoning By-laws.

### Provincial Policy Statement:

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Planning Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

The PPS includes policies promoting land use patterns which are efficient and avoid environmental or public health and safety concerns. The proposed temporary use respects development patterns and makes efficient use of land existing infrastructure.

The proposed Temporary Use Zoning By-law is consistent with the PPS.

### A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) includes policy and direction intended to accommodate and forecast growth in complete communities as well as the importance of maintaining an adequate supply of land for a broad range of employment uses. Lands located near major goods movement corridors should be preserved for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities. The proposed Temporary Use Zoning By-law conforms to the applicable sections of the Growth Plan.

#### Region of Peel Official Plan:

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” designation in the Region of Peel Official Plan and conforms to the related policies with respect to healthy communities efficiently using resources.

The proposed Temporary Use Zoning By-law conforms to the applicable sections of the Region of Peel Official Plan.

#### City of Brampton Official Plan:

The City of Brampton Official Plan provides guidance and policies for the future of the City. The subject property is designated “Industrial”, “Special Study Area”, and “Corridor Protection Area” on Schedule A of the Official Plan. Although the subject proposal does not meet all of the policies of the “Industrial” designation, it does meet the Temporary Use policies of section 5.10.2 of the Official Plan. Temporary Use By-laws that meet these criteria do not require an amendment to the Official Plan.

There are no anticipated undue negative impacts on the neighboring properties. A Site Plan application is required for this development. This will allow staff to evaluate the details of the proposal and ensure any potential impacts on surrounding properties are addressed. Since the subject application is for a temporary period of three (3) years the proposal does meet the intent of the Official Plan.

#### Highway 427 Industrial Secondary Plan (Area 47):

The property is designated “Business Park” and “Corridor Protection Area” in the Highway 427 Industrial Secondary Plan (Area 47). The “Business Park” designation permits a range of industrial uses including outside storage. Although the use is generally permitted, the subject proposal does not meet all of the policies within the

Secondary Plan. However, Temporary Use By-laws that meet the criteria set out in the Official Plan do not require an amendment to this plan.

#### Community Engagement:

The statutory public meeting for this application was advertised in the local newspaper, and the application was circulated to City Departments, commenting agencies, and to property owners within 240 metres of the subject lands by mailings, which exceed the requirements of the Planning Act. A copy of all department/agency comments are included in Appendix 9 of this report. Notice signs were also placed on the subject lands to advise members of the public that an application to amend the Zoning By-law had been filed with the City. This report along with the complete application requirements, including studies have been posted to the City's website.

A Statutory Public Meeting for this application was held on November 16<sup>th</sup>, 2020. There was one delegation at the meeting and one written submission was received. Details of the Statutory Public Meeting are included in Appendix 8 of this report.

#### **Corporate Implications:**

##### Financial Implications:

There are no financial implications associated with this report. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

##### Other Implications:

There are no other Corporate implications associated with this application.

##### Living the Mosaic – 2040 Vision:

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. This report aligns with the vision that Brampton will contain ancillary centres that provide logistics functions and industrial activity which is central to the economy.

**Term of Council Priorities:**

This application is consistent with the “City of Opportunities” theme. It supports spreading employment opportunities across the City. The proposal satisfies this by efficiently using land and infrastructure to create employment opportunities.

**Conclusion:**

The Development Services Division undertook a circulation of the application to ensure all technical and financial matters have been satisfactorily addressed. Staff is satisfied with the proposed Temporary Use Zoning By-law Amendment application. The proposal represents good planning, including consistency with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and City of Brampton Official Plan.

This report recommends that Council enact the Zoning By-law Amendment attached hereto as Appendix 10 for a temporary period of three (3) years. The Temporary Use Zoning is appropriate considering that the proposed temporary use is an efficient use of land and existing infrastructure, is appropriate for the area, and is not expected to create undue adverse impacts on adjacent uses.

In summary, the application is appropriate for the orderly development of the lands and represents good planning.

Authored by:

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Steve Ganesh, MCIP, RPP  
Manager, Development Services  
Planning Building & Economic  
Development

Reviewed by:

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Allan Parsons, MCIP, RPP  
Director, Development Services  
Planning, Building & Economic Development

Approved by:

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

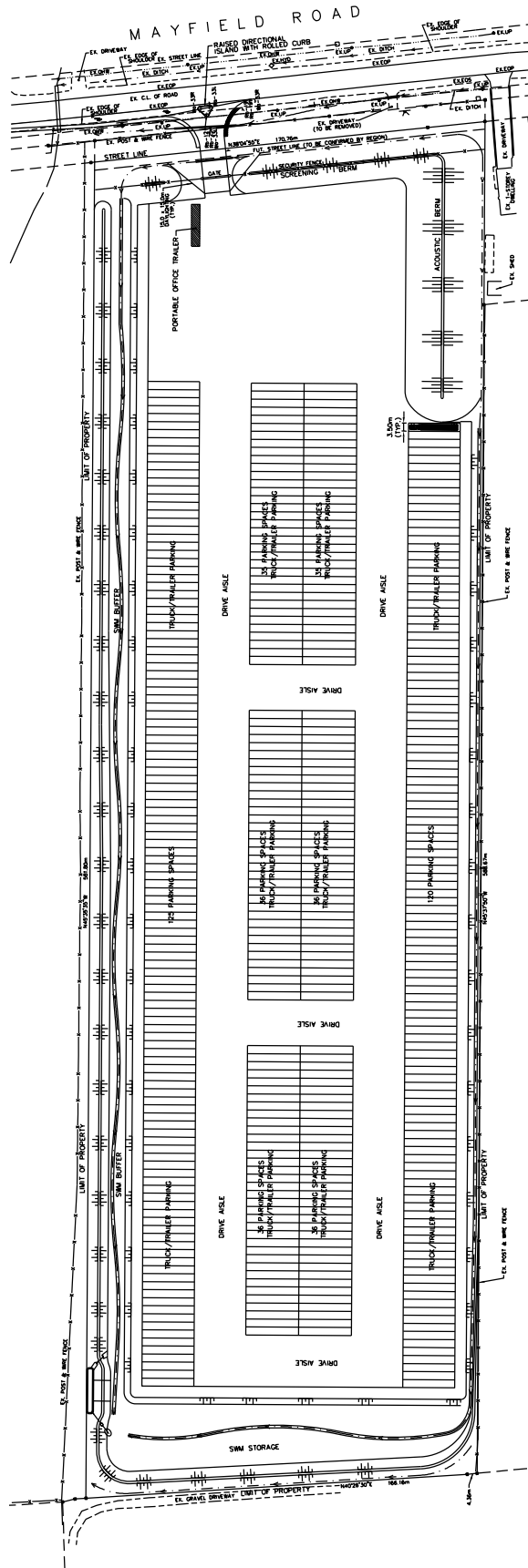
Submitted by:

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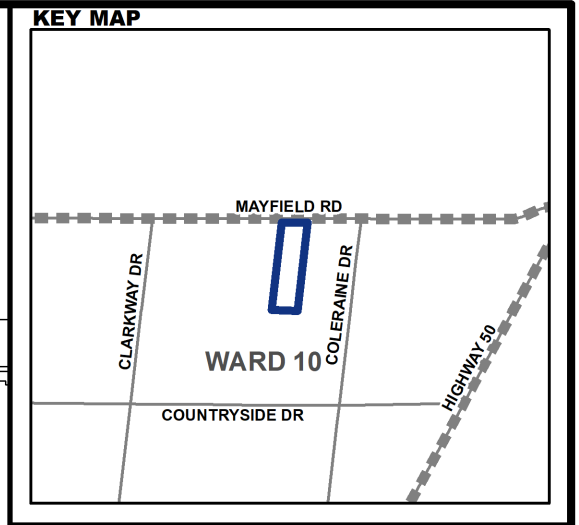
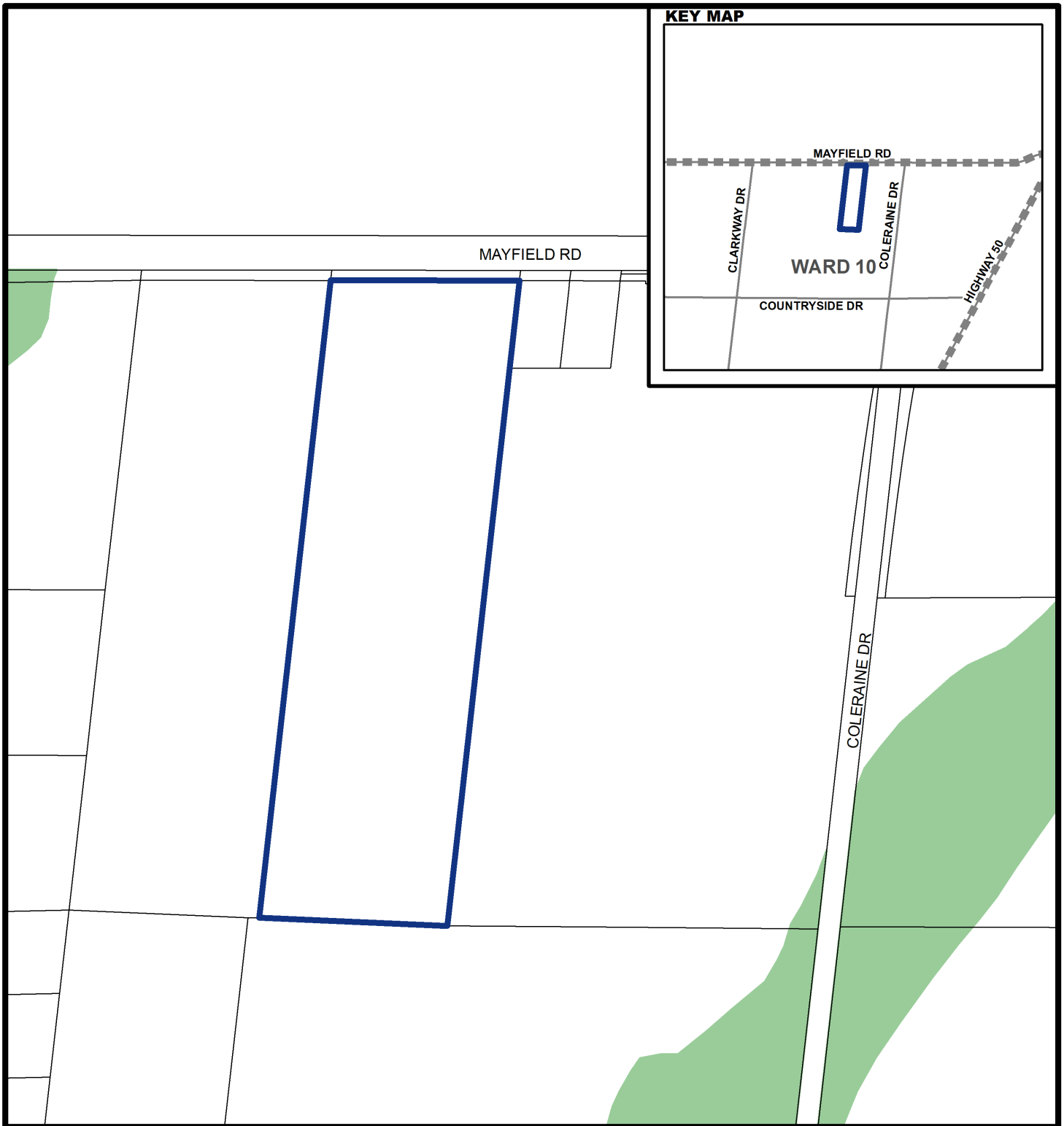
David Barrick  
Chief Administrative Officer

**Attachments:**

- Appendix 1: Concept Plan
- Appendix 2: Location Map
- Appendix 3: Official Plan Designations
- Appendix 4: Secondary Plan Designations
- Appendix 5: Zoning Designations
- Appendix 6: Aerial & Existing Land Use
- Appendix 7: Detailed Planning Analysis
- Appendix 8: Results of the Public Meeting
- Appendix 9: Results of the Application Circulation
- Appendix 10: Zoning By-law Amendment

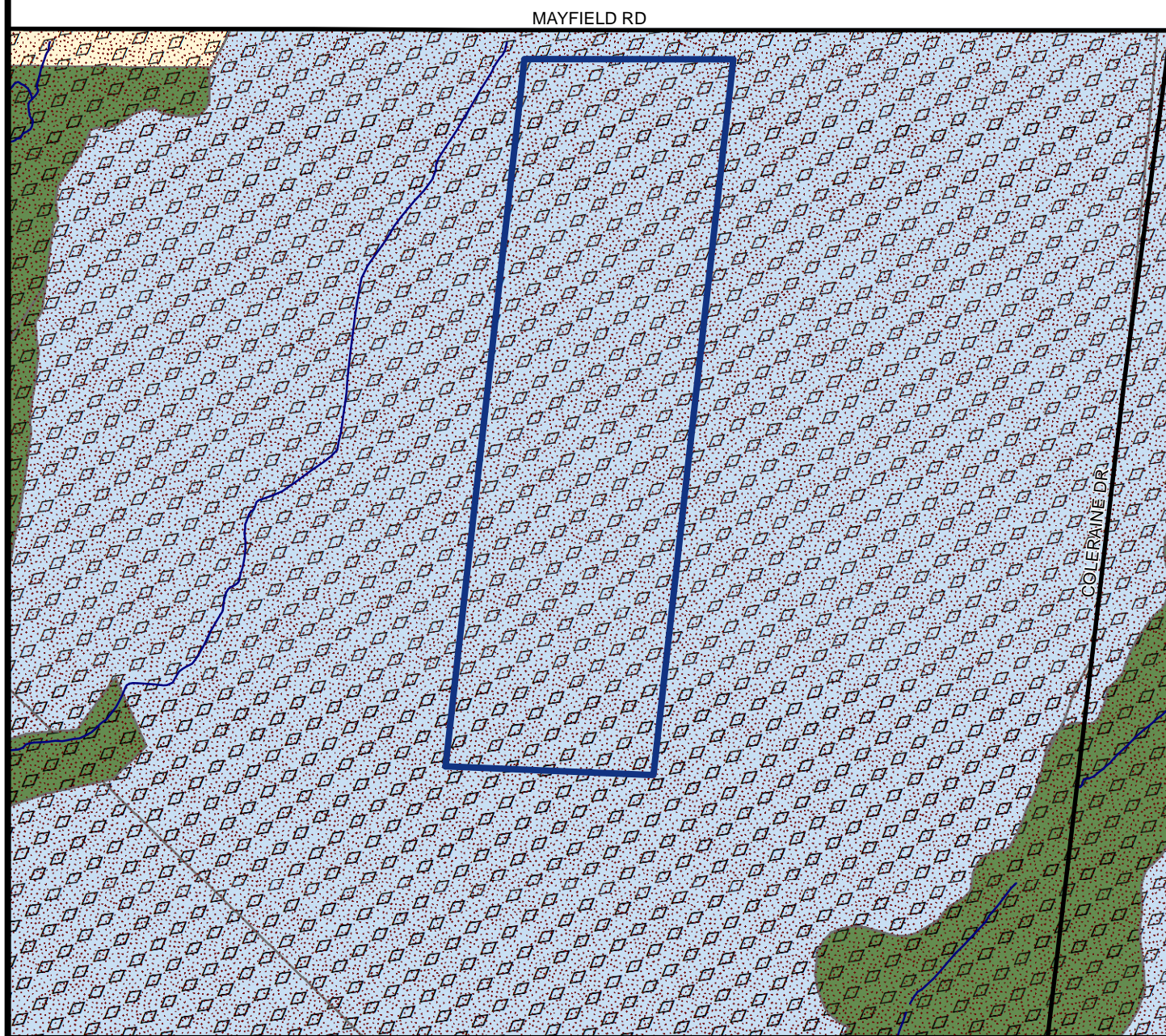






- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE



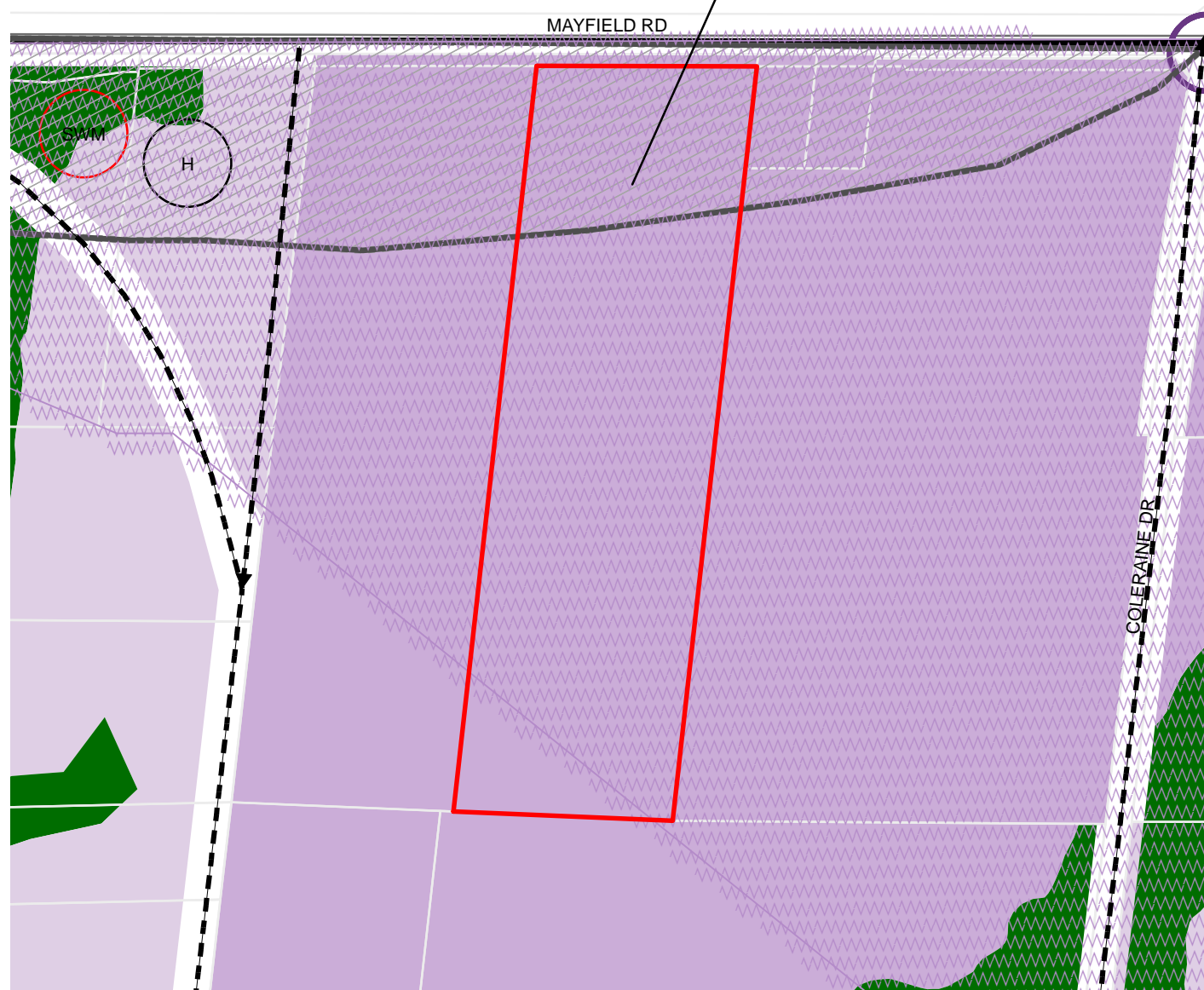


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

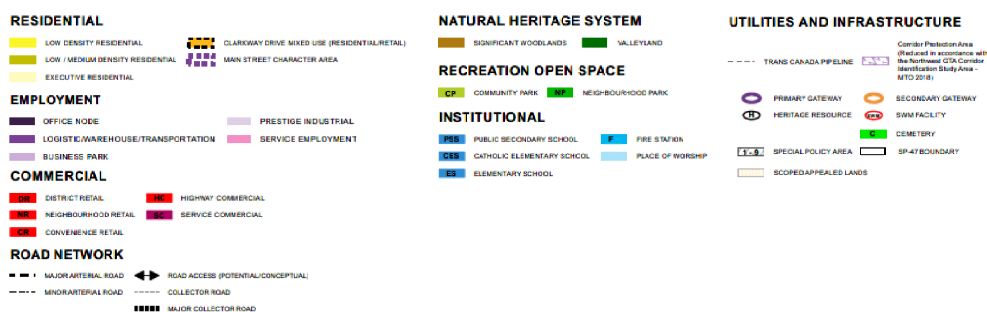
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|---|--------------|---|-------------|---|--------------------------|
|  | SUBJECT LAND |  | OPENSOURCE  |  | CORRIDOR PROTECTION AREA |
|  | INDUSTRIAL   |  | RESIDENTIAL |  | SPECIAL STUDY AREA       |

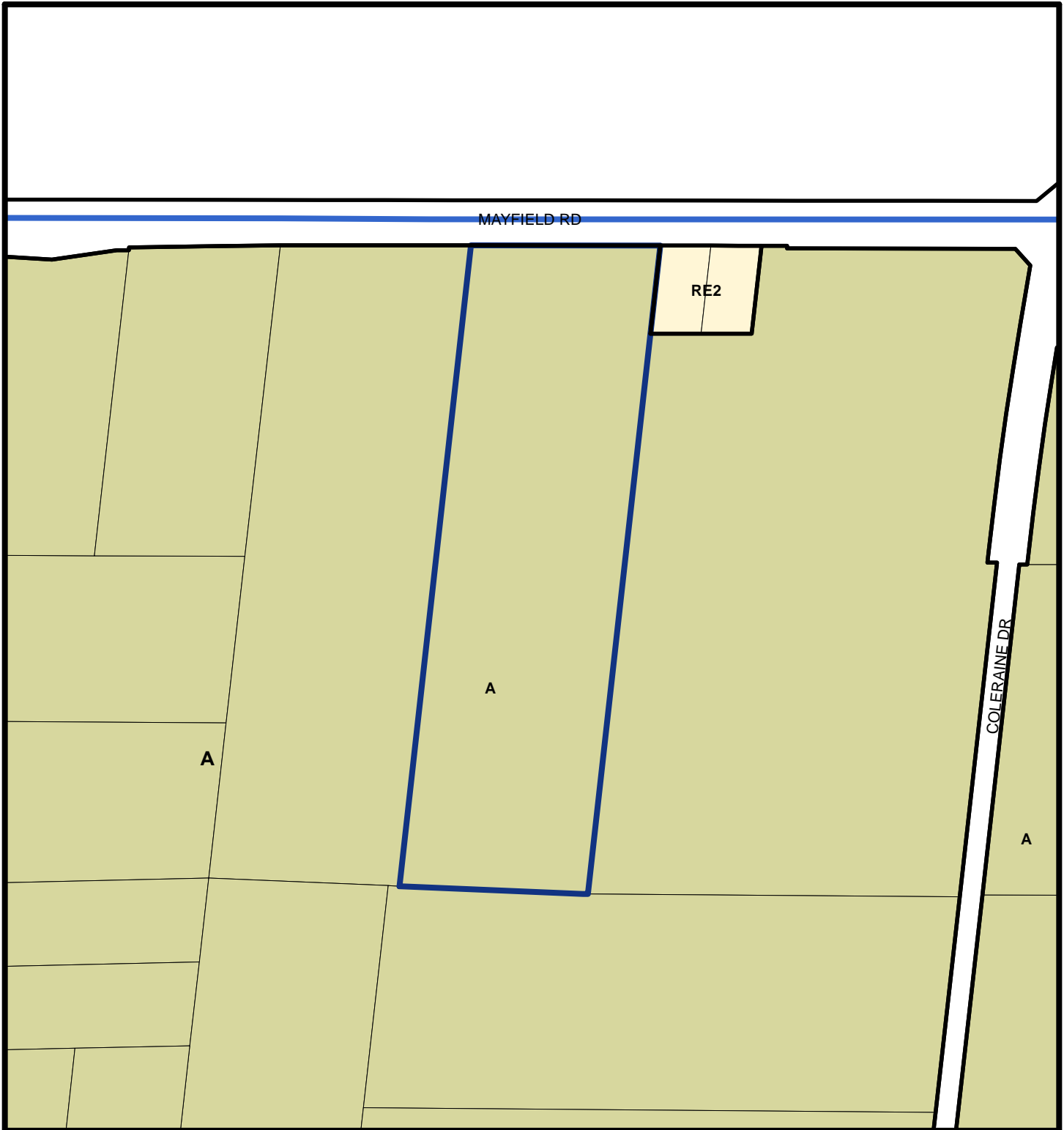


## SUBJECT LANDS



EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN














SUBJECT LAND
  AGRICULTURAL
  RESIDENTIAL
  CITY LIMIT







Legend

|  |              |   |              |   |               |   |         |
|--|--------------|---|--------------|---|---------------|---|---------|
|  | SUBJECT LAND |  | AGRICULTURAL |  | INSTITUTIONAL |  | ROAD    |
|  |              |  | COMMERCIAL   |  | OPEN SPACE    |  | UTILITY |
|  |              |  | INDUSTRIAL   |  | RESIDENTIAL   |   |         |

AERIAL PHOTO DATE: SPRING 2020



**Detailed Planning Analysis**  
City File Number: OZS-2020-0024

**Overview:**

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, the Highway 427 Industrial Secondary Plan and other applicable City of Brampton guidelines and priorities.

**The Planning Act:**

This proposal has regard for the following matters of provincial interest as identified in the Planning Act R.S.O 1990:

*Section 2(h) – the orderly development of safe and healthy communities;*

*Section 2(k) – the adequate provision of employment opportunities;*

*Section 2(p) – the appropriate location of growth and development;*

*Section 2(r) – the promotion of built form that,  
(i) is well-designed,*

The application has appropriate regard for these matters. The proposal represents orderly development as it provides employment opportunities within an appropriate location for employment uses. Lastly, the proposal will promote well-designed built form.

This proposal also has regard for Section 39 of the Planning Act, which sets out provisions for establishing temporary use by-laws. Specifically, the proposal has regard for the following sections:

*Section 39 (1) – The council of a local municipality may, in a by-law passed under section 34, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law.*

*Section 39 (2) – A by-law authorizing a temporary use under subsection (1) shall define the area to which it applies and specify the period of time for which the authorization shall be in effect, which shall not exceed three years from the day of the passing of the by-law.*

This application fulfills the requirements of this section. The proposed by-law is limited to a three year period and does not deviate from the overall intent of the lands.

## **Provincial Policy Statement:**

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Planning Act. The application is consistent with the Provincial Policy Statement, specifically the following policies:

*1.1.1 - Healthy, liveable and safe communities are sustained by:*

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The proposed temporary land use change will not significantly impact the promotion of efficient development and land use patterns. In addition, the proposed development avoids causing environmental or public health and safety concerns.

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

*a) efficiently use land and resources;*

*b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

*g) are freight-supportive.*

The proposal is located within a settlement area. It makes efficient use of land and existing infrastructure. The use itself supports the movement of goods by providing parking for truck trailers.

## **2020 Growth Plan for the Greater Golden Horseshoe:**

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing options to accommodate a range of incomes and household sizes.

The proposed development demonstrates conformity generally to this plan, including:



*2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;*
  - ii. have existing or planned municipal water and wastewater systems; and*
  - iii. can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;*
  - ii. strategic growth areas;*
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. areas with existing or planned public service facilities;**

The proposal conforms to the Growth Plan by directing development within the delineated built-up area and within an area with existing public service facilities.

*2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:*

- a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*

The proposal promotes economic development and competitiveness by making use of vacant employment lands.

*2.2.5.5 Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*

The subject property is located near a major goods movement corridor and will provide an appropriate associated use for logistics in the area.

### **Region of Peel Official Plan:**

The Region of Peel Official Plan provides a policy framework to help manage Peel's growth and development over the long term. The subject property is located within the "Urban System" in the Region of Peel Official Plan. The proposal conforms to the Region of Peel Official Plan, including the policies set out below:

*5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*

The proposed temporary land use will respect the natural environment and the characteristics of the surrounding area.

*5.3.2.8 Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.*

The proposed development is located within a planned employment area. It is on Mayfield Road which has direct access to Highway 50.

*5.6.1.4 To attract and retain a range of employment types in Peel.*

*5.6.1.6 To plan for, protect and preserve, employment areas for employment uses.*

*5.6.2.6 Protect and support employment areas for employment uses, as defined and designated in area municipal official plans.*

The proposed development is an employment use and it is located within a planned employment area. This will not impact future employment uses in the area and will add to the range of employment types.

### **City of Brampton Official Plan:**

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the plan is to guide development and infrastructure decisions and set the basis for addressing the challenges of growth in Brampton.

The property is designated "Industrial", "Special Study Area", and "Corridor Protection Area" in the Official Plan. The "Industrial" designation permits a broad range of industrial uses.

Section 5.10 of the Official Plan outlines criteria for evaluating and applying Temporary Use By-laws to permit the use of land for a limited period of time. The following policies from Section 5.10 are applicable:

*5.10.1 The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply.*

As this proposal is requesting permission to use land on a temporary basis for a three (3) year period it is in accordance with this policy.

*5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:*

*(i) The proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;*

Staff is of the opinion that the temporary use does not create a situation detrimental to the adjacent complying uses.

*(ii) The temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;*

Staff is of the opinion that the temporary use does not adversely affect surrounding uses. A Site Plan application is required for this development. This will allow staff to evaluate the details of the proposal and ensure any potential impacts on surrounding properties are addressed.

*(iii) The temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;*

Staff is of the opinion that the temporary use will not interfere with the development of adjacent areas.

*(iv) Adequate provision will be made for off-street parking and loading facilities; and,*

Staff is of the opinion that the temporary use provides adequate provision for off-street parking and loading facilities.

*(v) The temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.*

Staff is of the opinion that that the temporary use will not create a service demand that could not be fulfilled elsewhere.

*5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.*

Staff is of the opinion that the use is a temporary one and does not require significant alteration of the land to accommodate the temporary use.

### **Highway 427 Industrial Secondary Plan (Area 47):**

The property is designated “Business Park” and “Corridor Protection Area” in the Highway 427 Industrial Secondary Plan (Area 47). The “Business Park” designation permits a range of industrial uses including outside storage. Although the use is

generally permitted, the use shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 of the Official Plan and shall not directly abut arterial roads. An amendment to the Secondary Plan is not required for a Temporary Use By-law.

*7.2.1 The City of Brampton recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the Area 47 lands does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and accesses.*

*In recognition of these interests, the following policies will apply to all development applications and planning approvals that pertain to lands within the Corridor Protection Area on Schedule SP47(a):*

- v) Notwithstanding (iv) above, zoning by-laws pursuant to Section 39 of the Planning Act may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:*
- a) Is consistent with the general intent of this Chapter;*
  - b) Is compatible with adjacent land uses;*
  - c) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;*
  - d) Does not require new buildings or significant structures;*
  - e) Does not require significant grading of lands;*
  - f) Sufficient servicing and transportation capacity exists for the temporary use;*
  - g) Maintains the long-term viability of the lands for the uses permitted in this Plan; and,*
  - h) The duration of use and proposed interim use are to the satisfaction of the City.*

Staff is of the opinion that the temporary use of this site recognizes the importance of protecting the future GTA West Transportation Corridor and maintains the long-term viability of the lands for the uses permitted in this plan. The Ministry of Transportation was notified of this development application and advised that the permission be limited to a three (3) year term.

### **Zoning By-law:**

The property is zoned "Agricultural (A)" by By-law 270-2004 as amended. An amendment to the Zoning By-law is required in order to permit the proposed use. The applicant is proposing a Temporary Use By-law for a three (3) year period to permit the outside storage use. A copy of the proposed Temporary Zoning By-law is attached to the Recommendation Report.

**Land Use:**

Staff is of the opinion that this temporary use is appropriate for the subject lands. As the proposed use is industrial in nature it is generally permitted within industrial areas. This use will protect and preserve the subject land for employment uses.

For this use to be permanent, further justification would be required. Approval of the temporary use does not imply that it is appropriate as a permanent use. The outdoor storage use will provide a service that the applicant has determined is required.

**Technical Requirements:**

A summary of each of the supporting documents submitted in support of this Temporary Use By-law is provided in the following sections.

**Planning Justification Report:**

A Planning Justification Report was submitted to the City to provide rationale supporting the development. It contains a review of the associated policies within the Planning Act, Provincial Policy Statement, the Region of Peel Official Plan, the City's Official Plan and Zoning By-law. Staff have reviewed the report and are satisfied with the justification provided by the applicant.

**Functional Servicing Report and Stormwater Management Report:**

A Functional Servicing Report and Stormwater Management Report was submitted in support of the subject application. Sanitary and water services are not proposed for this site. The report outlines the stormwater management scheme for the site.

This report has been reviewed by staff and found to be satisfactory.

**Noise Feasibility Study:**

A Noise Feasibility Study was submitted in support of the subject application. The report found that under a typical operational scenario the use can comply with Ministry of Environment, Conservation and Parks criteria at the nearest facades of the existing residential buildings with the proposed mitigation measures.

This report has been reviewed by staff and found to be satisfactory.

**Transportation Study:**

A Transportation Study was submitted in support of the subject application. The report examined the existing road network, sightlines, and on-site circulation.

As Mayfield Road is a regional road this report was review by staff from the Region of Peel and found to be satisfactory.

**Environmental Site Assessment:**

A Phase One and Phase Two Environmental Site Assessments were submitted in support of the subject application. All of the results of the soil sampling and analysis did not exceed the applicable standards. And recommended no further investigation.

This report has been reviewed by staff and found that further investigation is necessary. Staff agree that this investigation is required prior to Site Plan Approval.

## APPENDIX 8

### RESULTS OF PUBLIC MEETING AND CORRESPONDENCE RECEIVED

Planning and Development Committee  
Regular Meeting – November 16, 2020  
City File Number – OZS-2020-0024

#### **Members Present**

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  
Regional Councillor M. Palleschi - Wards 2 and 6  
Regional Councillor G. Dhillon - Wards 9 and 10  
City Councillor D. Whillans - 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

#### **Staff Present**

D. Barrick, Chief Administrative Officer  
R. Forward, Commissioner Planning and Development Services  
A. Parsons, Director, Planning, Building and Economic Development  
B. Bjerke, Director, Policy Planning, Planning, Building and Economic Development  
J. Humble, Manager, Planning, Building and Economic Development  
S. Ganesh, Manager, Planning, Building and Economic Development  
D. VanderBerg, Manager, Planning, Building and Economic Development  
M. Gervais, Policy Planner, Planning, Building and Economic Development  
C. Caruso, Central Area Planner, Planning, Building and Economic Development  
S. Dykstra, Development Planner, Planning, Building and Economic Development  
K. Freeman, Development Planner, Planning, Building and Economic Development  
K. Henderson, Development Planner, Planning, Building and Economic Development  
H. Katyal, Development Planner, Planning, Building and Economic Development  
J. Lee, Development Planner, Planning, Building and Economic Development  
M. Michniak, Development Planner, Planning, Building and Economic Development  
S. Akhtar, City Solicitor  
P. Fay, City Clerk  
C. Gravlev, Deputy City Clerk  
S. Danton, Legislative Coordinator

#### **Members of the Public**

Rick Ainsley, Caledon resident



At the meeting of the Planning and Development Committee held on November 16, 2020 this application was item 5.5 on the meeting agenda.

Mark Michniak, Development Planner, Planning, Building & Economic Development, presented an overview of the application that included location of the subject lands, area context, design details, current land uses designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Following the presentation, one (1) member of the public made representation before the Committee on this application.

The following issues were raised by the Public at the statutory public meeting and through correspondence received for this application:

Issue:

The proposed use will cause pollution and ground water contamination.

Response:

Toronto and Region Conservation Authority (TRCA) staff have reviewed the proposed development. They had no concerns with the proposed development adjacent to a headwater drainage feature and no objection to the application.

Staff have reviewed the proposed temporary use and is of the opinion that the temporary use does not adversely affect surrounding uses.

Staff note that if approved the proposed development will be required to go through site plan approval.

Issue:

Operation of the facility will generate noise that will have negative impacts on surrounding residents.

Response:

The Noise Feasibility Study submitted with this application found that under a typical operational scenario the proposed use can comply with Ministry of Environment, Conservation and Parks criteria at the nearest facades of the existing residential buildings with the proposed mitigation measures.

The development proposal includes a berm along Mayfield Road and on the east side along the property line shared with the existing residential use.

Issue:

Operation of the facility will generate traffic that will have negative impacts on surrounding residents.

Response:

While it is anticipated that the proposed development will introduce new vehicular trips to the area, the Transportation Study submitted with this application notes that Mayfield Road is a major arterial road and it is expected that trucks can adequately access the site.

## **APPENDIX 9**

### **OZS-2020-0024 – RESULTS OF APPLICATION CIRCULATION**

November 12, 2020

City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2  
Att'n: Mark Michniak

Re: Application for Site Plan Approval – 0 Mayfield Road - COB File: OZS-2020-0024

Dear Mark:

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 1,500 kVA if connected to 27.6kV and 500kVA if connected to 13.8kV.

B/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20 weeks.

C/ The Developer/Customer/Engineering Firm is strongly advised to consult Brampton Hydro's Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at [www.bramptonhydro.com](http://www.bramptonhydro.com).

D/ If there is any existing plant in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao  
Supervisor, Distribution Design – ICI & Layouts  
Alectra Utilities

## Michniak, Mark

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**From:** FEARON, Christopher <christopher.fearon@canadapost.postescanada.ca>  
**Sent:** 2020/10/30 2:11 PM  
**To:** Michniak, Mark  
**Subject:** [EXTERNAL]RE: OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

Good afternoon Mark,

Upon review, this project will have no impact on mail delivery services to the area and therefore, Canada Post does not wish to impose any conditions on this development.

Please let me know if you require anything further.

Regards,

*Christopher Fearon*

Delivery Services Officer  
Delivery Planning, West GTA  
Canada Post Corporation  
200 - 5210 Bradco Blvd  
Mississauga, ON L4W 1G7

Ph: (416) 433-6271

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**From:** Michniak, Mark <Mark.Michniak@brampton.ca>  
**Sent:** October-23-20 4:25 PM  
**To:** Alex Martino (alex.martino@peelregion.ca) <alex.martino@peelregion.ca>; circulations@mmm.ca; FEARON, Christopher <christopher.fearon@canadapost.postescanada.ca>; ted.lagakos@mto.gov.on.ca; Dennis De Rango <landuseplanning@hydroone.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>  
**Subject:** FW: OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

Hello, I would like to follow up on the circulation below. Please advise if there are any comments.

Thank you

**Mark Michniak, MCIP, RPP**

Planner III

Planning, Building and Economic Development  
City of Brampton | 2 Wellington Street West | Brampton, Ontario | L6Y 4R2  
T: 905.874.3882 F: 905.874.2099 E: [mark.michniak@brampton.ca](mailto:mark.michniak@brampton.ca)

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**From:** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>  
**Sent:** 2020/09/17 10:34 AM  
**To:** [circulations@mmm.ca](mailto:circulations@mmm.ca); Municipal Planning <[municipalplanning@enbridge.com](mailto:municipalplanning@enbridge.com)>; Henry Gamboa <[henry.gamboa@alecrautilities.com](mailto:henry.gamboa@alecrautilities.com)>; [gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com); [christopher.fearon@canadapost.ca](mailto:christopher.fearon@canadapost.ca);

## Michniak, Mark

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**From:** Trdoslavic, Shawntelle  
**Sent:** 2020/09/21 9:37 AM  
**To:** Michniak, Mark  
**Subject:** FW: [EXTERNAL]RE: [EXTERNE] - OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

FYI

Thanks

*Shawntelle Trdoslavic*

Development Services Clerk

Planning, Building and Economic Development

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

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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**From:** planification <[planification@csvgiamonde.ca](mailto:planification@csvgiamonde.ca)>  
**Sent:** 2020/09/18 1:10 PM  
**To:** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>  
**Subject:** [EXTERNAL]RE: [EXTERNE] - OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

Good Afternoon,

The Conseil scolaire Viamonde has no comment regarding application file no. OZS-2020-0024 for the property located south of Mayfield Road and between Clarkway Drive and Coleraine Drive.

Best regards,

**Kenny Lamizana**

Agent de Planification, Secteur de l'immobilisation, de l'entretien et de la planification

Planning Officer, Building, Maintenance and Planning Department

Conseil Scolaire Viamonde | 116 Cornelius Parkway, Toronto, ON M6L 2K5



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**De :** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>

**Envoyé :** 17 septembre 2020 10:34

**À :** [circulations@mmm.ca](mailto:circulations@mmm.ca); Municipal Planning <[municipalplanning@enbridge.com](mailto:municipalplanning@enbridge.com)>; Henry Gamboa <[henry.gamboa@alecrautilities.com](mailto:henry.gamboa@alecrautilities.com)>; [gtaw.newarea@rci.rogers.com](mailto:gtaw.newarea@rci.rogers.com); [christopher.fearon@canadapost.ca](mailto:christopher.fearon@canadapost.ca); [suzanne.blakeman@peelsb.com](mailto:suzanne.blakeman@peelsb.com); Cox, Stephanie <[stephanie.cox@dpcdsb.org](mailto:stephanie.cox@dpcdsb.org)>; Koops, Krystina <[krystina.koops@dpcdsb.org](mailto:krystina.koops@dpcdsb.org)>; planification <[planification@csvgiamonde.ca](mailto:planification@csvgiamonde.ca)>; Dennis De Rango <[landuseplanning@hydroone.com](mailto:landuseplanning@hydroone.com)>; [ted.lagakos@mto.gov.on.ca](mailto:ted.lagakos@mto.gov.on.ca)



## Michniak, Mark

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**From:** Trdoslavic, Shawntelle  
**Sent:** 2020/09/24 9:22 AM  
**To:** Michniak, Mark  
**Subject:** FW: [EXTERNAL]RE: OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

FYI

Thanks,

*Shawntelle Trdoslavic*

Development Services Clerk

Planning, Building and Economic Development

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

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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**From:** Municipal Planning <MunicipalPlanning@enbridge.com>  
**Sent:** 2020/09/23 8:03 PM  
**To:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Subject:** [EXTERNAL]RE: OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to [MunicipalPlanning@Enbridge.com](mailto:MunicipalPlanning@Enbridge.com).

Regards,

**Alice Coleman**

Municipal Planning Analyst

Long Range Distribution Planning

**ENBRIDGE GAS INC.**

TEL: 416-495-5386

500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com

**Safety. Integrity. Respect.**

## Michniak, Mark

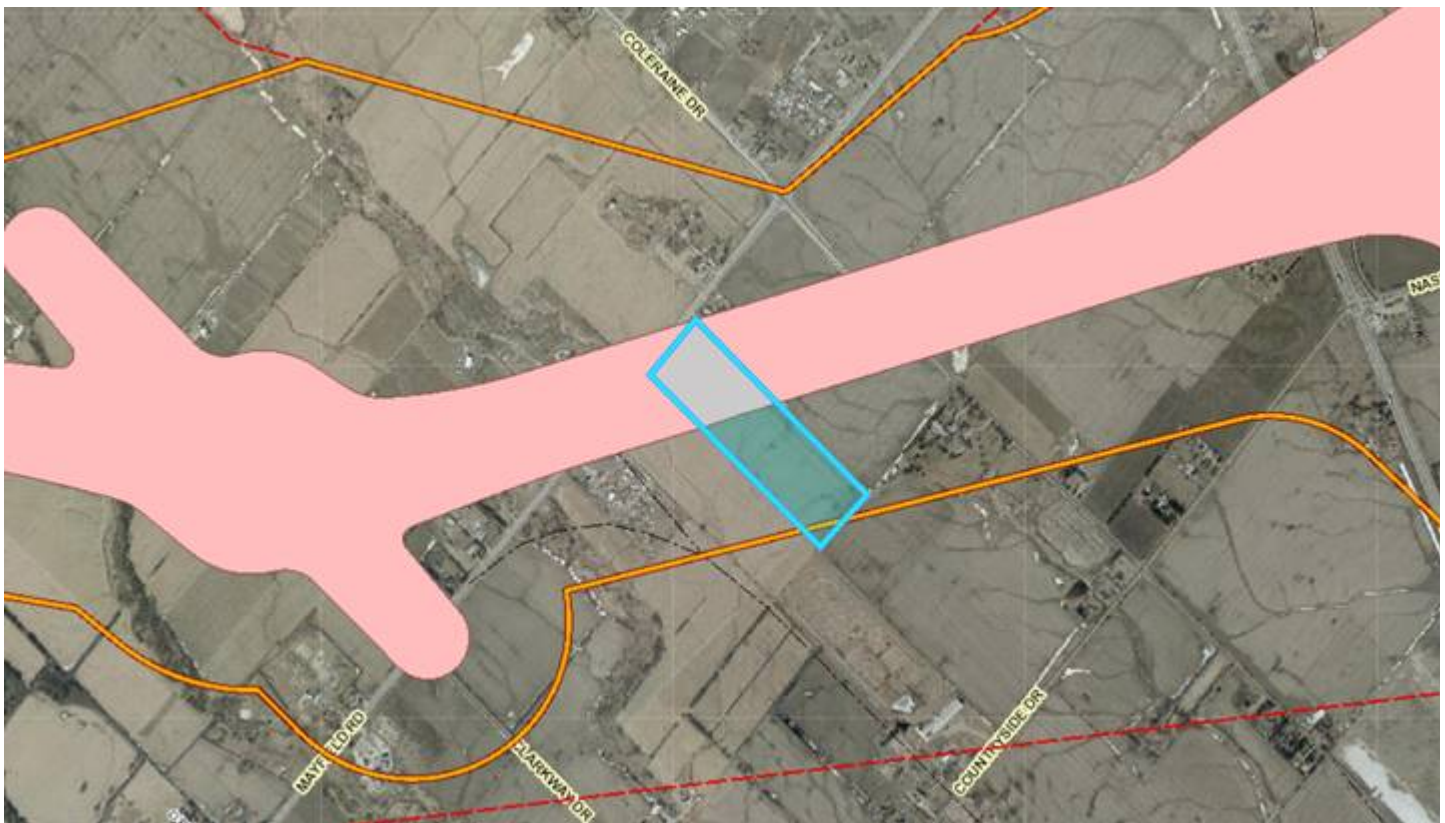
---

**From:** Grobel, Lukasz (MTO) <Lukasz.Grobel@ontario.ca>  
**Sent:** 2020/10/09 12:21 PM  
**To:** Dave, Richa  
**Cc:** Dier, Kirby (ENDM); McInnis, Cisca (ENDM); Detaramani, Tina; Choudhury, Fahmi (MTO)  
**Subject:** RE: GTA West Corridor Circulation - Rezoning - 0 Mayfield Road

Hi Richa,

We have reviewed the property and have the below comments.

- This property is located partially within the GTA West Preferred Route and the 2020 Focused Analysis Area (FAA) and is still subject to the outcome of the study. See map below.
- It is recommended that approval contain condition wherein the owner would acknowledge that a portion of the lands may be required for the Provincial transportation corridor and the evaluation of the value of the land will be based on the permitted uses of the land prior to the temporary use by-law being enacted.
- We recommend that the temporary use permissions be provided for not more than three years and advise the property owner against making substantial improvements to the property during this period of time.



You can contact me if you have questions regarding these comments.

Thanks,

## Michniak, Mark

---

**From:** nicole.hanson@peelsb.com  
**Sent:** 2020/09/23 8:19 AM  
**To:** Michniak, Mark  
**Cc:** suzanne.blakeman@peelsb.com; Koops, Krystina  
**Subject:** [EXTERNAL]OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020  
**Attachments:** Notice of Application and Request for Comments (September 16, 2020).pdf; R0\_Site Plan.pdf; R0\_Registered Owner's Authorization.pdf

Dear Mark,

The Peel District School Board has reviewed the above noted application.  
The Board has no conditions to be included or amended as the application is for non-residential development, which will not impact schools and no students are anticipated.

Respectfully,

**Nicole Natalie Hanson** | B.A(Hons), MES(Pl.), RPP, MCIP  
Planning Officer - Development  
Planning and Accommodation Support Services  
Peel District School Board  
a 5650 Hurontario Street, Mississauga  
t 905-890-1010 ext. 2217 | e [nicole.hanson@peelsb.com](mailto:nicole.hanson@peelsb.com)

---

**From:** Trdoslavic, Shawntelle <Shawntelle.Trdoslavic@brampton.ca>  
**Sent:** Thursday, September 17, 2020 10:33 AM  
**To:** circulations@mmm.ca <circulations@mmm.ca>; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@alecrautilities.com>; gtaw.newarea@rci.rogers.com <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca <christopher.fearon@canadapost.ca>; Blakeman, Suzanne <suzanne.blakeman@peelsb.com>; Cox, Stephanie <Stephanie.Cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csmiamonde.ca <planification@csmiamonde.ca>; Dennis De Rango <landuseplanning@hydroone.com>; ted.lagakos@mto.gov.on.ca <ted.lagakos@mto.gov.on.ca>  
**Cc:** Michniak, Mark <Mark.Michniak@brampton.ca>  
**Subject:** [EXTERNAL] OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

**CAUTION:** This email originated from outside of PDSB. Please do not click links or open attachments unless you recognize the email address and know the content is safe.

Good Morning,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

If you have any concerns please **contact the assigned Planner**, Mark Michniak at [Mark.Michniak@brampton.ca](mailto:Mark.Michniak@brampton.ca)

Please note comments are due to Mark by **October 7, 2020**

## Michniak, Mark

---

**From:** GTAW New Area <gtaw.newarea@rci.rogers.com>  
**Sent:** 2020/09/22 11:22 AM  
**To:** Michniak, Mark  
**Cc:** GTAW New Area  
**Subject:** [EXTERNAL]FW: OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020  
**Attachments:** Notice of Application and Request for Comments (September 16, 2020).pdf; R0\_Site Plan.pdf; R0\_Registered Owner's Authorization.pdf

Hi Mark

Rogers Communications Canada Inc. has no objections and no further interest in the application.

Thank you

---

**From:** Trdoslavic, Shawntelle [mailto:Shawntelle.Trdoslavic@brampton.ca]  
**Sent:** Thursday, September 17, 2020 10:34 AM  
**To:** circulations@mmm.ca; Municipal Planning <municipalplanning@enbridge.com>; Henry Gamboa <henry.gamboa@alectrautilities.com>; GTAW New Area <gtaw.newarea@rci.rogers.com>; christopher.fearon@canadapost.ca; suzanne.blakeman@peelsb.com; Cox, Stephanie <stephanie.cox@dpcdsb.org>; Koops, Krystina <krystina.koops@dpcdsb.org>; planification@csmiamonde.ca; Dennis De Rango <landuseplanning@hydroone.com>; ted.lagakos@mto.gov.on.ca  
**Cc:** Michniak, Mark <Mark.Michniak@brampton.ca>  
**Subject:** OZS-2020-0024 Notice of Application and Request for Comments DUE OCT 7/2020

Good Morning,

Please find attached the **Notice of Application and Request for Comments** for the above noted file.

If you have any concerns please **contact the assigned Planner,** Mark Michniak at [Mark.Michniak@brampton.ca](mailto:Mark.Michniak@brampton.ca)

Please note comments are due to Mark by **October 7, 2020**

Thank you and have a great day!

**Shawntelle Trdoslavic**

Development Services Clerk

Planning, Building and Economic Development

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

[shawntelle.trdoslavic@brampton.ca](mailto:shawntelle.trdoslavic@brampton.ca)

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Please review the City of Brampton e-mail disclaimer statement at: <http://www.brampton.ca/EN/Online-Services/Pages/Privacy-Statement.aspx>

December 15, 2020

CFN 62591.10

**BY EMAIL: mark.michniak@brampton.ca**

Mr. Mark Michniak, Development Planner  
Planning and Development Services  
City of Brampton  
2 Wellington Street West  
Brampton, ON  
L6Y 4R2

Dear Mr. Michniak:

**Re: Zoning By-law Amendment Application (Temporary Use) – OZS-2020-0024**  
**0 Mayfield road**  
**Lot 17, Concession 11, E.H.S.**  
**City of Brampton**  
**2538948 Ontario Inc. (Agent: Blackthorn Development Corp.)**

This letter will acknowledge receipt of the above noted Zoning By-law Amendment (ZBLA) application received on November 13, 2020. Thank you for the opportunity to review and provide comments. The following materials were received as part of the City's circulation:

- Cover Letter, dated August 17, 2020, prepared by Blackthorn Development Corp.;
- Notice of Application, dated September 16, 2020;
- Draft Zoning By-law & Schedule;
- Functional Servicing & Stormwater Management Report, dated August 2020, prepared by Urbanworks Engineering Corp.;
- Planning Rationale Report, dated August 2020, prepared by Design Plan Services Inc.;
- Site Plan, Drawing No. SP-01, dated August 22, 2020, prepared by Urbanworks Engineering Corp.;
- Grading Plan, Drawing No. GR-01, dated August 22, 2020, prepared by Urbanworks Engineering Corp.;
- Storm Outfall Details, Drawing No. D-02, dated August 22, 2020, prepared by Urbanworks Engineering Corp.;
- Landscape Cost Estimate, dated August 13, 2020, prepared by SBK;
- Landscape Concept Plan, Drawing No. L100, dated July 2020, prepared by SBK.

As per the "Living City Policies for Planning and Development within the Watersheds of the TRCA" (LCP), staff provides the following comments as part of TRCA's commenting role under the *Planning Act*, the Authority's delegated responsibility of representing the Provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement (PPS, 2020); TRCA's Regulatory Authority under O. Reg. 166/06 (as amended), *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of Peel, wherein we provide technical environmental advice.

### **Purpose of the Application**

It is our understanding that the purpose of the above noted ZBLA is to permit a temporary use for truck parking and outdoor storage of tractor trailers. We understand the use is proposed for a temporary period of three (3) years. We further understand that the proposal will include 485 truck/trailer parking spaces; mobile temporary office trailer; site access to Mayfield Road at the northeastern corner; vegetated buffer surrounding the parking area; stormwater management facility located at the southwestern corner; security fence; and acoustic berm at the northeastern corner.

### **O. Reg. 166/06**

The subject property is near a stream corridor of the Clarkway Tributary, a tributary of the Humber River Watershed. As such, a portion of the subject lands are located within TRCA's Regulated Area. Based on our review, the proposed development is located within the regulated portion of the site. A TRCA permit will be required from TRCA prior to any works commencing within the regulated portion of the site. TRCA staff will discuss permit fees and requirements with the applicant at such time that the review and approvals have advanced and TRCA permits are required to facilitate the proposed development.

### **Background**

The subject property is located within the boundaries of the Area 47 Secondary Plan (OPA 105) and Block 47-3. A Master Environmental Servicing Plan (MESP) was prepared and approved by the City and TRCA as part of the Secondary Plan review.

### **Comments**

1. The adjacent watercourse associated with the stream corridor has been identified as a headwater drainage feature (HDF) in the MESP and is referred to as "Clarkway 15-3". TRCA's Evaluation, Classification and Management of HDFs Guidelines (dated January 2014) provides various tools to manage HDFs and provides direction on whether the HDF should be "protected" or "mitigated". The evaluation completed as part of the MESP recommends a management strategy of "Mitigation 2", which means that the HDF can be removed but its function replicated post-development through low impact development (LID) and innovative stormwater management. As such, we have no concerns with the proposed development adjacent to the HDF.
2. It is noted that under existing conditions, runoff from the site drains towards the west and southwest as sheet flow to the neighbouring property. Under the proposed conditions, runoff will be collected in the proposed stormwater management pond and later discharged to the adjacent property at the southwest corner of the subject lands. The concentrated flow coming out of the outlet of the stormwater management pond may cause erosion to the adjacent property. TRCA staff defer this comment to City staff, but we recommend that the applicant explore opportunities to discharge directly to the HDF to avoid the erosion impact to the adjacent property.

### **Recommendation**

Based on the above noted comments, TRCA's staff key priority issues associated with this site and proposed development have been adequately addressed. As such, TRCA staff has **no objection** to the ZBLA application as currently submitted.

As noted above, a TRCA permit will be required for the proposed works pursuant to O. Reg. 166/06.

### **Fees**

In addition to our regulatory role, TRCA has a role as a commenting agency for *Planning Act* applications circulated by member municipalities to assess whether a proposed development may be impacted by the TRCA. By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning application review services. This application is subject to a \$2,950.00 (Zoning By-law Amendment – Minor) review fee. The applicant is responsible for fee payment and should forward the application fee to this office as soon as possible.



We thank you for the opportunity to review the ZBLA application and provide our comments as per our commenting, regulatory, delegated authority and technical advisory roles. Further, we trust these comments are of assistance.

Yours truly,

A handwritten signature in black ink, appearing to read 'A. Miller'.

Adam Miller, BES, MCIP, RPP  
Senior Manager  
Development Planning & Permits  
Extension 5244  
/am

cc: Maurizio Rogato, Blackthorn Development Corp.: [mrogato@blackthorncorp.ca](mailto:mrogato@blackthorncorp.ca)  
Michael Hoy, City of Brampton: [michael.hoy@brampton.ca](mailto:michael.hoy@brampton.ca)  
Maggie Liu, City of Brampton: [maggie.liu@brampton.ca](mailto:maggie.liu@brampton.ca)  
Brennan Paul, TRCA  
Dilnesaw Chekol, TRCA



## Michniak, Mark

---

**From:** Rob Hughes <Rob.Hughes@caledon.ca>  
**Sent:** 2021/02/23 8:35 AM  
**To:** Michniak, Mark  
**Subject:** [EXTERNAL]RE: OZS-2020-0024 Revision 1 : DUE FEB 24/2021

Hello Mark,

The Town of Caledon Planning Department and Engineering Department have no comments on the above referenced City of Brampton development application.

**Rob Hughes, RPP**  
Manager, Planning Services  
Planning Department

Office: [905.584.2272](tel:905.584.2272) x.4246  
Cell: 416.346.8371  
Fax: 905.584.4325  
Email: [rob.hughes@caledon.ca](mailto:rob.hughes@caledon.ca)



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**Town of Caledon |** [www.caledon.ca](http://www.caledon.ca) | [www.visitcaledon.ca](http://www.visitcaledon.ca) | Follow us @YourCaledon

---

**From:** Michniak, Mark <[Mark.Michniak@brampton.ca](mailto:Mark.Michniak@brampton.ca)>  
**Sent:** Monday, February 22, 2021 9:52 AM  
**To:** Alex Martino ([alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)) <[alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)>; Laura Hall <[laura.hall@caledon.ca](mailto:laura.hall@caledon.ca)>  
**Subject:** RE: OZS-2020-0024 Revision 1 : DUE FEB 24/2021

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the contents to be safe.

Hello, I would like to follow up on the circulation below. Please advise if there are any comments.

Thank you

---

**From:** Trdoslavic, Shawntelle <[Shawntelle.Trdoslavic@brampton.ca](mailto:Shawntelle.Trdoslavic@brampton.ca)>  
**Sent:** 2021/02/10 10:46 AM  
**To:** FarouqueAlthaf <[althaf.farouque@peelregion.ca](mailto:althaf.farouque@peelregion.ca)>; Alex Martino ([alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)) <[alex.martino@peelregion.ca](mailto:alex.martino@peelregion.ca)>; Sepe, Alexander <[alex.sepe@peelregion.ca](mailto:alex.sepe@peelregion.ca)>; Olive-Thomas, Cathy-Ann <[cathyann.olivethomas@peelregion.ca](mailto:cathyann.olivethomas@peelregion.ca)>; [laura.hall@caledon.ca](mailto:laura.hall@caledon.ca)  
**Cc:** Michniak, Mark <[Mark.Michniak@brampton.ca](mailto:Mark.Michniak@brampton.ca)>  
**Subject:** OZS-2020-0024 Revision 1 : DUE FEB 24/2021

Good Morning

Please find below the FTP Site login for the **OZS-2020-0024 Revision 1** applicant submitted documents for **0 Mayfield Drive**.



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_ - 2021

Temporary Use Zoning By-law to amend Comprehensive Zoning By-law 270-2004, as amended

---

**WHEREAS** Blackthorn Development Corp. on behalf of 2538948 Ontario Inc. has submitted an application to amend the Zoning By-law to permit temporary truck parking and outdoor storage of tractor trailers to operate on lands described as Part of Lot 17, Concession 11 Northern Division (Formerly Township of Toronto Gore), Part 4 Plan 43R1977 except Part 1 Plan 43R38657 for a period of not more than three years;

**WHEREAS** upon review of the foregoing, the Council of The Corporation of the City of Brampton has determined that the proposed amendment is desirable and appropriate for the temporary use of the subject property and will not negatively impact the underlying use permissions of the Agricultural zone; and,

**WHEREAS** pursuant to Section 39 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, the council of a local municipality may, in a by-law passed under Section 34 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited by the by-law.

**NOW THEREFORE** the Council of The Corporation of the City of Brampton ENACTS as follows:

1. Notwithstanding the requirements and restrictions of the Agricultural (A) Zone (Section 46.1) of Zoning By-law 270-2004, as amended, the lands shown on Schedule 'A' hereto:
  - (1) may be used for the following purposes:
    - a. Outside storage of oversized motor vehicles and transport trailers;
    - b. An accessory Office, including an office trailer;
  - (2) shall be subject to the following requirements and restrictions for uses set out in (1)(a) and (b):
    - a. Minimum Front Yard Depth: 17.0 metres, including to the parking/storage area;
    - b. Minimum Side Yard Width (West side): 22.0 metres, including to the parking/storage area;

- c. Minimum Side Yard Width (East side), within 120.0 metres of the Front Lot Line: 34.0 metres, including to the parking/storage area;
- d. Minimum Side Yard Width (East side), beyond 120 metres of the Front Lot Line: 10.0 metres, including to the parking/storage area;
- e. Minimum Rear Yard Depth: 37.0 metres, including to the parking/storage area;
- f. Minimum Landscaped Open Space: Except at approved driveway locations, a minimum 3.0 metre wide strip shall be provided along the front lot line;
- g. Minimum Parking Requirement: 1 Space;
- h. Maximum number of Oversized Motor Vehicles and/or Trailer Parking Spaces: 460;
- i. A fence having a maximum height of 5.3 metres shall be permitted in the front yard;

2. This Temporary Use Zoning By-Law expires on April 14<sup>th</sup>, 2024, unless extended by further resolution of Council.

ENACTED and PASSED this [enter date] day of [enter month], 2021.

Approved as to  
form.

20 \_\_/month/day

[insert name]

\_\_\_\_\_  
Patrick Brown, Mayor

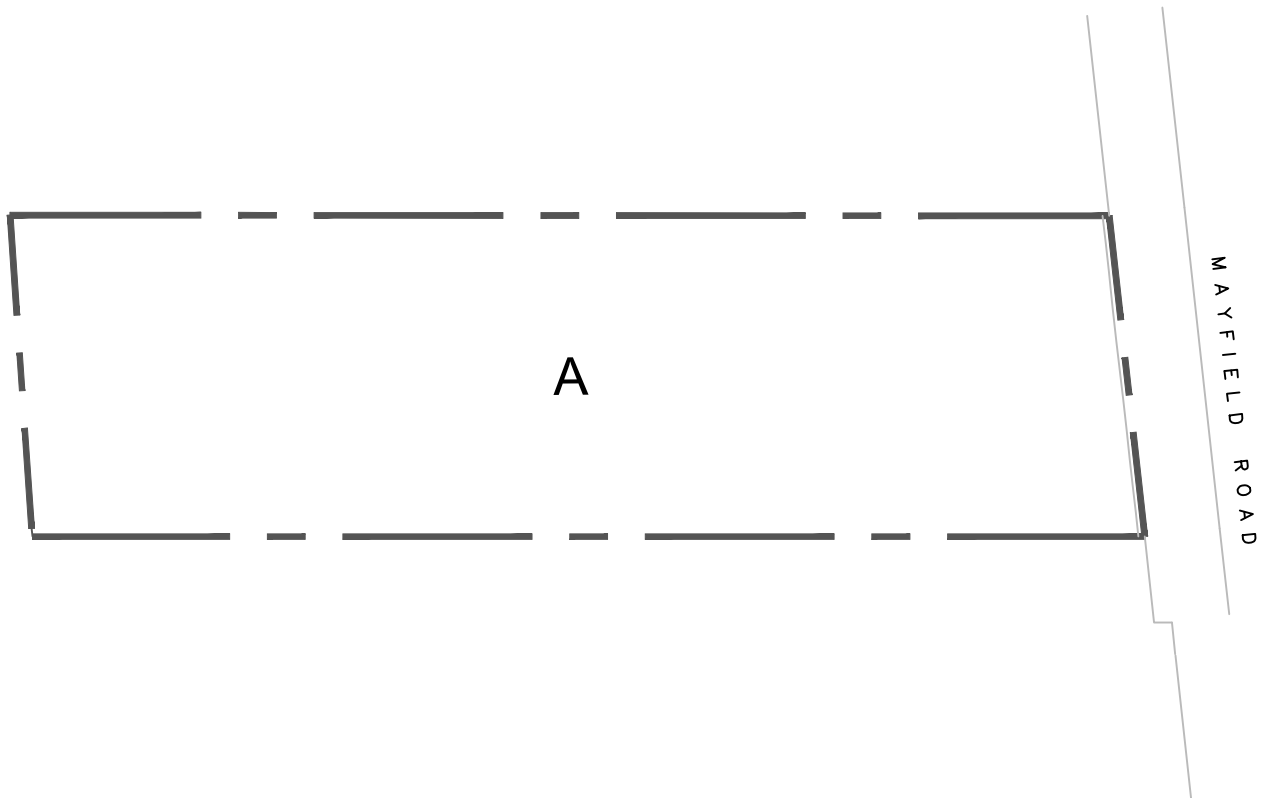
Approved as to  
content.

20 \_\_/month/day

[insert name]

\_\_\_\_\_  
Peter Fay, City Clerk

(OZS-2020-0016)



# LEGEND

- ZONE BOUNDARY
- EXISTING ROAD

PART OF LOT 17, CONCESSION 11, NORTHERN DIVISION

By-Law \_\_\_\_\_

Schedule A

Page 341 of 357



## CITY OF BRAMPTON

Planning, Design and Development

Date: Aug 13, 2020

Drawn by: JD

File no. 2062

March 7, 2021

Sent via email

**RE: Update on Municipal Memorandums of Understanding and Service Level Agreements**

Toronto and Region Conservation Authority (TRCA) Board of Directors, at its meeting, held on February 26, 2021, adopted Resolution #A26/21 as follows:

*IT IS RECOMMENDED THAT this progress report be received;*

*THAT staff report back to the Board of Directors on the progress of Memorandum of Understanding and Service Level Agreements once Conservation Authorities Act regulations are released;*

*AND FURTHER THAT the Clerk and Manager, Policy, circulate this report to TRCA's municipal partners, and the Province, including the Ministry of Environment, Conservation and Parks, Ministry of Natural Resources and Forestry, and Ministry of Municipal Affairs and Housing.*

The report and referenced resolution are attached to this letter and can also be accessed at the TRCA Board of Directors [webpage](#). If you have any questions or require additional information, please contact Nancy Gaffney at 416-661-6600 ext. 5313, [nancy.gaffney@trca.ca](mailto:nancy.gaffney@trca.ca) or Victoria Kramkowski at 416-661-6600 ext. 5707, [victoria.kramkowski@trca.ca](mailto:victoria.kramkowski@trca.ca).

Sincerely,



Alisa Mahrova  
Clerk and Manager, Policy

cc: John MacKenzie, Chief Executive Officer, TRCA  
Nancy Gaffney, Government and Community Relations Specialist, Toronto/Durham Watersheds, TRCA  
Victoria Kramkowski, Government and Community Relations Specialist, Peel/York Watersheds, TRCA

**DISTRIBUTION LIST**

The Honourable Steve Clark, Minister, Municipal Affairs and Housing  
The Honourable John Yakabuski, Minister, Natural Resources and Forestry  
The Honourable Jeff Yurek, Minister, Environment, Conservation and Parks  
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Kathryn Moyle, Clerk, Township of King  
Kimberley Kitteringham, City Clerk, City of Markham

Laura Hall, Town Clerk, Town of Caledon  
Mark Early, Chief Administrative Officer and Clerk, Town of Mono  
Michael de Rond, Town Clerk, Town of Aurora  
Nicole Cooper, Director, Legislative and Information Services /Town Clerk, Town of Ajax  
Peter Fay, City Clerk, City of Brampton  
Ralph Walton, Regional Clerk / Director, Legislative Services, Regional Municipality of Durham  
Stephen Huycke, Director of Legislative Services/Town Clerk, City of Richmond Hill  
Susan Cassel, City Clerk, City of Pickering  
Todd Coles, City Clerk, City of Vaughan

**RES.#A26/21 -**

**UPDATE ON MUNICIPAL MEMORANDUMS OF UNDERSTANDING  
AND SERVICE LEVEL AGREEMENTS**

Update on work underway to update and achieve Memorandums of Understanding (MOUs) and Service Level Agreements (SLAs) with partner municipalities in the context of the updated *Conservation Authorities Act* (CA Act) and forthcoming regulations.

Moved by: Mike Layton  
Seconded by: Linda Jackson

**IT IS RECOMMENDED THAT this progress report be received;**

**THAT staff report back to the Board of Directors on the progress of Memorandum of Understanding and Service Level Agreements once *Conservation Authorities Act* regulations are released;**

**AND FURTHER THAT the Clerk and Manager, Policy, circulate this report to TRCA's municipal partners, and the Province, including the Ministry of Environment, Conservation and Parks, Ministry of Natural Resources and Forestry, and Ministry of Municipal Affairs and Housing.**

**CARRIED**

**BACKGROUND**

A review of the *Conservation Authorities Act* (CA Act) was initiated in 2015 by the Ministry of Natural Resources and Forestry (MNR). The objective of the review was to identify opportunities to improve the legislative, regulatory, and policy framework governing the creation, operation, and activities of conservation authorities. Following extensive consultation, the Government of Ontario introduced the *Building Better Communities and Conserving Watersheds Act, 2017* (Bill 139) which received Royal Assent on December 12, 2017. Bill 139 amendments to the CA Act that affected the mandate of conservation authorities included a new [“purpose” section](#), minor adjustments to the [“objects” and “power” sections](#), and new provisions addressing the following three categories of required and permitted programs and services:

1. *Mandatory programs and services* that are required by regulation.
2. *Municipal programs and services* that the authority agrees to provide on behalf of municipalities situated in whole or in part within its area of jurisdiction under a Memorandum of Understanding (MOU).
3. *Other programs and services* that the authority may determine are advisable to further its objects.

The CA Act was amended, again, on June 6, 2019 as part of Schedule 2 of the *More Homes, More Choice Act* (Bill 108).

Bill 108 retains the three categories of programs and services added by Bill 139 and specifies four areas of *mandatory programs and services* that may be prescribed by regulation:

1. Programs and services related to the risk of natural hazards.
2. Programs and services related to the conservation and management of lands owned or controlled by the authority, including any interests in land registered on title.
3. Programs and services related to the authority's duties, functions and responsibilities as a source protection authority under the *Clean Water Act, 2006*.
4. Programs and services related to the authority's duties, functions and responsibilities under an Act prescribed by the regulations (e.g. the *Planning Act*).



Bill 108 made minor changes to the provisions governing *municipal programs and services, (i.e., non-mandatory)*, that require an MOU or agreement be made available to the public, be reviewed at regular intervals, and that the programs and services an authority agrees to provide on behalf of a municipality be provided in accordance with the terms and conditions set out in the MOU or agreement. Bill 108 added criteria for *other programs and services, (i.e. non-mandatory)* that states that a conservation authority may provide, within its area of jurisdiction, such other programs and services it determines are advisable to further its objects. If municipal financing is required, there must be an agreement in accordance with the regulations and with funding determined in accordance with the CA Act and associated regulations.

The CA Act was amended again on December 8, 2020, through the *Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020* (Bill 229). These amendments make minor revisions to the provisions governing agreements for the delivery of non-mandatory programs and services, including standards and requirements for delivery of the programs and services.

Many of the provisions of the CA Act have not been proclaimed, and are subject to enabling regulations. Anticipated regulations include:

- Mandatory Program and Service Regulations – standards and requirements;
- Transition Regulation – Transition Plan, consultation, timeframe to achieve compliance;
- Governing appointment of operating expenses and capital costs; and
- Classes of programs and services for fees and prescribed amounts.

In anticipation of the upcoming CA Act enabling regulations, and following TRCA Board direction, staff have been meeting with our partner municipalities to discuss shared priorities and desired outcomes for MOUs and SLAs. This has led to agreement on the importance of developing new standardized agreements to ensure consistency, accountability, and transparency. Pursuing MOUs and SLAs with our partner municipalities will help us identify ongoing funding for TRCA's programs, projects and services for 2021 and beyond, while also supporting our municipalities in their needs, priorities and desired outcomes. Additionally, MOUs are good business practice and would allow a municipality to procure our services more easily through procurement policy exemptions.

To learn more about the amendments to the CA Act, please refer to TRCA's dedicated [CA Act Update page](#).

At [Board of Directors Meeting #11/19](#), held on January 24, 2020, Resolution #A237/19 regarding the "Update on Memorandums of Understanding and Service Level Agreements with Partner Municipalities" report was adopted in part as follows:

*THEREFORE, LET IT BE RESOLVED THAT staff continue to work with partner municipalities to execute updated MOUs and SLAs based on mutually agreed upon services;*

*THAT the Board of Directors representatives in lower tier municipalities request support from their municipal staff in ensuring that consideration is given for TRCA to be relieved from standard purchasing requirements based on their unique expertise and within the scope and mandate of the Conservation Authorities Act (e.g. flood and erosion management) in a manner similar to the City of Toronto and other municipalities in our jurisdiction;*

*THAT staff be directed when negotiating MOUs and SLAs that where there is any conflict between an upper and lower tier municipality for any services related to Planning Act matters, the municipality that is deemed the approval authority under the Planning Act shall prevail;*

*THAT staff report back to the Board of Directors on the progress of these agreements once draft Conservation Authorities Act regulations are released;*

The topic of MOUs with municipalities for the purposes of review related to the *Planning Act* has also been raised both with partner municipalities and at the Board of Directors. Most recently, at [Board of Directors meeting #3/20](#), held on April 24, 2020, Resolution #A31/20 regarding the 'Update on Planning Act Related Memorandums of Understanding and Service Level Agreements with Partner Municipalities' was adopted in part as follows:

*WHEREAS through Bill 108, the More Homes, More Choices Act, the Planning Act was amended to streamline development approvals processes and facilitate faster decisions by reducing decision timelines for municipalities and the province;*

*THEREFORE, LET IT BE RESOLVED THAT given the reduced timelines for application review under Bill 108, Toronto and Region Conservation Authority (TRCA) staff be directed when negotiating or updating Memorandums of Understandings (MOUs) and Service Level Agreements (SLAs) dealing with Planning Act matters, that agreements include provisions to ensure TRCA can provide comments within the statutory timeframes;*

*THAT such provisions provide a mechanism to ensure official plan policies for complete applications are regularly reviewed to ensure TRCA's requirements are fully reflected; provide for strengthened coordination with TRCA in the municipality's pre-application process; and provide for coordinated representation of municipal and TRCA interests for Local Planning Appeal Tribunal (LPAT) appeals, where feasible;*

*THAT TRCA continues to work with BILD, consultants, development companies and municipal partners on updated TRCA guidelines, that help with the streamlining of applications;*

*THAT TRCA ensure that any fees for services provided to municipalities that are recouped from the taxpayers or service users, be collected in accordance with the Municipal Act as well as the Conservation Authorities Act and associated regulations;*

Furthermore, at [Board of Directors Meeting #6/20](#) held on September 25, 2020, staff were authorized to continue working partner municipalities to develop and execute MOUs and SLAs for non-mandatory services and fee for service work. Staff also shared several resources that have been developed to move forward MOU and SLA development and execution. These resources included:

- A detailed list of TRCA services
- A draft template MOU and SLA
- A template Corporate report to support municipalities in bringing forward agreements to Council
- A template MOU/SLA update dashboard

In addition, staff have developed project maps and briefs outlining the work that TRCA is doing

in each municipality to facilitate initial municipal discussions. Staff also undertook a review of procurement by-laws and/or policies for each municipality in TRCA's jurisdiction to understand whether any amendments to procurement mechanisms may be required in order to enter into an MOU and SLA.

The Province has also indicated that they will be providing a deadline by which conservation authorities will be required to enter into agreements with partner municipalities for the provision of non-mandatory services. Following the amendments to the [Conservation Authorities Act](#) and *Planning Act* through Schedule 6 of [Bill 229](#) on December 8, 2020, the Province [announced](#) the formation of a Conservation Authorities Working Group on December 16, 2020. As noted on the Province's [website](#), this working group will provide input on the first phase of proposed regulations to implement the changes to the Act, that will be subject to stakeholder and public consultation, including: the mandatory programs and services that conservation authorities would be required to provide; the agreements between municipalities and conservation authorities and the transition period associated with non-mandatory programs and services; and how local community members can participate in their conservation authorities through community advisory boards. TRCA has representation on the Working Group, with additional representation from other conservation authorities, Conservation Ontario, the Association of Municipalities of Ontario, and the development and agriculture sectors.

## **RATIONALE**

Staff have been undertaking discussions with partner municipalities since June 2019, with discussions increasing in frequency and productivity over the last six to eight months. The productivity of MOU/SLA discussions has been supported by the resources developed by staff and described above.

Since the last update to the Board of Directors on the MOU-SLA process (Meeting #6/20, September 25, 2020), discussions with many partner municipalities have progressed (Attachment 1). This progress includes the following:

- Initial discussions and/or meetings have been undertaken with all municipalities within TRCA's jurisdiction.
- Discussions on MOUs and SLAs have progressed to a more detailed stage with many municipalities. These detailed discussions include municipal staff reviewing TRCA's list of services, considering which services they currently utilize or might utilize, and reviewing any additional considerations, both internally and with TRCA staff. These detailed discussions may also include municipalities reviewing the template MOU and SLA with their legal counsel and/or conferring with their procurement/purchasing staff to understand any limitations and whether amendments may be required to current municipal procurement mechanisms.
- The execution of MOUs and/or MOUs moving to an advanced stage of development or approval. This includes where an MOU and the associated list of services has been drafted and is under review.

Staff have also reached out to neighbouring conservation authorities to provide updates on discussions with municipalities and to coordinate future discussions, where desired by a municipality.

TRCA staff and municipalities recognize that depending on the timing of the CA Act regulations and the results of the Conservation Authorities Working Group, some MOUs may need to be updated to cover any non-mandatory services needed. Some municipalities are preferring to wait until the regulations are released to finalize and execute MOUs but, given the time required

to develop these agreements, are working with TRCA staff to move the MOUs and SLAs forward to an advanced stage.

The Province has indicated that the first task of the Provincial Conservation Authority Working Group's will include looking at the first phase of proposed regulations that impact conservation authorities and their participating municipalities. TRCA will continue to support the Working Group and will formally respond to any proposals or consultation documents that may be forthcoming from the Province.

### **Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan**

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:  
**Strategy 7 – Build partnerships and new business models**

### **FINANCIAL DETAILS**

There is no immediate financial impact due to carrying out the recommendations above. The process of undertaking agreements with municipalities related to non-mandatory municipal programs and services provided by TRCA under the amended *Conservation Authorities Act*, as well as with other external organizations, is expected to have positive financial impacts for TRCA based on the interest from most municipalities in providing funding and or jointly seeking funding for a selection of TRCA service areas that support areas of need for the municipalities in question and shared municipal and TRCA interests.

### **DETAILS OF WORK TO BE DONE**

- Communicate, once known, to TRCA Board of Directors, municipal partners and relevant stakeholders, information related to the enabling regulations;
- Continue to meet with municipal partners in order to continue development and execution of MOUs based on municipal preferences and needs;
- Work with municipalities, where required, to address any potential procurement policy approvals or required by-law amendments to support updated MOUs and SLAs;
- Continue working with neighbouring Conservation Authorities in order to coordinate MOU development; and,
- Update existing, and finalize new MOUs and SLAs, as appropriate.

**Report prepared by: Nancy Gaffney, extension 5313, Victoria Kramkowski, extension 5707**

**Emails: [Nancy.Gaffney@trca.ca](mailto:Nancy.Gaffney@trca.ca), [Victoria.Kramkowski@trca.ca](mailto:Victoria.Kramkowski@trca.ca),**

**For Information contact: Nancy Gaffney, extension 5313, Victoria Kramkowski, extension 5707**

**Emails: [Nancy.Gaffney@trca.ca](mailto:Nancy.Gaffney@trca.ca), [Victoria.Kramkowski@trca.ca](mailto:Victoria.Kramkowski@trca.ca)**

**Attachments: 1**

Attachment 1: Municipal MOU/SLA Status Progress Table

Attachment 1: Municipal MOU/SLA Status Progress Table

| <b>Municipality</b>                               | <b>Initial Meeting or Discussions Held</b> | <b>Draft MOU Shared</b> | <b>Draft Corporate Report Shared</b> | <b>Detailed Discussions Undertaken</b> | <b>Advanced MOU Development or Execution</b> |
|---|--|-------------------------|--------------------------------------|--|--|
| Adjala-Tosorontio                                 | X  | X                       |                                      |  |  |
| Mono  | X  | X                       |                                      |  |  |
| <b>City of Toronto</b>                            |  |                         |                                      |  |  |
| Parks Forestry and Recreation, and Transportation | X  | X                       | X                                    | X                                      | X  |
| Toronto Water                                     | X  | X                       | X                                    | X                                      |  |
| Waste Management                                  | X  |                         |                                      |  |  |
| Create TO   | X  | X                       |                                      | X                                      |  |
| Toronto Botanical Gardens                         | X  | X                       | X                                    | X                                      |  |
| <b>Durham Region</b>                              |  |                         |                                      |  |  |
| Region of Durham                                  | X  | X                       | X                                    | X                                      |  |
| Ajax  | X  | X                       | X                                    | X                                      |  |
| Pickering   | X  | X                       | X                                    | X                                      |  |
| Uxbridge  | X  | X                       | X                                    | X                                      |  |
| <b>Peel Region</b>                                |  |                         |                                      |  |  |
| Region of Peel                                    | X  | X                       |                                      |  |  |
| Brampton  | X  | X                       | X                                    | X                                      | X  |
| Caledon   | X  | X                       | X                                    |  |  |
| Mississauga                                       | X  | X                       | X                                    |  |  |
| <b>York Region</b>                                |  |                         |                                      |  |  |
| Region of York                                    | X  | X                       |                                      |  |  |
| King  | X  | X                       | X                                    | X                                      |  |
| Markham   | X  | X                       | X                                    | X                                      |  |
| Richmond Hill                                     | X  | X                       | X                                    |  |  |
| Vaughan   | X  | X                       | X                                    | X                                      |  |
| Whitchurch-Stouffville                            | X  | X                       | X                                    | X                                      |  |

March 7, 2021

**Sent via email**

**RE: Section 28 Regulation Mapping**

---

Toronto and Region Conservation Authority (TRCA) Board of Directors, at its meeting, held on January 29, 2021, adopted Resolution #A222/20 as follows:

*WHEREAS in 2019, Toronto and Region Conservation Authority (TRCA) staff undertook the first jurisdiction-wide update to TRCA's Section 28 Regulation mapping update since 2006 in consultation with member municipalities, the public, and the building industry;*

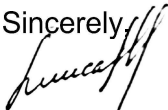
*AND WHEREAS at TRCA Board of Directors Meeting #6/19, held on Friday, June 21, 2019, Resolution #A116/19 was approved directing staff to continue to make updates to TRCA Regulation mapping on an annual basis;*

*AND WHEREAS staff have completed the annual regulation mapping updates for 2020 to reflect the most currently available information;*

*THEREFORE, LET IT BE RESOLVED THAT the 2020 updates to TRCA's regulation mapping as set out in this report be endorsed by the TRCA Board of Directors for internal use, for municipal staff screening purposes, and for public viewing on TRCA's website;*

*AND FURTHER THAT the Clerk and Manager, Policy, so advise the Ministry of Natural Resources and Forestry, Ministry of Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, TRCA municipal partners, Conservation Ontario and the BILD TRCA Working Group.*

The report and referenced resolution are attached to this letter and can also be accessed at the TRCA Board of Directors [webpage](#). If you have any questions or require additional information, please contact Laurie Nelson at 416-661-6600 ext. 5281, [laurie.nelson@trca.ca](mailto:laurie.nelson@trca.ca).

Sincerely,  


Alisa Mahrova  
Clerk and Manager, Policy

cc: John MacKenzie, Chief Executive Officer, TRCA  
Laurie Nelson, Director, Policy Planning, TRCA  
Mary-Ann Burns, Senior Manager, Provincial and Regional Policy, TRCA

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The Honourable John Yakabuski, Minister, Natural Resources and Forestry  
The Honourable Jeff Yurek, Minister, Environment, Conservation and Parks  
Alexander Harras, Manager, Legislative and Information Services /Deputy Clerk, Town of Ajax  
Christopher Raynor, Regional Clerk, Regional Municipality of York  
Dave Wilkes, President and Chief Executive Officer, BILD  
Debbie Leroux, Clerk, Township of Uxbridge

Diana Rusnov, Director of Legislative Services/City Clerk, City of Mississauga  
Dianne Gould-Brown, Clerk, Township of Adjala-Tosorontio  
Gillian Angus-Traill, Clerk, Town of Whitchurch-Stouffville  
John Elvidge, Interim City Clerk, City of Toronto  
Kathryn Lockyer, Regional Clerk and Director of Clerks and Legal Services, Regional Municipality of Peel  
Kathryn Moyle, Clerk, Township of King  
Kim Gavine, General Manager, Conservation Ontario  
Kimberley Kitteringham, City Clerk, City of Markham  
Laura Hall, Town Clerk, Town of Caledon  
Mark Early, Chief Administrative Officer and Clerk, Town of Mono  
Michael de Rond, Town Clerk, Town of Aurora  
Nicole Cooper, Director, Legislative and Information Services /Town Clerk, Town of Ajax  
Peter Fay, City Clerk, City of Brampton  
Ralph Walton, Regional Clerk / Director, Legislative Services, Regional Municipality of Durham  
Stephen Huycke, Director of Legislative Services/Town Clerk, City of Richmond Hill  
Susan Cassel, City Clerk, City of Pickering  
Todd Coles, City Clerk, City of Vaughan



## **Section I – Items for the Board of Directors Action**

### **RES.#A222/20 -**

#### **SECTION 28 REGULATION MAPPING**

To seek Board of Directors' endorsement of the annual update to TRCA's Section 28 Regulation mapping based upon the most current information available related to regulated natural hazards and natural features.

*(Executive Committee RES.#B82/20)*

Moved by: Chris Fonseca

Seconded by: Xiao Han

**WHEREAS in 2019, Toronto and Region Conservation Authority (TRCA) staff undertook the first jurisdiction-wide update to TRCA's Section 28 Regulation mapping update since 2006 in consultation with member municipalities, the public, and the building industry;**

**AND WHEREAS at TRCA Board of Directors Meeting #6/19, held on Friday, June 21, 2019, Resolution #A116/19 was approved directing staff to continue to make updates to TRCA Regulation mapping on an annual basis;**

**AND WHEREAS staff have completed the annual regulation mapping updates for 2020 to reflect the most currently available information;**

**THEREFORE, LET IT BE RESOLVED THAT the 2020 updates to TRCA's regulation mapping as set out in this report be endorsed by the TRCA Board of Directors for internal use, for municipal staff screening purposes, and for public viewing on TRCA's website;**

**AND FURTHER THAT the Clerk and Manager, Policy, so advise the Ministry of Natural Resources and Forestry, Ministry of Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, TRCA municipal partners, Conservation Ontario and the BILD TRCA Working Group.**

**CARRIED**

#### **BACKGROUND**

TRCA has a regulatory permitting responsibility to protect people, the environment and property from natural hazards associated with flooding, erosion and slope instability, and to conserve valleylands, wetlands, watercourses and the shoreline of Lake Ontario. Pursuant to Section 28 of the *Conservation Authorities Act*, TRCA administers a "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation", (the Regulation), approved by the Minister of Natural Resources and Forestry and known as Ontario Regulation 166/06, as amended. Key objectives of the Regulation include preventing or reducing the risk to life and property; minimizing negative impacts on natural features, functions, and systems; and preventing the creation of new hazards or aggravation of existing hazards.

The Regulation enables TRCA to prohibit or regulate development in areas of land associated with natural hazards, wetlands and watercourses, collectively known as TRCA's Regulated Area.

In the *Conservation Authorities Act*, "development" is defined as:

- Construction, reconstruction, erection or placing of a building or structure of any kind;
- Any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;

- Site grading; or
- Temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.

The Regulation also prohibits, in the absence of a permit from TRCA, alteration of the channel of a watercourse and interference with a wetland.

The areas of land where TRCA's Regulation applies are:

- River and stream valleys, including valleys with stable and unstable slopes, plus an allowance of 15 metres surrounding the valley;
- Floodplains and areas subject to stream-related erosion (meander belts) where valleys are not clearly defined on the landscape, plus an allowance of 15 metres surrounding these areas;
- Lake Ontario Shoreline, including associated flooding, erosion, slope instability and dynamic beach erosion hazards, plus an allowance of 15 metres inland from these areas;
- Watercourses;
- Wetlands and areas surrounding wetlands, where development could interfere with the hydrologic function of a wetland (areas of interference). This includes 120 metres surrounding Provincially Significant Wetlands, wetlands on the Oak Ridges Moraine and 30 metres surrounding all other wetlands. (It should be noted that in 2019, TRCA implemented a permit streamlining measure to reduce the extent of the area of interference from 120 metres to 30 metres for mapped wetlands within the Province's Greater Golden Horseshoe Built Boundary, as updated by TRCA staff to include built urban areas since 2006); and
- Hazardous lands, which are lands that could be unsafe for development due to flooding, erosion, dynamic beaches or unstable soil or bedrock.

Each of these natural hazards and environmental features and the associated regulated areas are described in law through the text of the Regulation. However, given the specific geographic areas to which the Regulation applies, and the need to represent these areas visually, the Regulation also provides for the creation of Regulation mapping. This mapping can be updated by TRCA as new information becomes available.

At Board of Directors Meeting #6/19, held on Friday, June 21, 2019, Resolution #A116/19 was approved as follows regarding the [staff report](#) on the jurisdiction-wide update Regulation mapping update:

*WHEREAS Toronto and Region Conservation Authority (TRCA) staff have undertaken the first jurisdiction-wide update to TRCA's Section 28 Regulation mapping update since 2006, in consultation with member municipalities, the public, and the building industry;*

*WHEREAS TRCA staff are committed to working cooperatively with all of TRCA's municipal partners, landowners, the Building Industry and Land Development Association (BILD) and stakeholders regarding the implementation of TRCA's regulatory permitting responsibilities under Section 28 of the Conservation Authorities Act, including opportunities to streamline the approval process;*

*THEREFORE LET IT BE RESOLVED THAT the updates to TRCA's regulation mapping as set out in this report be endorsed by the TRCA Board of Directors for internal use, for municipal staff screening purposes, and for public viewing on TRCA's website;*

*THAT staff continue to make updates to the Regulation mapping on an annual basis;*

*AND FURTHER THAT the Ministry of Natural Resources and Forestry, Ministry of Environment Conservation and Parks, Ministry of Municipal Affairs and Housing, TRCA municipal partners and Conservation Ontario be so advised.*

TRCA staff have now completed the 2020 annual update to the Regulation mapping in consultation with TRCA development, infrastructure and technical review staff.

It should be noted that the amendments to the *Conservation Authorities Act* under schedule 6 of Bill 229, do not affect the Regulation mapping. TRCA's Ontario Regulation 166/06 remains in effect until such time as the Province establishes a new regulation for all conservation authorities under the yet to be proclaimed amended section 28 provisions of the Act. TRCA Policy Planning staff will continue to monitor the ERO for provincial initiatives that may affect TRCA's policies and procedures with respect to its Regulation and regulation mapping and will keep TRCA staff and the Board informed accordingly.

## **RATIONALE**

### **Regulation Mapping: What it is and how it works**

TRCA's Regulation mapping is a tool that conceptually shows the area of land within TRCA's jurisdiction that is likely to be subject to the Regulation. The Regulation limit boundary is based on the best technical information available to TRCA at the time of the preparation of the map. The mapping represents spatial information for each of the regulated features and areas, which is integrated to form one conceptual boundary of the Regulation limit. TRCA's Reference Manual – Determination of Regulation Limits provides the standards and criteria used for the mapping of these features and areas.

Technical analysis that supports the mapping includes flood plain studies, provincial wetland mapping, ecological land classification mapping, digital elevation models, aerial photography, watercourse meander belt analysis, watercourse location mapping and Lake Ontario shoreline hazard assessment studies. Site-specific investigations and studies are required to precisely define the location of hazards and features and the legal extent of the Regulation, which typically occurs through consultation between landowners and TRCA staff during the review of a development application or proposal.

The mapping is not a "statutory map", which means that the mapping does not have the force of law. The actual regulatory requirements are found within the provisions of [Ontario Regulation 166/06](#). The mapping is best considered as a screening tool for TRCA, municipalities and the public that indicates where the Regulation likely applies, thereby assisting with implementation of TRCA's regulatory permitting responsibilities. This contrasts with a more rigid boundary such as a schedule of a municipal zoning by-law.

### **The Regulated Area is not a Development Limit**

The mapping does not indicate areas where development is prohibited, but rather areas where development will need to take into consideration certain constraints from natural hazards or features, and for which a permit is required from TRCA prior to development activity commencing. In addition to facilitating TRCA's permitting responsibilities, the mapping is also used to inform:

- Solicitor/Realtor Property Inquiries;
- TRCA's delegated responsibility to represent the provincial interest for natural hazards; and
- TRCA's review of applications under the *Planning Act* and *Environmental*

*Assessment* Act, as described through Memorandums of Understanding for plan input and plan review with TRCA's municipal partners;

- Municipal Comprehensive Reviews including natural heritage systems mapping, including natural hazard mapping, and land needs assessment.
- Comprehensive Zoning By-law updates, including hazard land mapping

Improving the accuracy of the mapping through this comprehensive update and consultation is particularly timely given that municipalities are currently undertaking Municipal Comprehensive Reviews for conformity to recently amended provincial plans, such as "A Place to Grow: The Growth Plan for the Greater Golden Horseshoe". TRCA planning and GIS staff have been working with planning staff at the City of Toronto and at Durham, York and Peel Regions to provide data layers from the updated regulation mapping to inform their land needs assessment for municipal growth planning.

### **Updated Regulation Mapping Protocol**

TRCA has the ability to update the mapping as new information becomes available. Updates to the Regulation mapping improve its accuracy with respect to what is likely regulated by TRCA, thereby enhancing certainty for landowners considering or proposing development. This also assists both TRCA and municipal staff conducting development and infrastructure reviews. The last jurisdiction-wide update was completed in 2019. Since that time, flood plain mapping updates have taken place which have been taken into account in the newly updated mapping for 2020. The September 25, 2020 Board of Directors meeting included a [report](#) from the TRCA Engineering Services business unit on the jurisdiction-wide, flood plain mapping update. This report was circulated to TRCA's municipal and government partners and stakeholders and the flood plain mapping was made publicly available on TRCA's website. Development and Infrastructure planning and permitting staff have been using this information since that time to inform their review of applications.

The current 2020 annual update to the existing regulation mapping has been undertaken to reflect new technical information on current aerial photography. In 2019, we committed to establishing a protocol for conducting and tracking future incremental mapping updates in a consistent and timely manner, and to report on annual updates to the Board.

Coordination between the internal Policy Planning and Business and Data Analytics (BIDA) teams resulted in a codified workflow and protocols describing project scope, timeline, and staff roles and responsibilities. Staff established an internal consultation process involving an open call for update requests from development and environmental assessment plan review staff and technical staff (engineers and ecologists), use of an internal online mapping platform for tracking and enabling staff review of proposed updates, and working sessions conducted with plan review and technical staff to review specific update requests. The product of this effort is updated draft Regulation mapping.

TRCA is following the guidance provided by Conservation Ontario for regulation mapping updates. It is important to note that only the mapping is being updated; there are no legislative changes to the text of the Regulation driving the mapping update. Furthermore, there is no legal requirement for municipal council approval of the updated mapping.

### **Regulation Mapping Update Results**

Changes to the mapping include:

- Revised wetland and area of interference limits associated with new and updated wetland evaluations and mapping by Ministry of Natural Resources and Forestry and TRCA;

- Adjustments to flood hazard limits as a result of updated floodplain mapping, as referenced above;
- Changes to features and hazards resulting from as-built development approved by TRCA (e.g. watercourse channel realignments);
- Adjustments to wetland area of interference limits in urban areas (i.e., updates to the Greater Golden Horseshoe Built Boundary by TRCA staff to reflect current built developments/areas); and
- General refinement of regulated features resulting from detailed site examination and field verification of properties through the development and infrastructure review processes (e.g. top of bank staking) and/or site visits.

### **Tracking, Notification, and Future Updates**

Once endorsed, staff will distribute the updated mapping to TRCA municipalities for their use. TRCA will notify Conservation Ontario and the Ministry of Natural Resources and Forestry, as well as neighbouring conservation authorities and stakeholders, of the update. In addition, the publicly available “Regulated Area Search Tool” on TRCA’s website will be updated to include the new mapping. Changes to the Regulation mapping are tracked in TRCA’s Geographic Information System (GIS) databases and will be recorded on each of TRCA’s 132 Regulation maps that span the jurisdiction.

Regularly updated regulation mapping will continue to ensure that TRCA staff, municipalities, stakeholders and the public have the most accurate and current information to inform decision-making. Updated mapping also contributes to TRCA’s service delivery improvement efforts, for example in pre-consultation meetings and walk-in/online planning services, and by providing updated information to help enhance coordination between TRCA and municipal staff.

### **Implementation and Transition**

The implementation of the updated mapping will not result in any changes to the day to day functions and procedures for TRCA’s roles. It is important to reiterate that the Regulation mapping does not undermine the decisions made through the development review process and applications in progress will not have to “re-start” the process based on being inside an area affected by the mapping updates.

### **Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan**

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

**Strategy 2 – Manage our regional water resources for current and future generations**

**Strategy 4 – Create complete communities that integrate nature and the built environment**

**Strategy 8 – Gather and share the best sustainability knowledge**

**Strategy 12 – Facilitate a region-wide approach to sustainability**

### **FINANCIAL DETAILS**

Funding to support policy and planning input and GIS services for the mapping products was provided by capital funding from TRCA’s participating municipalities in account 120-12.

### **DETAILS OF WORK TO BE DONE**

- Following Board endorsement, TRCA staff will:
  - conduct a quality control check on the December 2020 draft mapping and distribute the final updated Regulated Area mapping to member municipalities
  - update the existing mapping search tool on TRCA’s website with the final updated Regulated Area mapping and place notification on website
  - continue to monitor the mapping for future changes that will be compiled and

- implemented on an annual basis
- continue to monitor the ERO for provincial initiatives that have implications for TRCA's Regulation and regulation mapping, and keep TRCA staff and the Board informed accordingly.
- Training with municipal staff on the regulation mapping or the regulation upon request
- Continue to provide regulation mapping criteria data layers to municipalities for Municipal Comprehensive Reviews, zoning by-law updates, etc., upon request
- Continue to keep the building industry informed on mapping updates and other initiatives through the TRCA BILD Working Group and provide training upon request.

### **Summary**

TRCA has completed an annual update of its regulation mapping across the jurisdiction with input from development and environmental assessment plan review and technical staff (planners, engineers and ecologists). The regulation limit shown on the mapping is not a development limit but rather a conceptual illustration of natural features and hazards development needs to take into account for possible constraints due to natural hazards or features, and for which a permit is required from TRCA prior to development activity commencing. The mapping is used by TRCA development and infrastructure review staff, policy planning staff and enforcement and compliance staff to inform our roles and responsibilities in planning, infrastructure and permit review processes, and supports municipalities in their comprehensive planning projects.

To ensure a smooth transition between the current and the updated regulation mapping, TRCA will ensure communication with our municipal partners, including training and education on the mapping and on TRCA roles where requested. The improved accuracy of the mapping achieved through this annual update will continue through ongoing and comprehensive annual updates and continuing dialogue with stakeholders such as BILD. Ultimately, these exercises help to increase certainty, effectiveness and efficiencies for all stakeholders in review and approval processes.

**Report prepared by: Jessica Murray, extension 6437 and Mary-Ann Burns, extension 5763**

**Emails: [jessica.murray@trca.ca](mailto:jessica.murray@trca.ca), [maryann.burns@trca.ca](mailto:maryann.burns@trca.ca)**

**For Information contact: Laurie Nelson, extension 5281, Mary-Ann Burns, extension 5763**

**Emails: [laurie.nelson@trca.ca](mailto:laurie.nelson@trca.ca), [maryann.burns@trca.ca](mailto:maryann.burns@trca.ca)**

**Date: January 15, 2021**