

Bram West Secondary Plan Review

2025 Relaunch

Engagement Summary: What We Heard / What We Did Brief

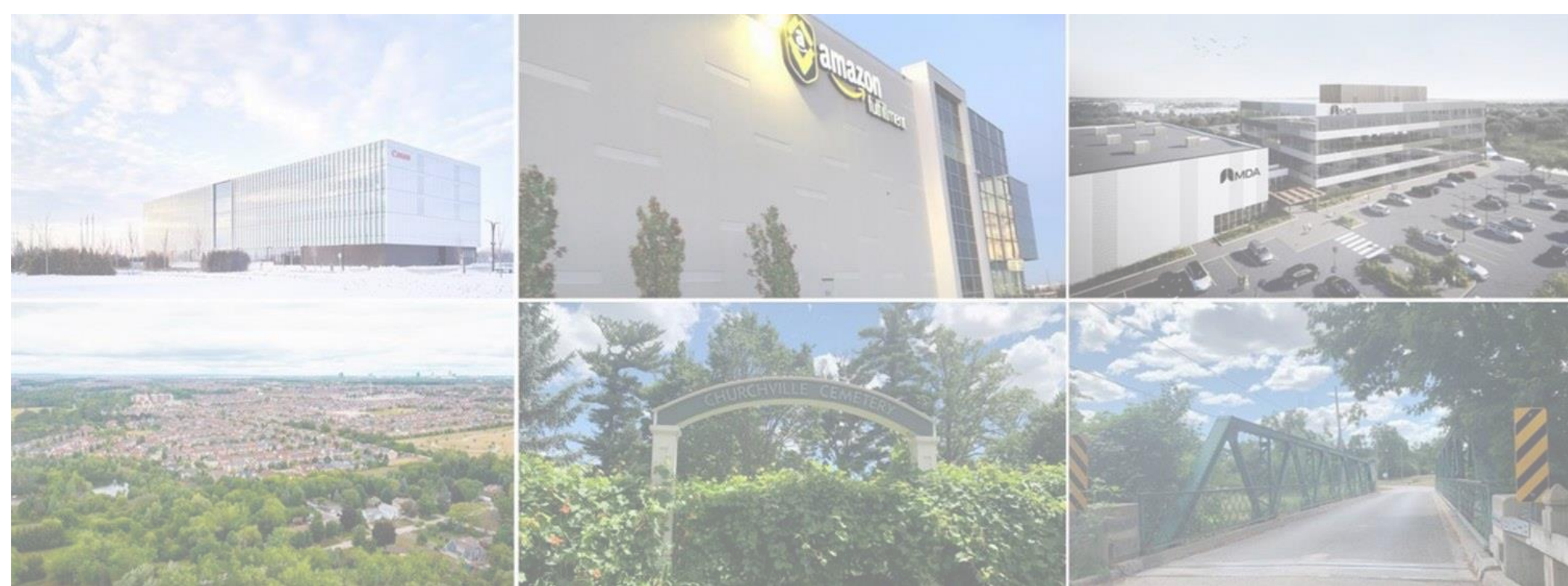


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1 Introduction

The recommencement of the Bram West Secondary Plan Update necessitated further consultation with the public and stakeholders to revisit the key principles, goals and vision for the Secondary Plan area, including the, development of a land use vision for sub-area 40(a) and identification of any revisions needed for the proposed land use vision in sub-areas 40(b-d)- based on the direction identified through prior engagement before the project's pause in 2023.

As part of the Bram West Secondary Plan Review, WSP facilitated a virtual visioning workshop with 40(a) landowners on February 5, 2025. Additional engagement through an in-person Public Information Centre (PIC) was held on February 11, 2025 (12pm- 9pm) through an afternoon and evening session. The purpose of the PICs was to inform the public, stakeholders and other interested parties about the project's relaunch, and to consult on the draft land use concept for the secondary plan area. The presentation for the virtual workshop and the presentation boards for the PIC can be found in **Appendix A** and **Appendix B**, respectively. A Comment Table which summarizes input received via the project e-mail and to staff can be found in **Appendix C**.

In addition to public consultation, the Project Team held four meetings with a Technical Advisory Committee (TAC) comprised City staff and agencies, including the Region of Peel and Conservation Authority, having expertise in transportation planning and engineering, transit, development planning, natural heritage, parks, community facilities, major transit station areas, urban design, and public works. The four TAC meetings allowed for an iterative review process to explore options, confirm feasibility and receive strategic advisement on the development of the draft land use concept.

This Engagement Summary: What We Heard/What We Did Brief provides an overview of feedback received during the visioning workshop and PIC, and how it has been incorporated into the draft land use concept. Further studies and consultation will be required to support the Secondary Plan update as a subsequent phase of the project.



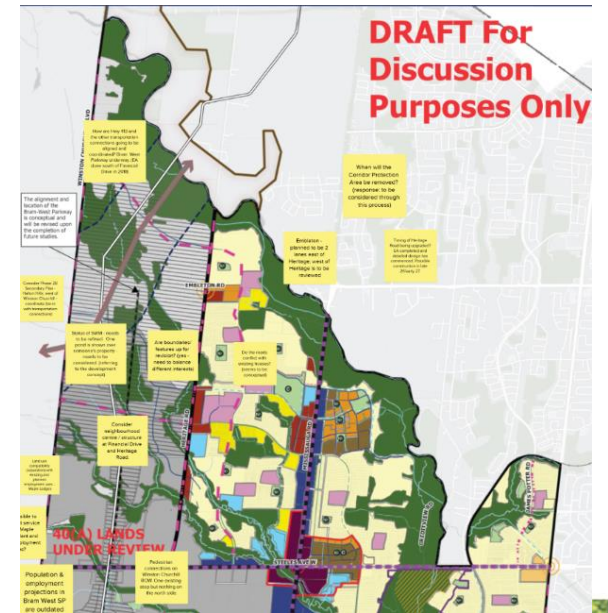
Figure 1: Map of Study Area

2 Visioning Workshop for 40(A) Lands Summary

A three-hour virtual Visioning Workshop specific to the 40(a) lands was held on February 5, 2025. A total of 10 landowners and representatives attended the workshop. The workshop aimed to confirm the vision and principles that would guide and inform the land use framework for sub-area 40(a) and to gather feedback for the draft land use concept. The presentation covered the project's history, reasons for its pause, the revised schedule, an update on Highway 413, and the draft land use concept for the 40(b-d) lands, followed by a Q&A session.

Participants asked questions about the timeline for removing the Corridor Protection Area associated with the Bram West Parkway, whether boundaries and features are able to be revised, the proposed land uses for the area around Winston Churchill Boulevard and Embleton Road, the refinement of employment land surrounding the proposed extension of Lionhead Golf Club Road, and how the proposed Highway 413 and other transportation connections will be aligned and coordinated, including the status of the Bram West Parkway and its Environmental Assessment.

Following the presentation and question-and-answer period, participants were divided into two breakout groups for focused discussions on the following topics: key principles and considerations, transportation, land uses, density, and design principles. MURAL, a virtual whiteboard tool, was used to capture feedback. The feedback received from the 40A landowners and their representatives along with the updates made to the land use concept are summarized in **Table 2-1** below.



Final Key Principles & Considerations

1. **Connect people and places to the rest of the City and adjacent municipalities** with an **human-scaled transportation network**-emphasis on **mobility, design and goods moves**.
2. **Provide more housing choices**.
3. **Prepare for the impacts of a changing climate.**
4. **Grow and support resilient, sustainable communities and infrastructure.**
5. **Create compact, complete communities** that are scalable and adaptable, while respecting existing approvals and development permissions.
6. **Concentrate intensity** along transit corridors and in key growth areas, with major focus on Town Centre and MTSA in alignment with Brampton Plan.
7. **Respect, protect, and promote Natural Heritage and Cultural Resources.**
8. **Leverage existing public and private green spaces** to create green corridors.
9. Create public spaces and civic places for **people to gather**.
10. Create a **community- and business-friendly identity** for Bram West.
11. Meet regional population and employment targets to **accommodate growth, with emphasis on intensification in major growth areas, neighbourhood centre, and employment in mixed use centres.**
12. **Support success and expansion of existing businesses** while designing to attract innovation, tech sectors, etc.



Figure 2: MURAL board exercise screenshots

Table 2-1: What We Heard/ What We Did: Virtual Visioning Workshop

Theme	What We Heard	What We Did
Vision and Guiding Principles	<ul style="list-style-type: none"> • Encourage a range of housing choices, unit types, and densities. 	<ul style="list-style-type: none"> • Updated Guiding Principles to reference a diverse range of housing choices.
Transportation	<ul style="list-style-type: none"> • Contemplate public transit options to Maple Lodge plant and other employment uses. • Implement pedestrian connections on Winston Churchill ROW. • Review alignment of Bram West Parkway; potential conflicts with existing houses. • Consider the level of infrastructure in place before substantial growth. • Consider coordinating with Halton Hills for integrating transportation connections west of Winston Churchill • Potential connection to Lions Head Golf Club Road from Embleton Road. • Embleton is planned to be 2 lanes east of Heritage: west of Heritage under review. • Explore potential connection from St. Elias into the 40-A lands. • MTO Yard is identified southeast of intersection of Embleton Road and Winston Churchill Boulevard. 	<ul style="list-style-type: none"> • Re-oriented a portion of the proposed Lionhead Golf Club Road extension to run north / south and connect with Embleton Road. • Recognized multiple potential Bram West Parkway extensions north of Financial Drive that are subject to further study. • Identified Embleton Road. • Identified approximate location of Ministry of Transportation (MTO) Storage Yard southeast of Embleton Road and Winston Churchill Boulevard.

Theme	What We Heard	What We Did
Land Use	<ul style="list-style-type: none"> • Potential for mixed use density across the church on Winston Churchill. • Higher density and mix of uses along Embleton. • Consider neighbourhood centre at Financial Drive and Heritage Road. • For residential uses, plan for long-term flexibility in unit types and densities. 	<ul style="list-style-type: none"> • Introduced range of mixed-use land uses along Winston Churchill Boulevard, particularly surrounding a newly identified Neighbourhood Centre. • Introduced Low-Rise Plus along Embleton Road. • Introduced a Neighbourhood Centre at Financial Drive and Heritage Road.
Mixed Use	<ul style="list-style-type: none"> • Incorporate mixed uses in transition areas. • Mixed use interfacing with Heritage Road as a corridor. • Potential for mixed use densities, park, and school as another node/centre at Rivermont and Winston Churchill Boulevard, leading into the adjacent area. 	<ul style="list-style-type: none"> • Introduced a Neighbourhood Centre at Rivermont Road and Winston Churchill Boulevard with accompanying a range of land uses. • Identified the intersection of Embleton Road and Winston Churchill Boulevard as a gateway into Bram West and Brampton.
Employment	<ul style="list-style-type: none"> • Option to pull employment lands south of NHS for separation/buffering. • Emphasis on prestige industrial, not big box warehouse/distribution. • Consider offices and other uses that transition between employment and residential. 	<ul style="list-style-type: none"> • Developed two (2) 40(a) land use options, both which leveraged the existing Natural Heritage System and proposed Lionhead Golf Club Road as a logical location for the separation of uses. A more robust employment scenario option is proposed, subject to the findings of

Theme	What We Heard	What We Did
		<p>the Employment Study that will determine the appropriate employment area needed for employment uses.</p> <ul style="list-style-type: none"> Implemented Mixed-Use Employment land uses to strategically buffer between Employment and Residential land uses.
<p>Community Facilities</p>	<ul style="list-style-type: none"> Review interaction with church/community centre in Halton Hills. 	<ul style="list-style-type: none"> Introduction of Gateway and Neighbourhood Centre at intersections of Winston Churchill Boulevard to complement existing and proposed uses in the Town of Halton Hills.

3 Public Information Centre Summary

A PIC was held on February 11, 2025, with two sessions available: one from 12:00 PM to 4:00 PM and another from 5:00 PM to 9:00 PM. The purpose of the PIC was to present and collect feedback on the Vision, Guiding Principles, and draft land use concept for the sub-areas 40(a-d). The Project Team showcased two options: one featuring a robust employment scenario including a range of employment types and the second contemplating the introduction of residential land uses along the proposed extension of Lionhead Golf Club Road and the surrounding lands.

Participants reviewed the project components, provided comments on the draft land use concept options, and asked questions of clarification to the Project Team. Approximately 50 people attended the afternoon and evening PIC sessions. All stakeholder feedback, along with the updates made to the draft land use concept, are summarized in **Table 3-1** below.

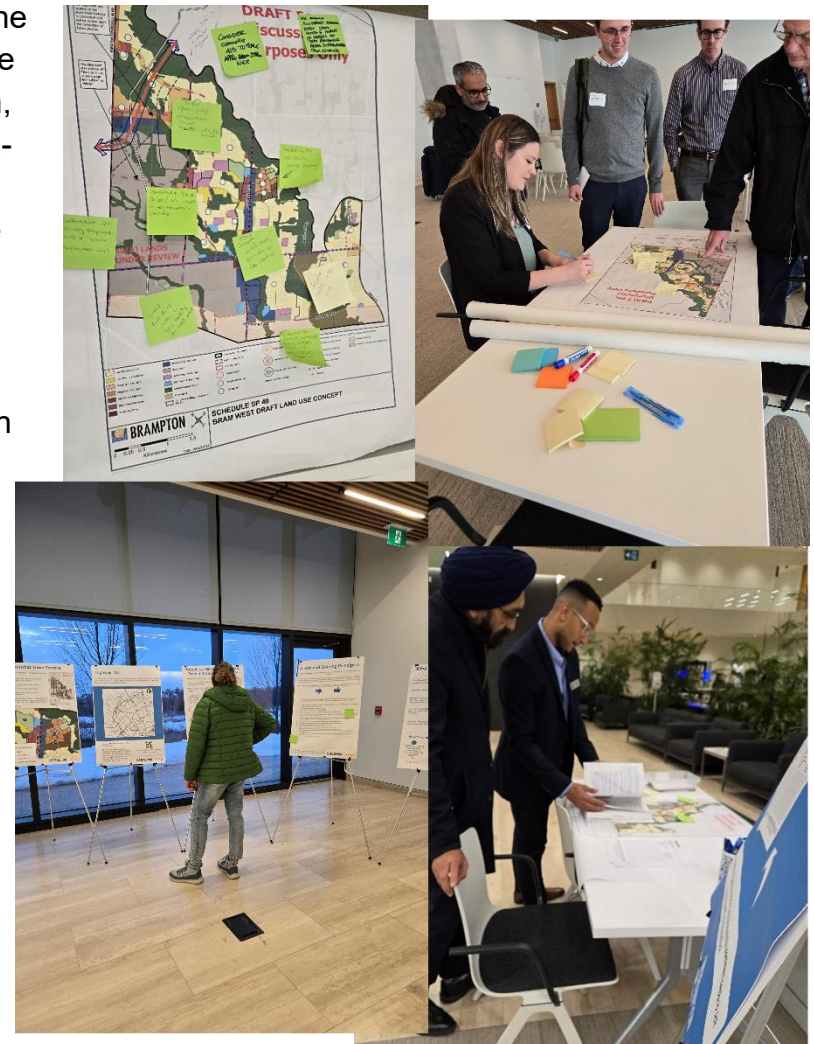


Figure 3: Photos from public information centre

Table 3-1: What We Heard/What We Did: Public Information Centre

Theme	What We Heard	What We Did
Vision and Guiding Principles	<ul style="list-style-type: none"> • Include the term “+low carbon” to Guiding Principle #4 when referring to a sustainable Bram West. • The Vision doesn’t say enough about the existing communities in Bram West, its character, and opportunities to enhance and support a cohesive public realm as the area experiences growth. • The key principles and considerations do not speak to creating a compact community. 	<ul style="list-style-type: none"> • Updated the Vision to reference preserving a sense of place (refer to Section 4 of this brief). • Guiding Principle #5 includes reference to creating compact and complete communities; however, the Guiding Principles were updated to reference carbon reduction (refer to Section 4 of this brief).
Roads and Transportation	<ul style="list-style-type: none"> • Consider integrating a back road south of Embleton to bypass Embleton between Mississauga Road and Rivermont Road. • Streets should prioritize people over cars; having 4-5 lanes of traffic is unsafe. • Incorporate smaller streets to encourage slower vehicle speeds and promote safer walking environments. • Concerns that Highway 413 is redundant and that more internal transportation connections are 	<ul style="list-style-type: none"> • For clarity, the potential Bram West Parkway extensions north of Financial Drive have been removed and the proposed Bram West Parkway south of Financial Drive has been realigned for consistency with the Environmental Assessment. The determination of the appropriate location for the Bram West Parkway alignment will be determined through the

Theme	What We Heard	What We Did
	<p>needed to improve traffic flow and improve accessibility</p> <ul style="list-style-type: none"> • There are opportunities for active transportation on major roads to connect neighborhoods with the trail network. • Include trail connections, that feature active transportation options such as biking and walking paths along the Credit River. • Prefer Bram West Parkway connecting to Highway 413. • Address Heritage Road congestion to support growth. 	<p>Transportation Master Plan, with consultation with the Province as part of this work to determine possible connections to Highway 413.</p> <ul style="list-style-type: none"> • Following the completion of the Transportation Master Plan and outcomes of the technical study, road upgrades, additional street network options and conceptual trails will be identified.
<p>Highway 413/Ministry of Transportation Maintenance Yard</p>	<ul style="list-style-type: none"> • There are better uses for the lands than a maintenance yard at Embleton Road and Winston Churchill Blvd. such as potential office, commercial, residential, or mixed-uses. • The proposed MTO maintenance yard detracts from Embleton Road as a gateway to Brampton. • The MTO maintenance yard is located at the gateway to the area; consider potential relocation closer to the 9th Line interchange. • There are existing employment areas outside of Bram West and along HWY 413 that are more appropriate for the MTO maintenance yard. 	<ul style="list-style-type: none"> • Identified Gateway at Embleton Road and Winston Churchill Boulevard. The Project Team agrees that the MTO Yard may not be compatible with the proposed gateway and supports the relocation. Discussions with the Province on related matters will occur as part of the next phase of the project.

Theme	What We Heard	What We Did
	<ul style="list-style-type: none"> • There are concerns about security and safety related to the location of the carpool lot proposed by MTO at the back end of the MDA parking lot. • Integrate Mixed Employment uses or Open Space framing for Highway 413. • Align medium density uses with the 413 corridor. 	<ul style="list-style-type: none"> • Introduced Mixed-Use Employment within Focused Analysis Area surrounding Highway 413.
Residential	<ul style="list-style-type: none"> • Update population projections in the Bram West SP. • Housing should be higher density; explore partnerships with federal and provincial governments for housing options. • Prefer residential option for 40-A lands, residential on both sides of Heritage Road. • Transition from one pocket of residential to another along Rivermont. • Low Rise residential area between Creditview Rd and Mississauga Road is zoned for a minimum of 41 units per hectare. 	<ul style="list-style-type: none"> • Identified a Gateway at the intersection of Embleton Road and Winston Churchill Boulevard. • Mixed-Use Employment introduced within Highway 413 corridor north of Embleton Road to function as transition between the Rivermont and Embleton Neighbourhood Centres.
Mixed Use	<ul style="list-style-type: none"> • Permit mid/high-rise residential or some form of residential for mixed-use community. • Allow residential-grade/residential-related retail/residential above. 	<ul style="list-style-type: none"> • Mid- and High-Rise Mixed-Use identified in the Town Centre and MTSA. • Mixed-Use Employment and Mixed-use Commercial strategically identified to allow

Theme	What We Heard	What We Did
	<ul style="list-style-type: none"> • Incorporate mix of uses in transition areas, including lighter employment uses (office) and commercial/residential uses. • Implement mix of uses interfacing with Heritage Road as a corridor. Emphasize prestige industrial uses, not necessarily big box warehouse/distribution. • Promote higher density and a mix of uses along Embleton. • Consider swapping the high residential mix use to front of Mississauga Road. • The PPS definition of mixed-use indicates that office use is ancillary, open to various uses. • Make lands southeast of the Town Centre Low-Rise Plus due to an active higher density development application. • Make lands northwest and outside the 413 corridor Low-Rise Plus. • Lands adjacent to the 413 and inside the corridor should be mixed-use employment. • Fill in the pocket of low rise between the 413 corridor with low rise mixed-use. 	<p>transition between Employment and Residential land uses.</p> <ul style="list-style-type: none"> • Mixed-Use Commercial identified along Heritage Road surrounding Financial Drive Extension and Neighbourhood Centre. • Embleton Neighbourhood Centre and lands surrounding Embleton Road and Heritage Road intersection identified as Mixed-Use (mid rise) and (low rise). • Introduce Low-Rise Plus land use to lands southeast of Town Centre. • Low-Rise Plus introduced on lands northwest and outside the 413 corridor. • Lands adjacent to the 413 and inside the corridor revised to Mixed-Use Employment. • Pocket of Low-Rise Residential between the 413 Corridor and Heritage Road (north of Embleton) filled out with Mixed-Use (low rise) and Low-Rise Plus.

Theme	What We Heard	What We Did
Town Centre	<ul style="list-style-type: none"> • Develop bike trails and active transportation in the Town Centre. • Address congestion on Mississauga Road; ensure access with density at Steeles/Mississauga MTSA. 	<ul style="list-style-type: none"> • Conceptual trails connecting Town Centre to remainder of Bram West will be identified following the completion of the technical studies. • Potential Mid-Block Connections included to ensure pedestrian oriented Town Centre.
Neighbourhood Centres	<ul style="list-style-type: none"> • Support higher density commercial (no single use) at intersections in neighborhood centers. • Incorporate Low-Rise Plus to allow density to shape the built form. • Maintain Mixed-Use designation along Winston Churchill. • Develop mixed-use densities, parks, and schools to build out as a potential other node/center. • Consider a neighborhood centre/structure at Financial Drive and Heritage Road. • Broadly, increase the use of and identification of POPs and alternative programmable amenity spaces, encouraging them in neighborhood centers. • Potential for a node/center at Embleton and Winston-Churchill Boulevard, integrating office with residential, leading into the church area to the north, in lieu of the MTO work yard. 	<ul style="list-style-type: none"> • Implement Brampton Plan direction to identify Mixed-Use Commercial designation rather than the previous 2006 retail hierarchy at Rivermont, Embleton and Financial Neighbourhood Centres to encourage a greater mix of uses. Low-Rise Plus introduced in proximity to Rivermont and Embleton Neighbourhood Centres. • Mixed-Use (mid rise) and (low rise) maintained and widened along Winston Churchill Boulevard in proximity to Rivermont Neighbourhood Centre. • Variety of mixed-use densities, Potential Institutional and Neighbourhood Parks identified

Theme	What We Heard	What We Did
		<p>where appropriate within Neighbourhood Centres.</p> <ul style="list-style-type: none"> • Neighbourhood Centre introduced at Financial Drive and Heritage Road. • Gateway identified at Embleton Road and Winston Churchill Boulevard.
Employment	<ul style="list-style-type: none"> • Update employment projections in the Bram West SP. • Locate employment along Lionhead Golf Club Road. • Designate 40-A lands as residential. • Avoid creating narrow, low-density strips. • End employment land at the Financial Drive extension. • Maintain employment areas by keeping protections in place. • Include more employment uses on 40-a lands to promote local jobs for residents. • Consider offices and other uses that transition between employment and residential areas. 	<ul style="list-style-type: none"> • No reduction to the Employment land base as identified by Brampton Plan will be considered until the Employment Study has been completed through the Secondary Plan Update process. Employment forecasts will also be updated as part of the Secondary Plan Review process. • Gateway feature maintained at Embleton Road and Winston Churchill Boulevard, land uses updated to Employment given proximity to Maple Lodge Farms landholding, MTO Yard and proposed Highway 413. • Mixed-Use Employment land use proposed along Lions Head Golf

Theme	What We Heard	What We Did
	<ul style="list-style-type: none"> • Require a separation between existing and planned employment uses, such as Maple Lodge Farms. • Consider employment and mixed use along Mississauga Road. • Use natural features as a buffer between residential and employment areas. 	<p>Club Road extension to support an appropriate land use separation between traditional employment uses that require separation distances from sensitive uses, such as residential.</p> <ul style="list-style-type: none"> • Mixed-Use Employment maintained along Mississauga Road. • A combination of the Natural Heritage System, Mixed-Use Employment and Mixed-Use Commercial uses are proposed to buffer Employment land uses from existing and proposed residential land uses.
Natural Features	<ul style="list-style-type: none"> • Require that trails developed throughout Natural Heritage System respect natural features. 	<ul style="list-style-type: none"> • The trail system will be identified following the completion of the technical studies.
Community Facilities and Local Amenities	<ul style="list-style-type: none"> • Increase the number of parks in the new area, considering different cultural and demographic expectations. • Public gathering spaces are needed. • Broadly, increase the use of and identification of POPs and alternative programmable amenity 	<ul style="list-style-type: none"> • Added new Potential Neighbourhood Parks in mixed use employment and employment areas and in proximity to Neighbourhood Centres.

Theme	What We Heard	What We Did
	<p>spaces, encouraging them in neighborhood centers.</p> <ul style="list-style-type: none"> • There are not enough shopping, public services, or community support services within walking distance in the area that meet the needs of existing residents. • Current residents travel to Mississauga for community services such as recreation programs because there are not enough in the area to serve the current population. • The three proposed/existing parks in the northeast pocket adjacent to Mississauga Road are excessive, suggestion for a centralized linear park in the area. • Provide community facilities (library, rec center, senior programming) within the MTSA area to provide services for existing and future residents. 	<ul style="list-style-type: none"> • Identified the Proposed Embleton Community Centre which includes indoor and outdoor gathering spaces, multiple sports facilities and a potential library and is proposed for construction in 2025. • Collocated Potential Institutional uses with potential Neighbourhood Parks in the Town Centre and Rivermont Neighbourhood Centre. • Removed two (2) of the Neighbourhood Parks that were previously identified in the Town Centre and replaced with one (1) central potential Neighbourhood Park. • Potential Community Centre identified within MTSA and collocated with Neighbourhood Park.
Servicing	<ul style="list-style-type: none"> • The location of stormwater management ponds needs refinement. • Location of stormwater management ponds requires consideration for impacts to properties. 	<ul style="list-style-type: none"> • Clarification added to legend in the land use concept. The Stormwater Management Facilities on the land use concept are all 'existing' or 'proposed' through existing site-specific applications and block

Theme	What We Heard	What We Did
		<p>plans. No new or conceptual Stormwater Management Facilities will be identified until the technical studies have been completed.</p>

4 Vision and Guiding Principles

In addition to the Land Use Concept, the Vision and Guiding Principles will continue to inform and guide the Secondary Plan Update.

Vision

“The Bram West Secondary Plan area will be a complete community focused on preserving a sense of place and creating new walkable, livable and connected places and green spaces. Employment Areas will be promoted and protected as viable and thriving places to work, while also leveraging proximity to transit and goods movement corridors.”

Guiding Principles

1. Connect people and places to the rest of the City and adjacent municipalities with an emphasis on mobility, design and goods movement.
2. Provide a diverse range of housing choices.
3. Prepare for the impacts of a changing climate.
4. Grow and support resilient, sustainable and low carbon communities and infrastructure.
5. Create compact, complete communities that are scalable and adaptable, while respecting existing approvals and development permissions.
6. Concentrate intensity along transit corridors and in key growth areas, with major focus on Town Centre and MTSA in alignment with Brampton Plan.
7. Respect, protect, and promote Natural Heritage and Cultural Resources.
8. Leverage existing public and private green spaces to create green corridors.
9. Create public spaces and civic places for people to gather.
10. Create a community- and business-friendly identity for Bram West.
11. Meet regional population and employment targets to accommodate growth, with emphasis on intensification in major growth areas, neighbourhood centres employment in mixed use centres.
12. Support success and expansion of existing businesses while designing to attract innovation, tech sectors, etc.

Appendix A – Visioning Workshop Presentation

Bram West Secondary Plan Review: Visioning Workshop (40A Landowners)

February 5th, 2025



Land Acknowledgement

The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee, and Wendat Nations who have called this land home since time immemorial. We acknowledge the agreements made in Treaty 19 — the Ajetance Purchase of 1818 — and are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice, and respect.

We are grateful to the original caretakers of this land who have ensured we are able to work, play, and live in Brampton now and in the future.

Project Team



- Bobby Gauthier, Project Manager
- John Tassiopoulos, Urban Design Advisor
- Lucy Pronk, Engagement Lead
- Shannon Holness, Engagement Specialist
- Perry McKnight, Planning Technician

- Henrik Zbogar, Director, Integrated City Planning
- Shannon Brooks, Manager, Official Plan & Growth Management
- Tristan Costa, Policy Planner III
- Yinzhou Xiao, Principal Planner
- Nelson Cadete, Manager, Transportation Planning
- David De Groot, Manager, Urban Design

- Jane Kuang, Urban Designer
- Amanda Leard, Economic Development
- Kristina Dokoska, Planner, Environmental Planning
- Constance Tsang, Planner, Environmental Planning
- Ritika Nair, Planner, Parks
- Compton Bobb, Senior Engineer, High Order Transit
- Ghaz Mohammad, Senior Engineer, Public Works
- David Monaghan, Traffic Planning

We want to hear from you!

Refer to the accompanying poll.

Agenda



Introductions

Project Background

- Why do we need a Secondary Plan update?
- What work has been completed?
- Why was the project paused?

Project Restart & Updates

Overall Land Use Concept Review

Q&A

Facilitated Discussions – 40A Lands

What did we miss?

Next Steps

30 minutes

2.5 hours

How to Participate

- Your microphone will be muted unless called upon
- You can participate in the workshop by:
 - Asking a question using the Q&A function anytime
 - Using the “raise hand” feature during our designated Q&A periods
- Please be respectful and constructive
- This meeting is being recorded



You can also submit
comments to the City by e-
mail: bramwest@brampton.ca

The personal information collected during this meeting is collected under the authority of the Municipal Act S.O. 2001, c.25. The information will be used for future reference and planning purposes for the City of Brampton’s Planning, Building, and Economic Development Department.

Questions about the collection of personal information and information collected should be directed to bramwest@brampton.ca information collected during this meeting is collected under the authority of the Municipal Act S.O. 2001, c.25. The information will be used for future reference and planning purposes for the City of Brampton’s Planning, Building, and Economic Development Department.

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For technical assistance please contact: 416-795-0460

Bram West Secondary Plan: Background Review

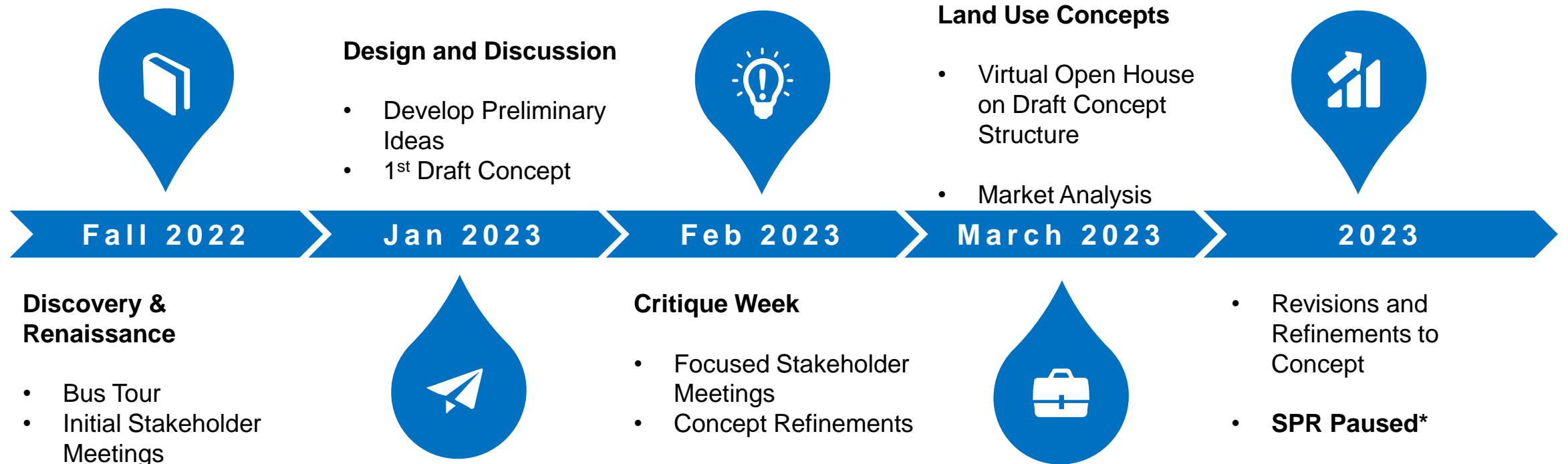
Why do we need a Secondary Plan update?

- There are four in-effect Secondary Plans in place today, applying to different sections of Bram West.
- Secondary Plan was sub-divided based on a series of appeals, OMB decisions, allowing development to proceed in certain areas ahead of others.
- This Secondary Plan Review will result in new Secondary Plan policies and schedules that consider:
 - Updated population and job forecasts to 2051.
 - Updated technical studies to guide growth and development in the area.
 - New Provincial and Regional planning and infrastructure projects.
 - Align with the policy objectives of Brampton Plan, as well as the Guiding Principles for Bram West.



Bram West Secondary Plan Overview

PROJECT HISTORY



Past Engagement Recap

- SPR Launched in 2022.
- City retained Toole Design Group and WSP to deliver visioning and concept planning as part of the first two phases of secondary plan review.
- Three (3) Design Charrettes + Critique Week.
- Output: two land use concepts for SPA and sub areas.
- Corridor Protection Area lands were to be determined at a later stage pending future GTA West Corridor studies.
- Secondary Plan Review eventually paused due to Hwy 413 uncertainty and settlement of HHSP appeals.



Engagement Outcomes

VISION

The Bram West Secondary Plan area will be a complete community focused on walkable, livable and connected places and green spaces. Employment Areas will be promoted and protected as viable and thriving places to work, while also leveraging proximity to transit and goods movement corridors.

The Big Moves are identified as follows:

- **Enhance the street network** by creating more connections, emphasizing access and mobility in design, and facilitating logistics /goods movements.
- Support success and expansion of **existing businesses** while designing to attract innovation and tech sectors.
- Create **identity with focus on Mississauga and Steeles corridors** with special places (Town Centre and MTSA).
- Create a **Complete Community** in which people reside, work, recreate, shop, start businesses and raise families.
- Design for **economic and infrastructure sustainability** by focusing on proximity and mix of uses.

GUIDING PRINCIPLES

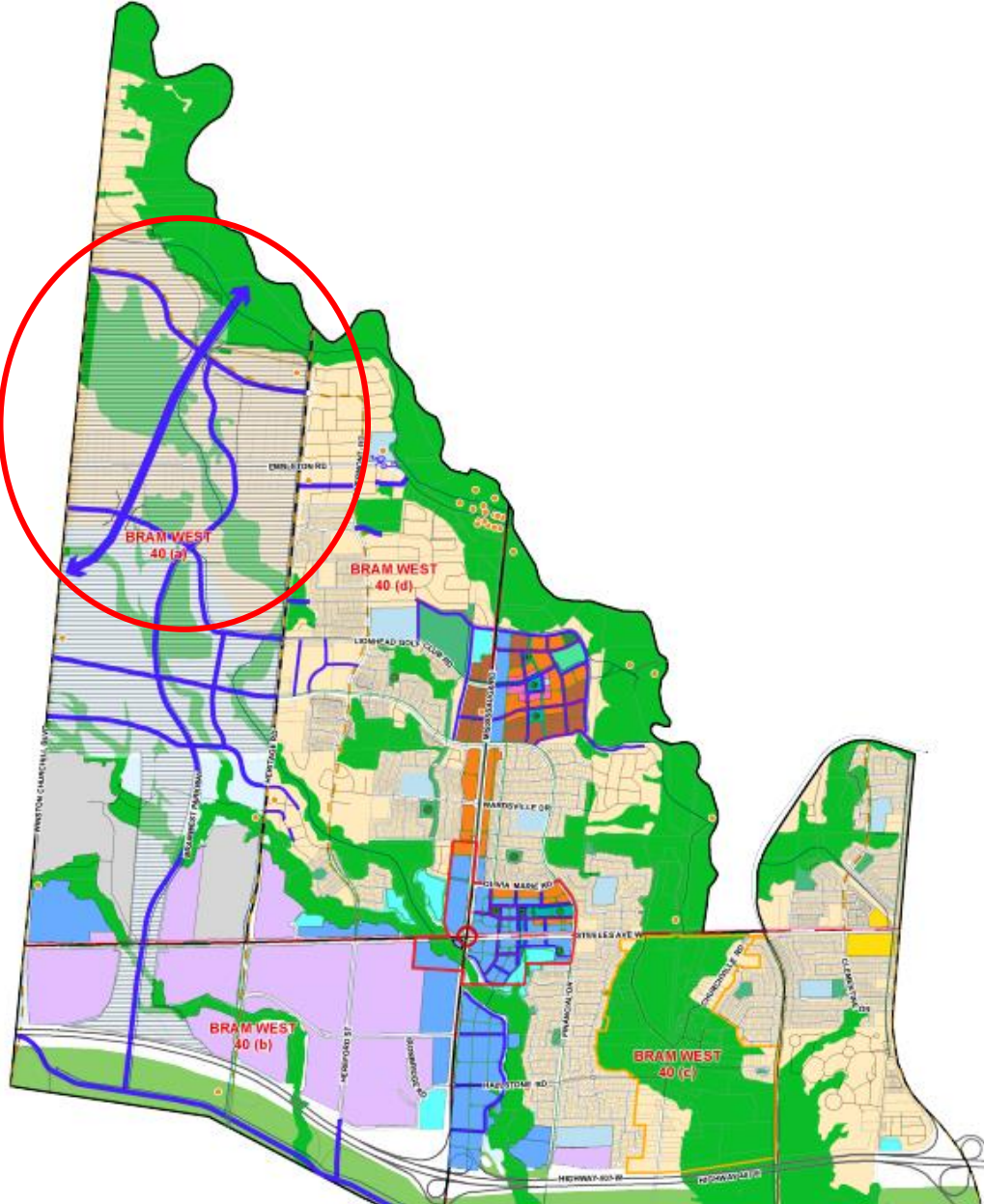
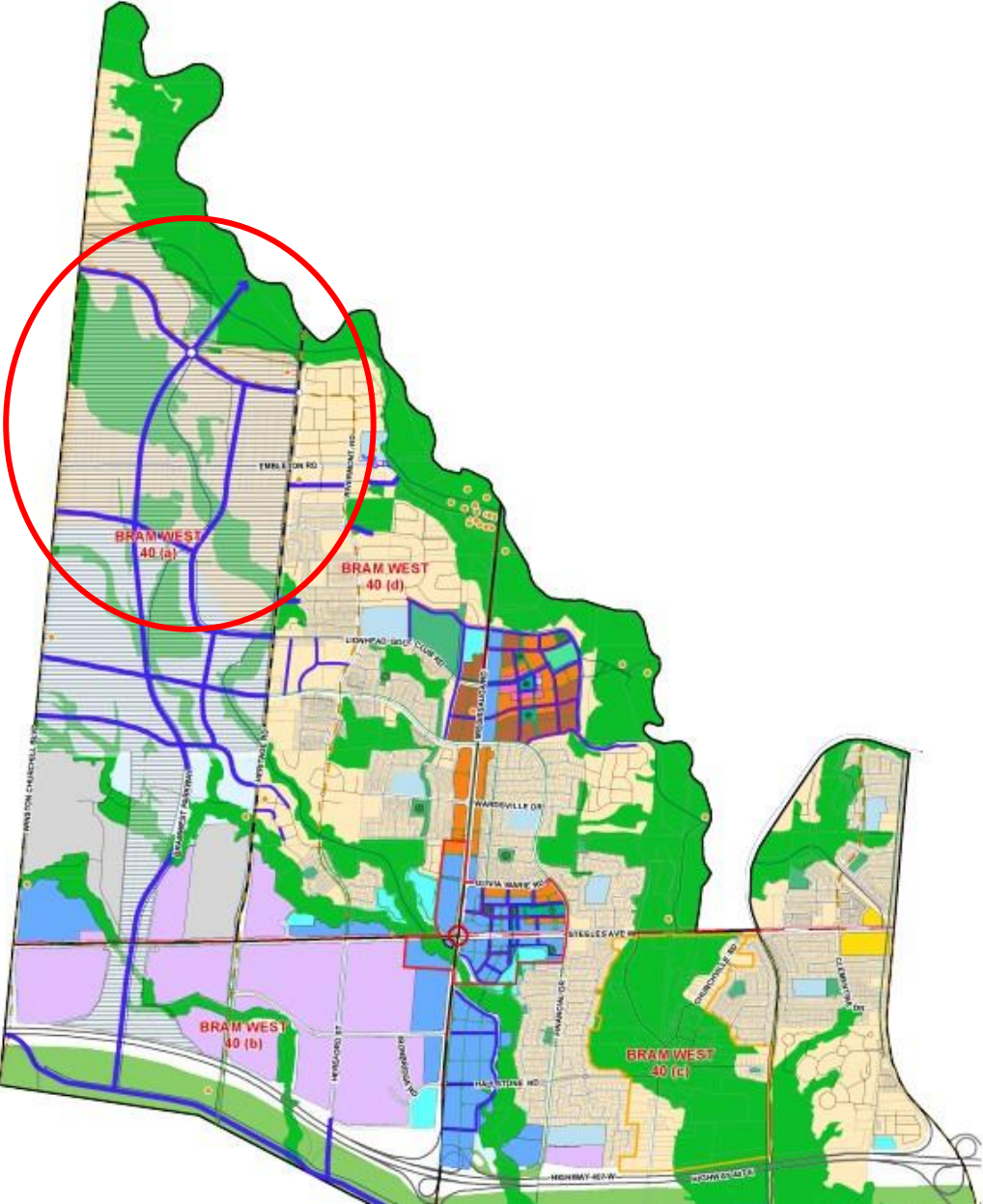
1. **Connect people and places** with a human-scaled transportation network.
2. **Provide more** housing choices.
3. **Prepare for the impacts of** a changing climate.
4. Grow and support resilient, sustainable communities and infrastructure.
5. Create **compact, complete communities** that are scalable and adaptable.
6. **Concentrate intensity** along transit corridors and in centres
7. **Respect, protect, and promote** Natural Heritage and Cultural Resources.
8. **Leverage existing public and private green spaces** to create green corridors.
9. Create public spaces and civic places for **people to gather**.
10. Create a **community- and business-friendly identity** for Bram West.
11. Meet regional population and employment targets to **accommodate growth, with emphasis on employment in mixed use centres.**

Final Key Principles & Considerations

1. **Connect people and places to the rest of the City and adjacent municipalities** with an **human-scaled transportation network**, emphasis on mobility, design and goods movement.
2. **Provide more housing choices.**
3. **Prepare for the impacts of a changing climate.**
4. Grow and support resilient, sustainable communities and infrastructure.
5. Create **compact, complete communities** that are scalable and adaptable, **while respecting existing approvals and development permissions.**
6. **Concentrate intensity** along transit corridors and in key growth areas, **with major focus on Town Centre and MTSA in alignment with Brampton Plan.**
7. **Respect, protect, and promote** Natural Heritage and Cultural Resources.
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11. Meet regional population and employment targets to **accommodate growth, with emphasis on intensification in major growth areas, neighbourhood centre, and employment in mixed use centres.**
12. **Support success and expansion of existing businesses while designing to attract innovation, tech sectors, etc.**



Why was the Secondary Plan update paused?

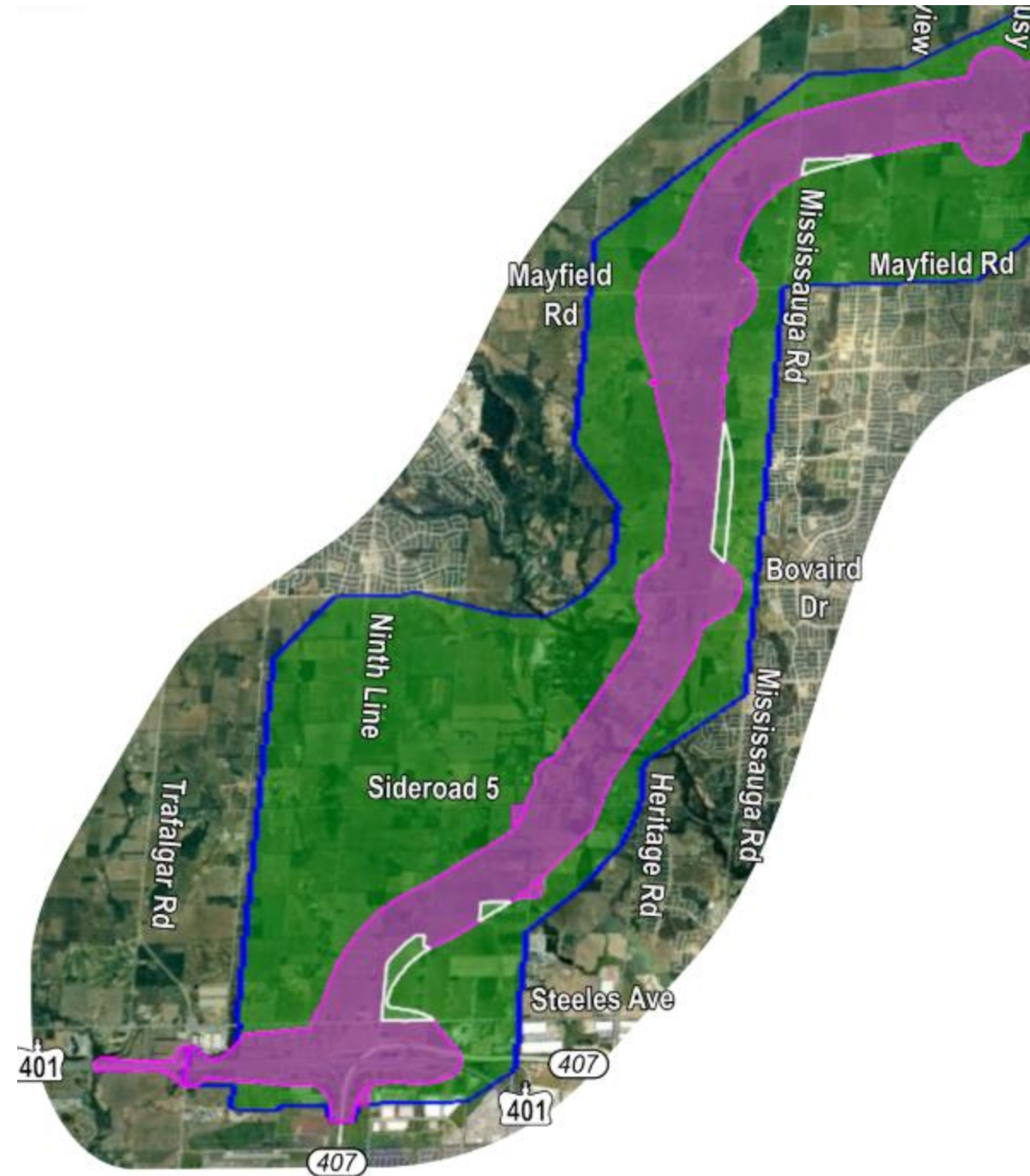


Project Restart

Bram West Secondary Plan Review

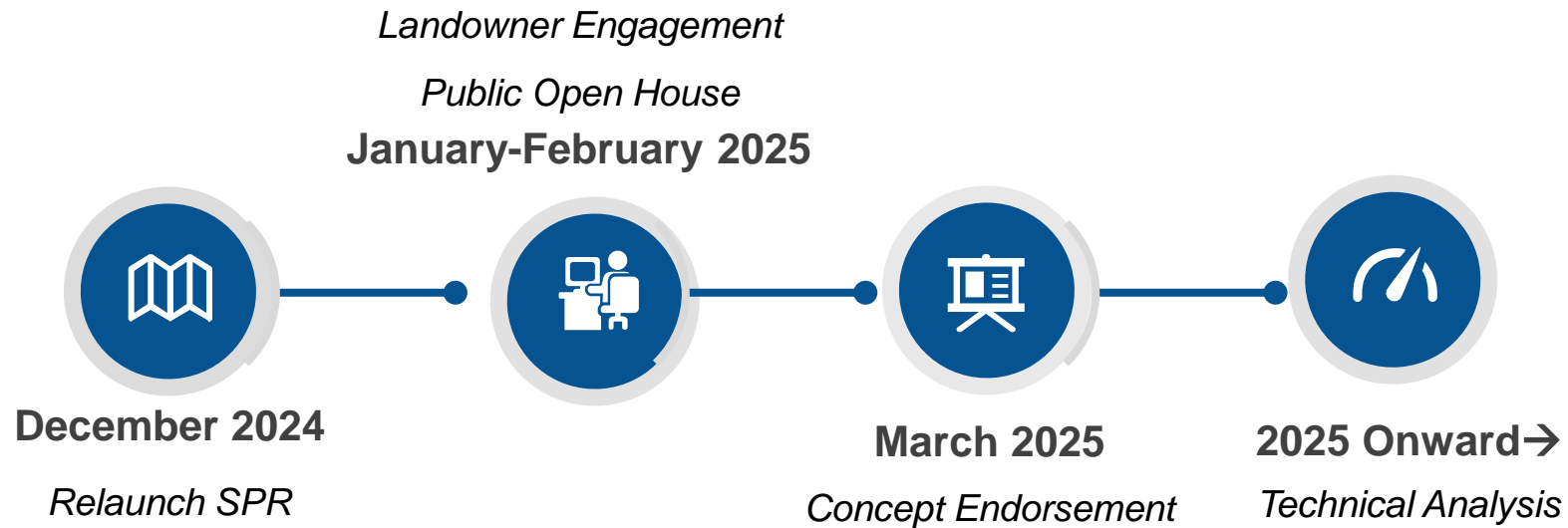
Highway 413

- The Focused Analysis Area (FAA) and Narrowed Area of Interest (NAI) are protected lands by the MTO and the Ministry of Energy for Highway 413 and the Northwest Greater Toronto Area (NWGTA) Transmission Corridor Identification Study, respectively.
- As the design for the 413 advances, the FAA lands will be released by the MTO. Highway 413 has reached the 90% design phase.
- The City will continue to work with the Province to understand the implications of Highway 413 on the Bram West Secondary Plan Area.
- The City will be engaging the Province as part of the Bram West Secondary Plan Review process, specifically in relation to the TMP and EA process.



Bram West Secondary Plan

MOVING FORWARD



Draft Land Use Concept Review

DRAFT For Discussion Purposes Only

The alignment and location of the Bram-West Parkway is conceptual and will be revised upon the completion of future studies.

40(A) LANDS UNDER REVIEW

- | | | | | | |
|--|--|--|---|---|--|
| <ul style="list-style-type: none"> LOW-RISE RESIDENTIAL LOW-RISE PLUS RESIDENTIAL MEDIUM-DENSITY RESIDENTIAL MEDIUM-DENSITY RESIDENTIAL (PUD) MEDIUM-DENSITY RESIDENTIAL (PUD) MEDIUM-DENSITY RESIDENTIAL (PUD) MEDIUM-DENSITY RESIDENTIAL (PUD) | <ul style="list-style-type: none"> MEDIUM-DENSITY EMPLOYMENT EMPLOYMENT INSTITUTIONAL AND SCHOOLS RECREATION AND LEISURE RECREATION AND LEISURE OPEN SPACE Charitable Heritage Conservation District | <ul style="list-style-type: none"> Precinct Boundary Bram West SP Study Area City Limit PMS Boundary PMS Station Neighbourhood Hub | <ul style="list-style-type: none"> Proposed Community Hub Neighbourhood Centre Proposed Public or Public-Use Market Proposed PMS Station Proposed Transit Station | <ul style="list-style-type: none"> Secondary Urban Station Support Corridor Proposed Secondary Trail Proposed Protected Blue Line Railways Major Watercourses BramCanada Gas Pipeline | <ul style="list-style-type: none"> Canada Protected Area Parkway Belt Area |
|--|--|--|---|---|--|

BRAMPTON

0 0.25 0.5 1 1.5
Kilometres

Date: 2025/02/03

**SCHEDULE SP 40
BRAM WEST DRAFT LAND USE CONCEPT**

Town Centre

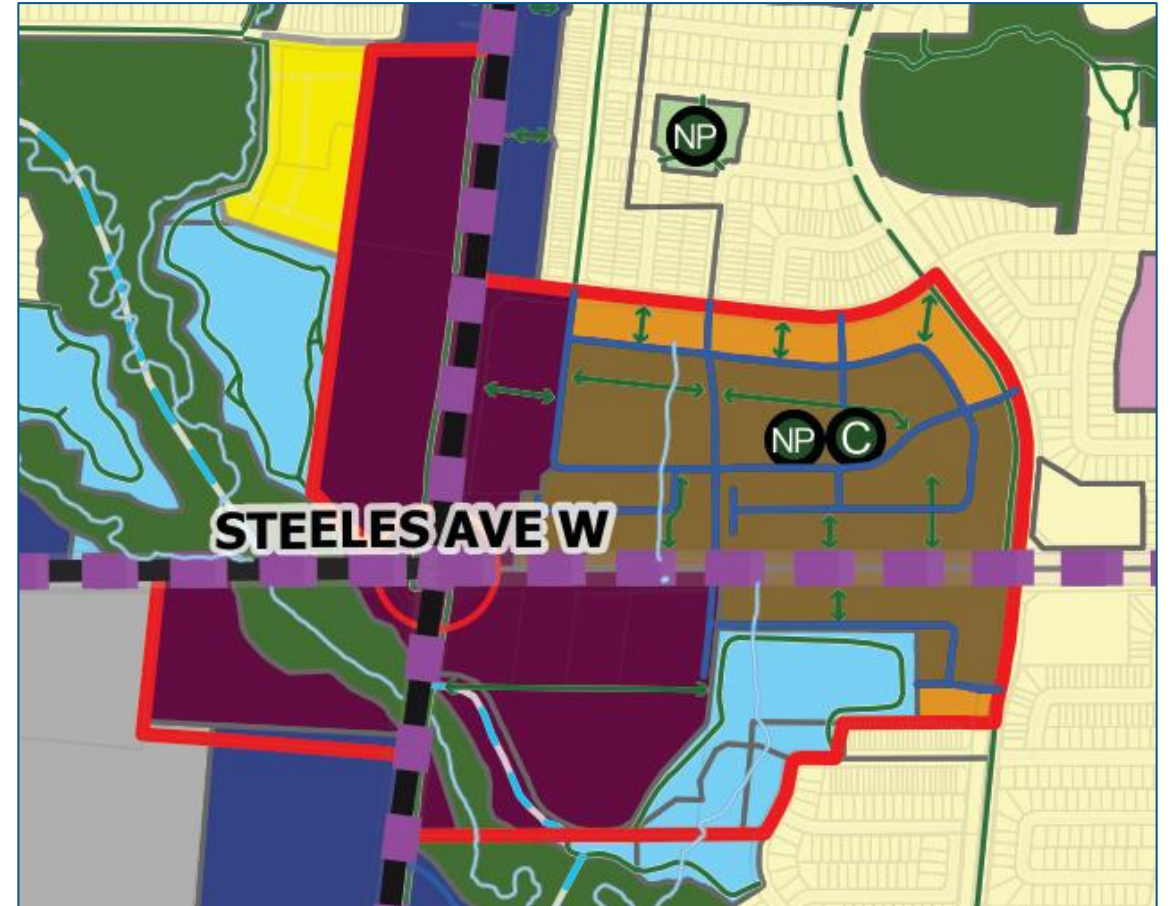
- Bram West has an identified Town Centre through Brampton Plan (Schedule 1) and the 2040 Vision.
- Vibrant mixed-use centres, connected by higher order transit.
- Smaller in scale vs Urban Centres.
- Primary delineation of Town Centre identified at Steeles and Mississauga Road.
- Through stakeholder discussions – best opportunities for future growth, mix of uses and higher densities at Lionhead Golf Club Road and Mississauga Road.
- Subject to further refinement.



Excerpt from February 2025 Bram West Draft Land Use Concept

Steeles at Mississauga MTSA

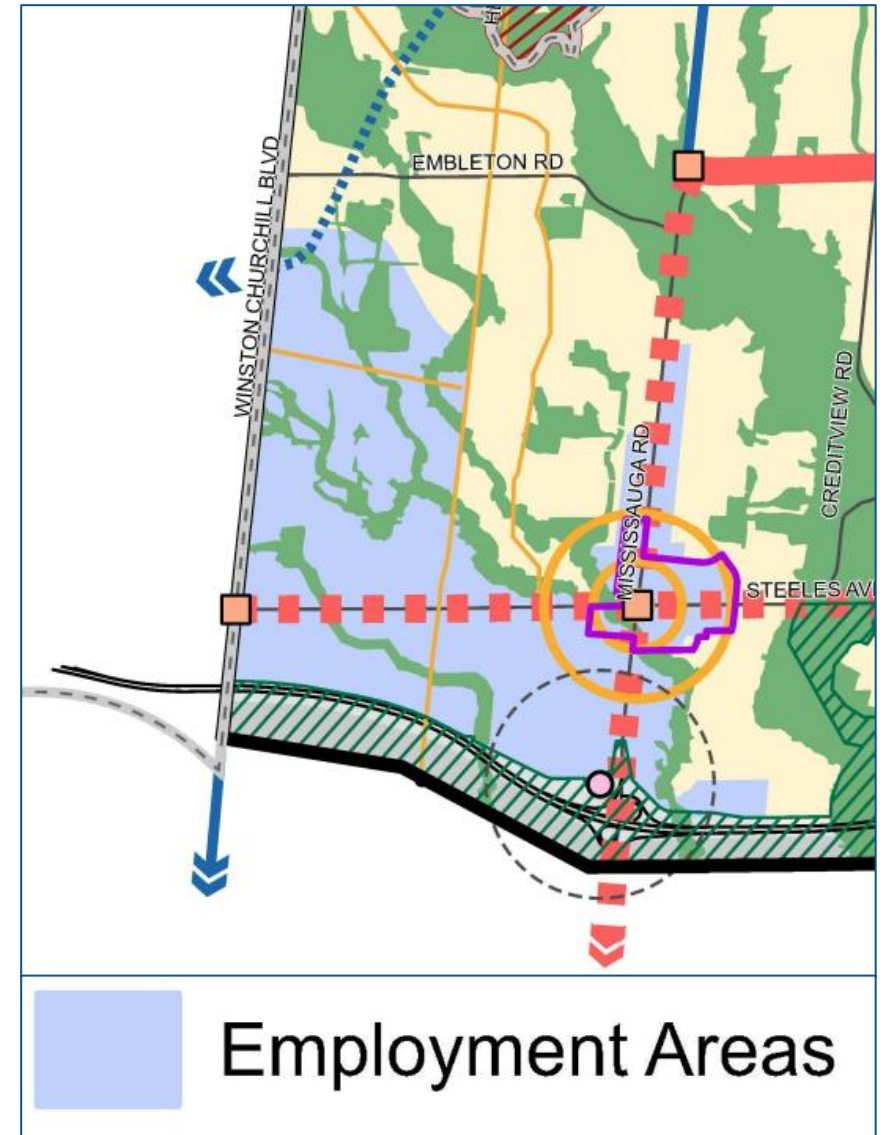
- Major location where density will be directed.
- Supported long-term by Steeles and Mississauga HOT lines.
- Mixed-Use Office and High-Rise Mixed-Use as the predominant uses at Mississauga and Steeles.
- High proportion of employment uses fronting Mississauga Road, respecting the Mississauga Road Corridor Special Policy Area and making connections to employment-focused growth area to the south.



Excerpt from February 2025 Bram West Draft Land Use Concept

Employment Areas

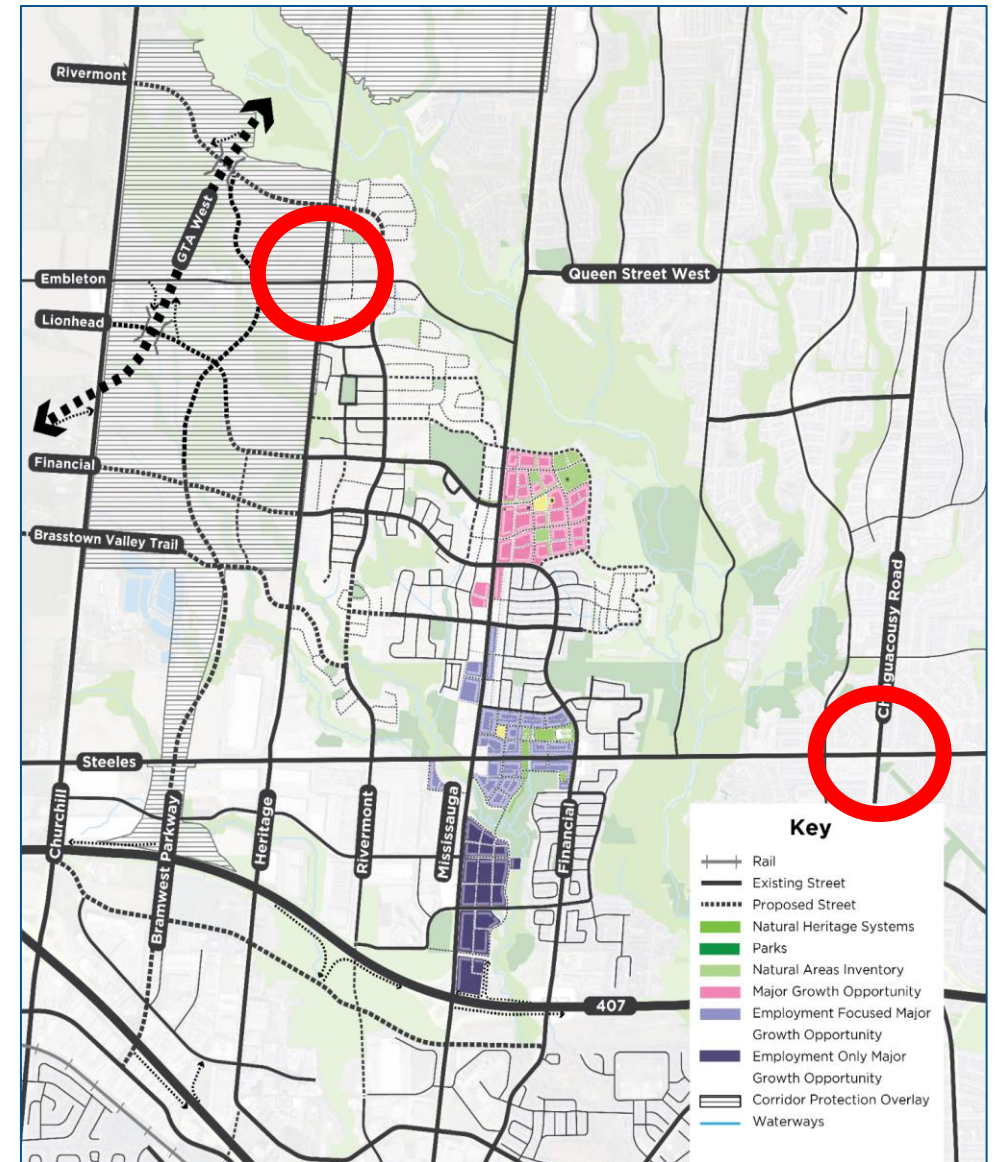
- Bram West is a key employment area in Brampton due to its prime location and connectivity to the 407.
- Employment Areas, Mixed-Use Employment Areas (and Office-Mixed Use) defined in Brampton Plan – permit major office, advanced manufacturing, innovation and technology, etc.
- Mississauga Road Corridor is a Special Policy Area identified in Brampton Plan.
- Through engagement to date, the City received support from existing businesses in the area.



Excerpt from Schedule 1A City Structure, Brampton Plan

Neighbourhood Centres

- Neighbourhood Centres are identified through Brampton Plan policy, Secondary Planning process.
- Through past engagement Neighbourhood Centres were identified:
 - Embleton and Heritage
 - Chinguacousy and Steeles.
- Through this discussion, additional Neighbourhood Centres may be identified.
- This will act as a focal point for the community supported by transit and a mix of housing options. They are intended to be low to mid-rise in scale, providing a slightly greater intensity than neighbouring communities.



Excerpt from 2023 Bram West Virtual Public Open House Presentation

Questions?

40A Breakout Discussions

INTRODUCTION



Breakout Discussions



Three rooms.



Assigned group members.



One facilitator per room.



Experts will rotate between rooms



60 minutes



Ask questions.
Provide feedback.
Be respectful.

Using MURAL

MURAL is one option available to you to make your contribution to the discussion.

You can also use the **raise hand function** to contribute verbally and **use the chat box function**.

A notetaker is present to capture everything we hear during the meeting.

How to Use Mural

Ctrl + C
Copy

Ctrl + V
Paste

Ctrl + Z
Undo

X
Hold down your X key and hover over sticky notes to magnify them

HOW TO ADD COMMENTS

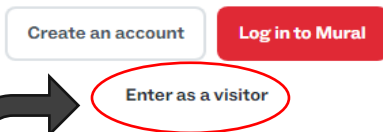


Double-click anywhere to create a sticky note. A menu bar will appear above your note to allow you to change its colour, font size, or other features. You can drag your note to a new location at any time.



If you would like to remove a note you have created, select it and press the **Delete** button on your keyboard. Please do not delete notes created by other team members.

Welcome to the mural
Bram West Secondary
Plan Landowners...



When you follow the link to the MURAL, a pop-up window will appear. Select "Enter as a Visitor".

Comfort Break (15 min)

Check the chat for the link to the Mural Board.

40A Breakout Discussions

DEBRIEF



Next Steps

- **Land Use Concept Revisions**
- **Public Information Session**
 - February 11th, 2025 @ Canon Canada Inc
 - 8000 Mississauga Road, Brampton, ON L6Y 5Z7 (Main Conference Room)
 - 12-4pm & 5-9pm (two sessions)
 - Register and comment on the Draft Land use Concept by visiting www.brampton.ca/bramwest
- **Present to Planning and Development Committee**
 - End of Q1 to Planning and Development Committee



The Mural Board will be open for 1 more hour – keep commenting.

You can also submit comments to the City by e-mail: bramwest@brampton.ca

Questions

What did we miss?



Thank you!



Appendix B – Public Information Centre Presentation Boards

Bram West Secondary Plan Update

WELCOME TO THE PUBLIC OPEN HOUSE!

Please sign-in and join us.

February 11th, 2025

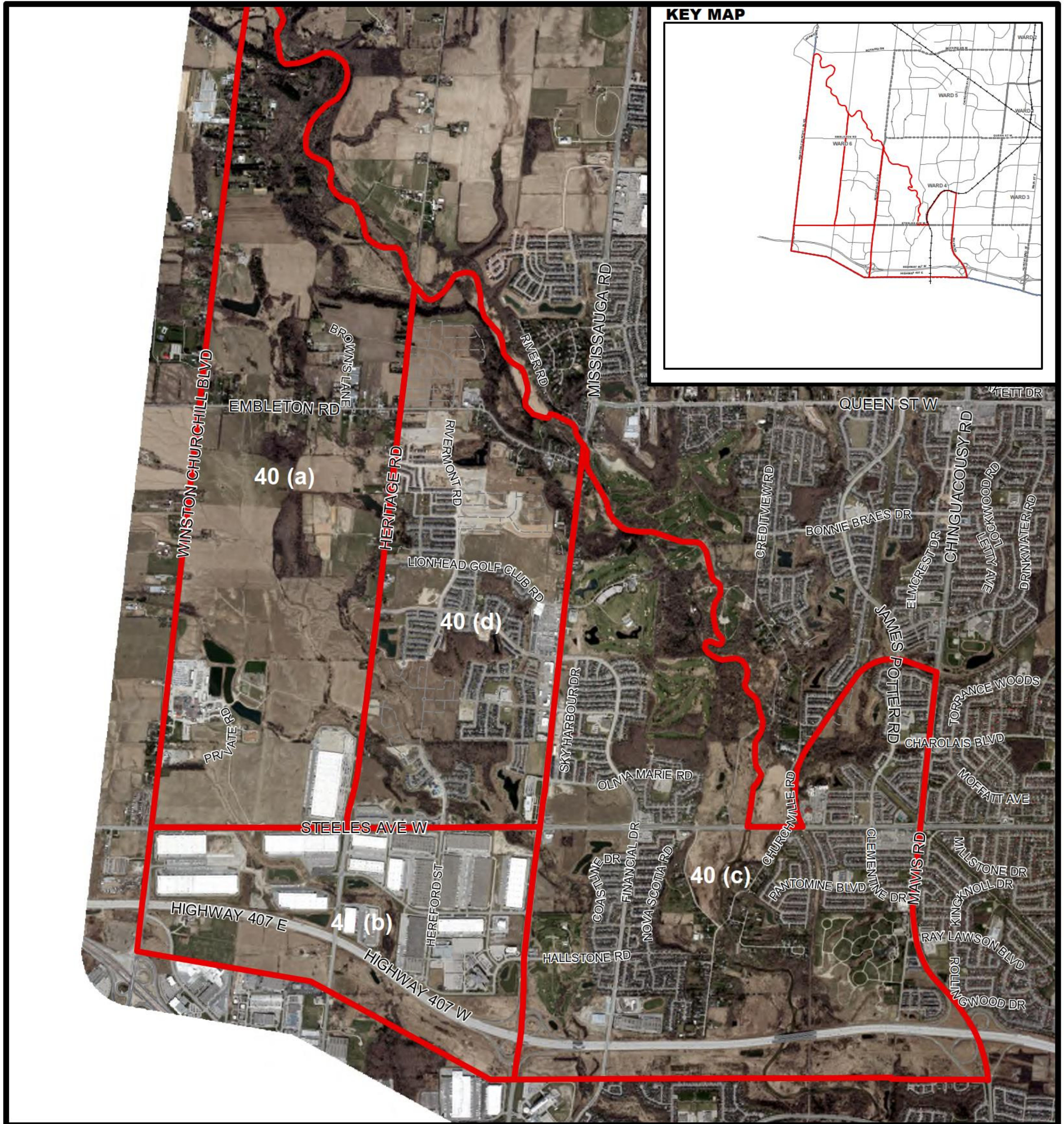
Session 1: 12:00pm – 4:00pm

Session 2: 5:00pm – 9:00pm



BRAMPTON
Flower City

Bram West Secondary Plan Review

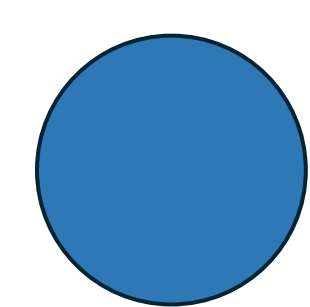


AIR PHOTO - SPRING 2022

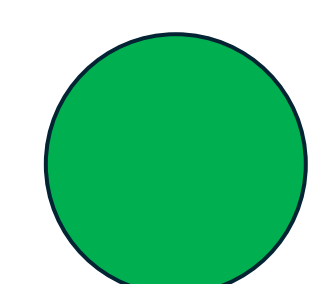
 BRAM WEST SECONDARY PLAN BOUNDARY

Introduce yourself!

Using the stickers, show us where you live and your favourite place in Bram West.



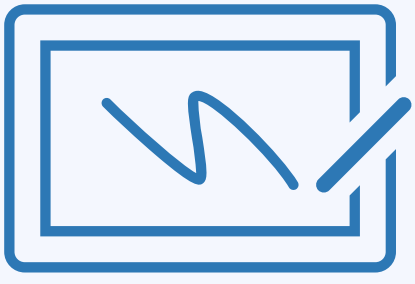
Home



Favourite Place to Visit

Bram West Secondary Plan Review

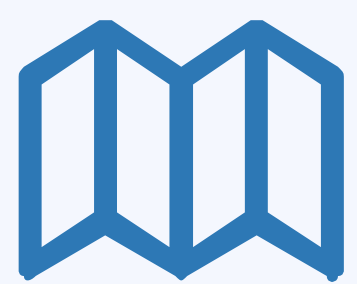
How to Participate



Use a sticky note to write your thoughts and place it on any of the available boards.



The Project Team is available to answer your questions.



Conceptual maps are available to review and draw or write your comments on.



You can also submit comments to the City by e-mail:
bramwest@brampton.ca



Use the project webpage to stay up to date:
bramwest@brampton.ca

Land Acknowledgement

The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee, and Wendat Nations who have called this land home since time immemorial. We acknowledge the agreements made in Treaty 19 — the Ajetance Purchase of 1818 — and are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice, and respect.

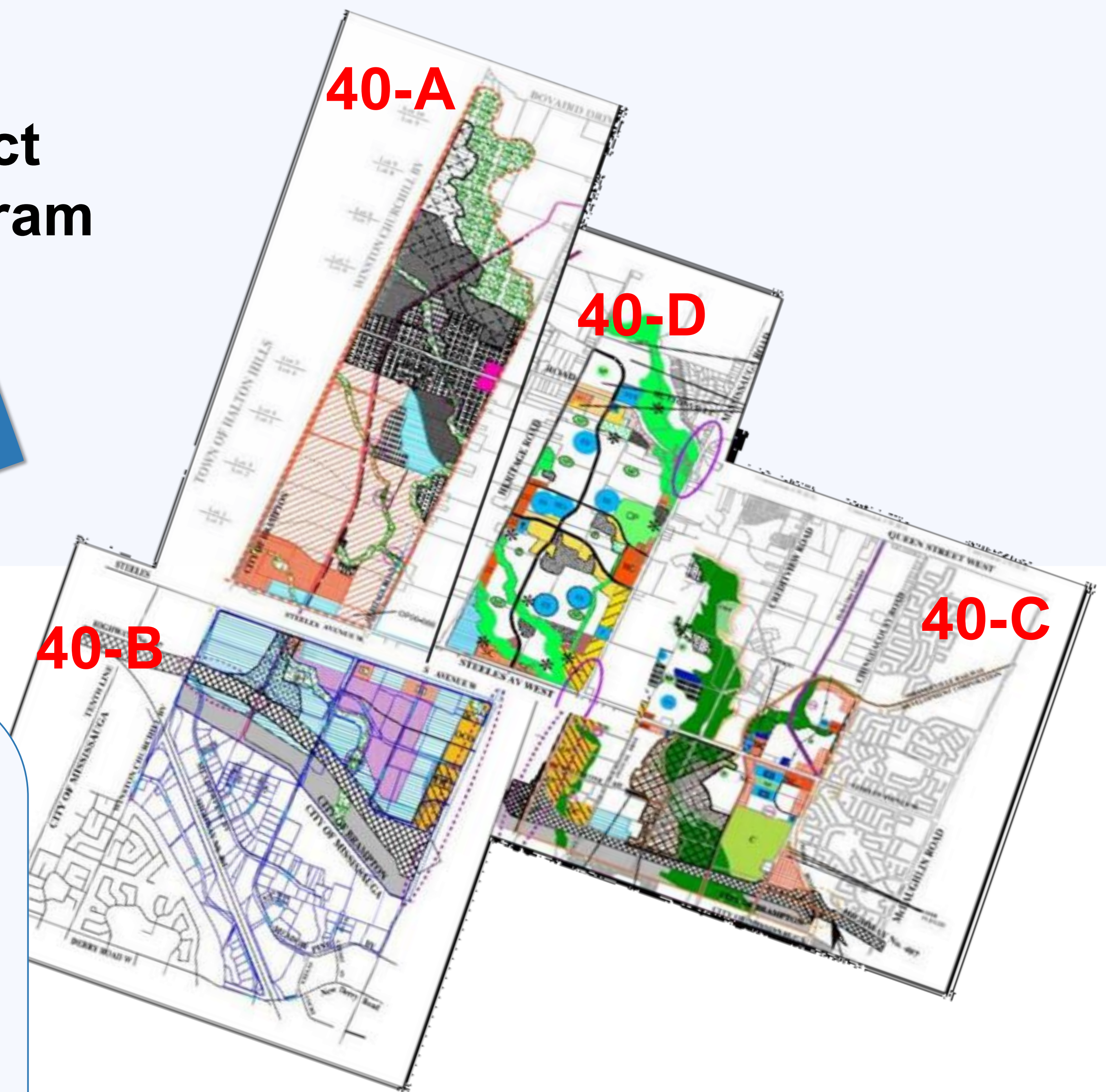
We are grateful to the original caretakers of this land who have ensured we are able to work, play, and live in Brampton now and in the future.

What is a Secondary Plan?

A **Secondary Plan** is a detailed land use plan for a specific community within Brampton. Secondary Plans include land use designations and policies that guide how the community is intended to grow over time and are amended into the Official Plan. A Secondary Plan is a tool that:

- Identifies opportunities and addresses issues related to land use in specific communities.
- Builds off the Official Plan and introduces specific, more detailed policies for the community.
- Contains a vision statement and guiding principles that reflect the core values of the residents, stakeholders and City Staff.
- Provide an opportunity to promote consistency in new/developing areas and compatibility within existing areas that require revitalization.

There are four in-effect Secondary Plans in Bram West today.



Why four?

When the Secondary Plan was originally created, it was appealed to the Ontario Municipal Board. It was split to allow development to proceed in certain areas ahead of others that were under appeal.



Ask a member of the Project Team to look up what your property is designated in the existing Secondary Plans.

Why do we need a Secondary Plan Update?

This Secondary Plan Review will result in a consolidated new Secondary Plan, including policies and maps that include:

Updated population and job forecasts to 2051.

Updated technical studies (For example: Subwatershed Study, Transportation Master Plan, Bram West Parkway Environmental Assessment, Infrastructure Servicing Study, Employment Study) to guide growth and development in the area.

New Provincial and Regional planning framework and infrastructure projects (For example, Provincial Planning Statement, 2024, Highway 413 Focused Analysis Area, etc.).

Alignment with and implement the policy objectives of Brampton's New Official Plan, *Brampton Plan*.



How to complete a Secondary Plan Update?

1

Use local insight to create a **draft** land use concept for Council review and endorsement.

2

Complete **technical studies** to inform the Secondary Plan policies & maps.

3

Complete **Secondary Plan** and maps for Council approval.

We are here!

Project History



Design and Discussion

- Develop Preliminary Ideas
- 1st Draft Concept



Land Use Concepts

- Virtual Open House on Draft Concept Structure
- Market Analysis



Discovery & Renaissance

- Bus Tour
- Initial Stakeholder Meetings



Critique Week

- Focused Stakeholder Meetings
- Concept Refinements



- Revisions and Refinements to Concept
- **SPR Paused***



Why was the project paused?

Uncertainty with the Province's plans for Highway 413 made it difficult to plan for the surrounding community.

Next Steps

Project Relaunch

Engagement

Present Land Use
Concept to
Council

Technical Studies
& Project
Finalization

December
2024

January –
February
2025

March
2025

2025
Onward



Why was the project relaunched?

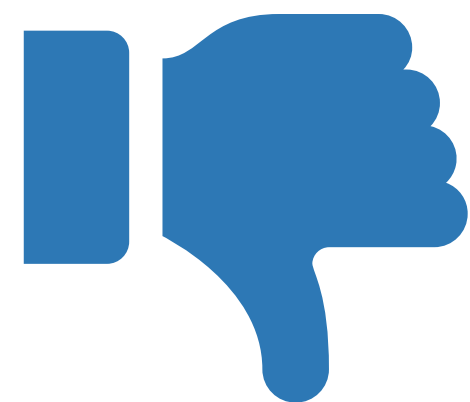
Highway 413 has reached the 90% design phase.

Vision and Guiding Principles

The **Vision Statement** for Bram West identifies the communities long term views and aspirations for the future:

“The Bram West Secondary Plan area will be a complete community focused on walkable, livable and connected places and green spaces. Employment Areas will be promoted and protected as viable and thriving places to work, while also leveraging proximity to transit and goods movement corridors.”

Do you believe that the **proposed Vision Statement** reflects the values and aspirations of your community? Vote by placing a dot if you agree or disagree with the statement above.



To realize the vision statement, **guiding principles** set out more specific directions for enhancing or protecting the community's core values, qualities, and characteristics over the long-term.

1. Connect people and places to the rest of the City and adjacent municipalities with an emphasis on mobility, design and goods movement.
2. Provide a diverse range of housing choices.
3. Prepare for the impacts of a changing climate.
4. Grow and support resilient, sustainable communities and infrastructure.
5. Create compact, complete communities that are scalable and adaptable, while respecting existing approvals and development permissions.
6. Concentrate intensity along transit corridors and in key growth areas, with major focus on Town Centre and MTSA in alignment with Brampton Plan.
7. Respect, protect, and promote Natural Heritage and Cultural Resources.
8. Leverage existing public and private green spaces to create green corridors.
9. Create public spaces and civic places for people to gather.
10. Create a community- and business-friendly identity for Bram West.
11. Meet regional population and employment targets to accommodate growth, with emphasis on intensification in major growth areas, neighbourhood centres employment in mixed use centres.
12. Support success and expansion of existing businesses while designing to attract innovation, tech sectors, etc.



What are we missing? Using a sticky note, add your thoughts on the guiding principles above!

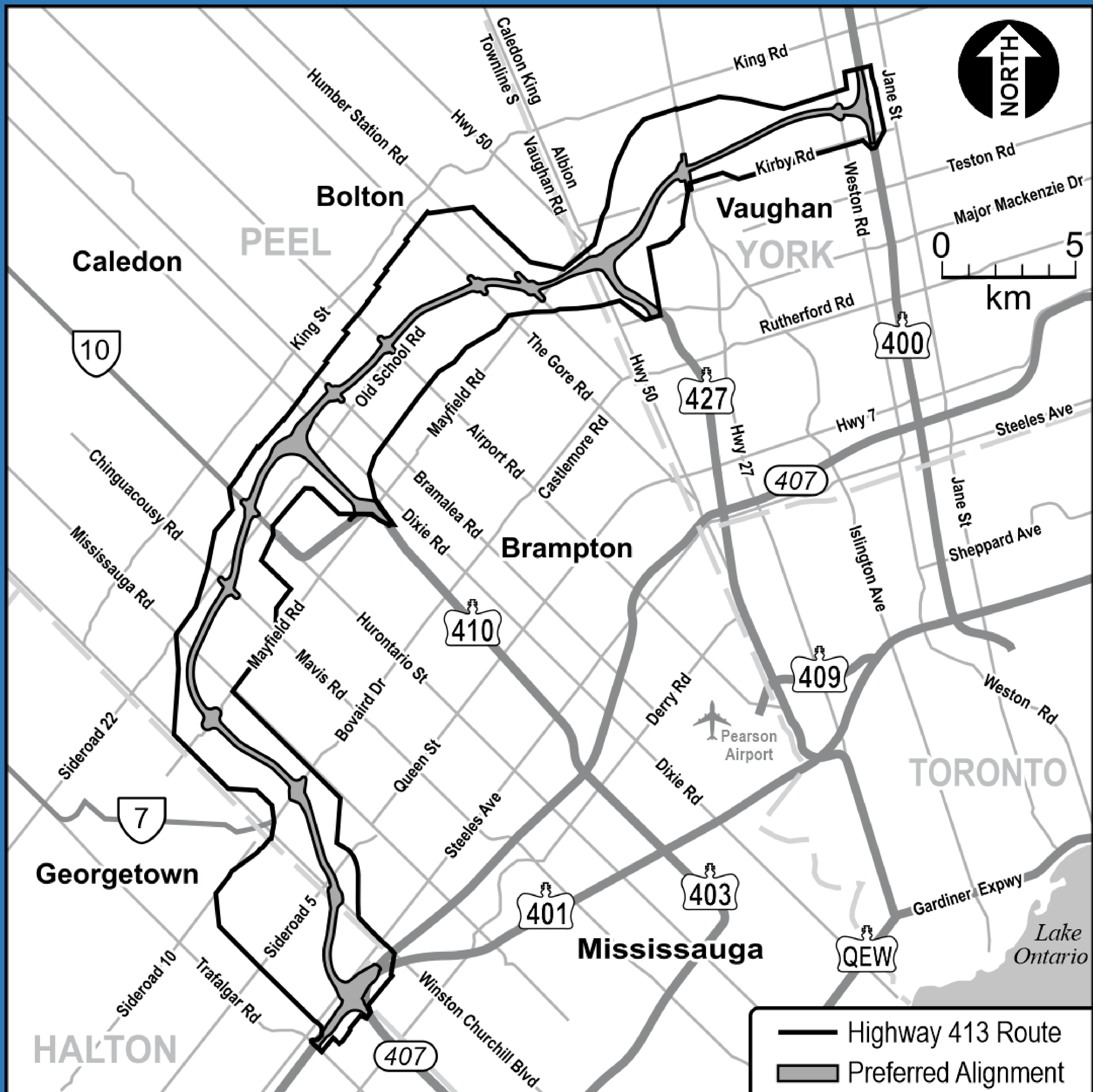


BRAMPTON



Highway 413

The Ministry of Transportation (MTO) and the Ministry of Energy (MoE) have lands set aside in Bram West for Highway 413 and Northwest Greater Toronto Area (NWGTA) Transmission Corridor Identification Study.

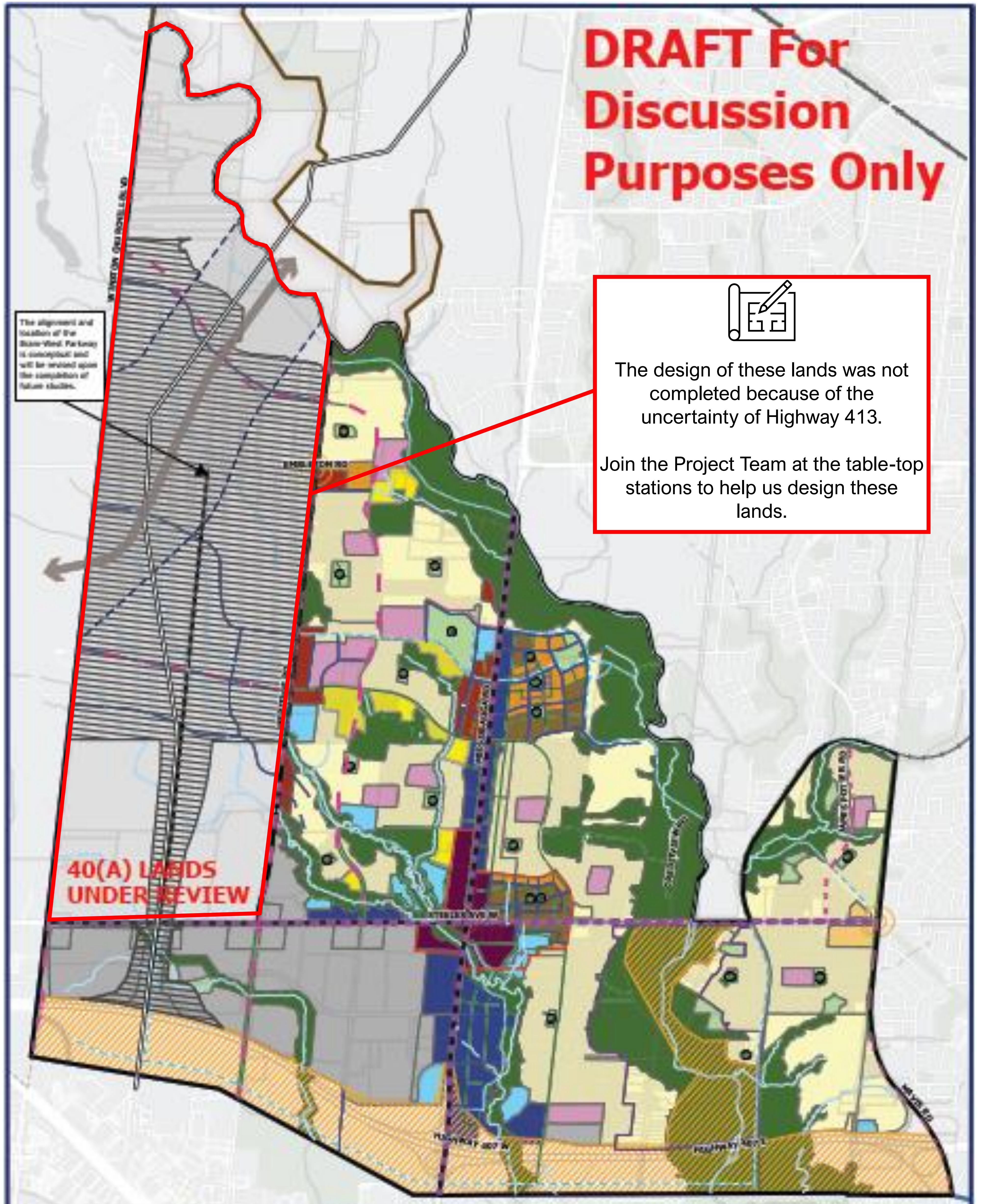


- Highway 413 has reached the 90% design phase.
- The City will be engaging the Province as part of the Bram West Secondary Plan Review process will continue to work with the Province to understand the implications of Highway 413 on the Bram West Secondary Plan Area



Visit the Highway 413 website for more information!

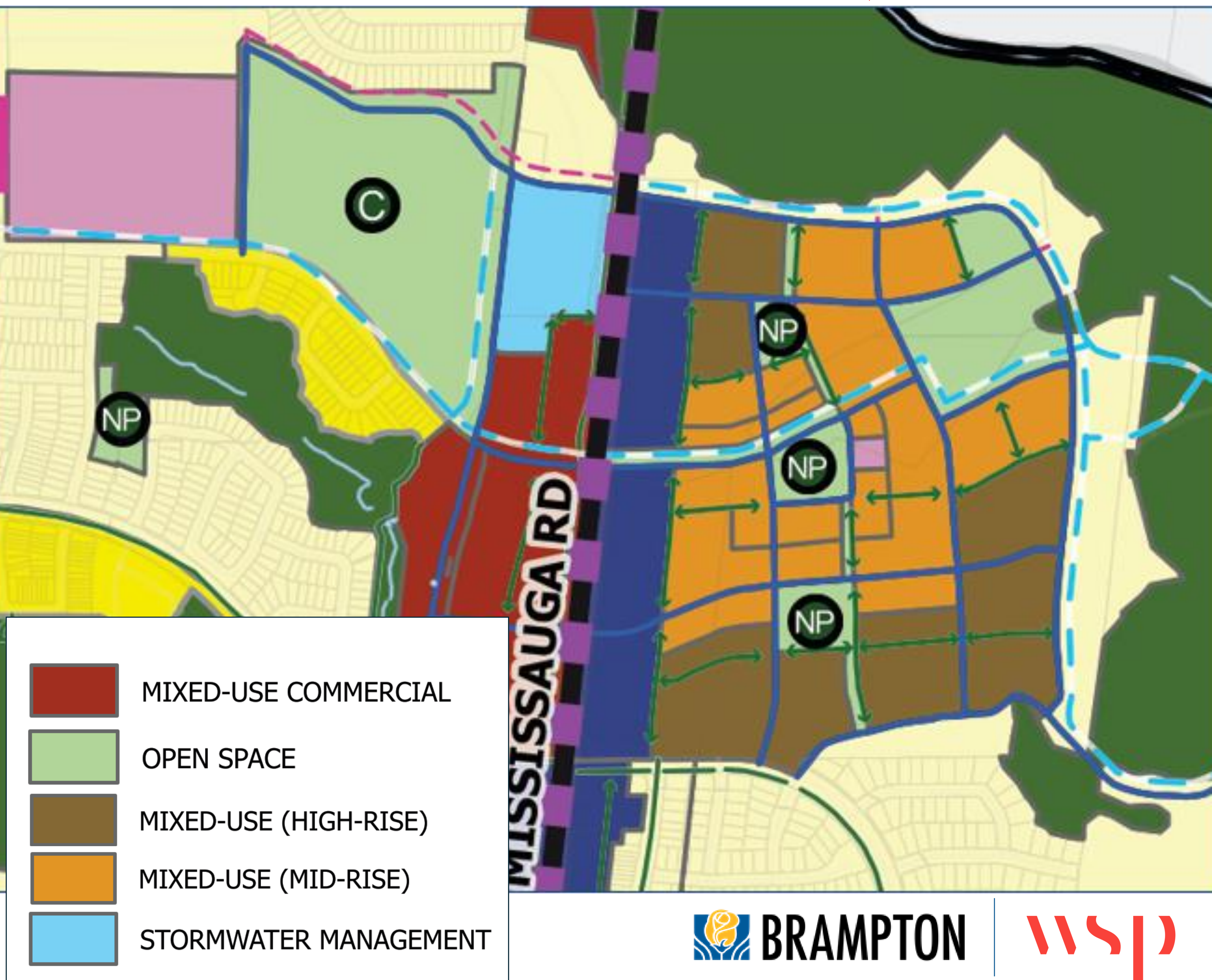
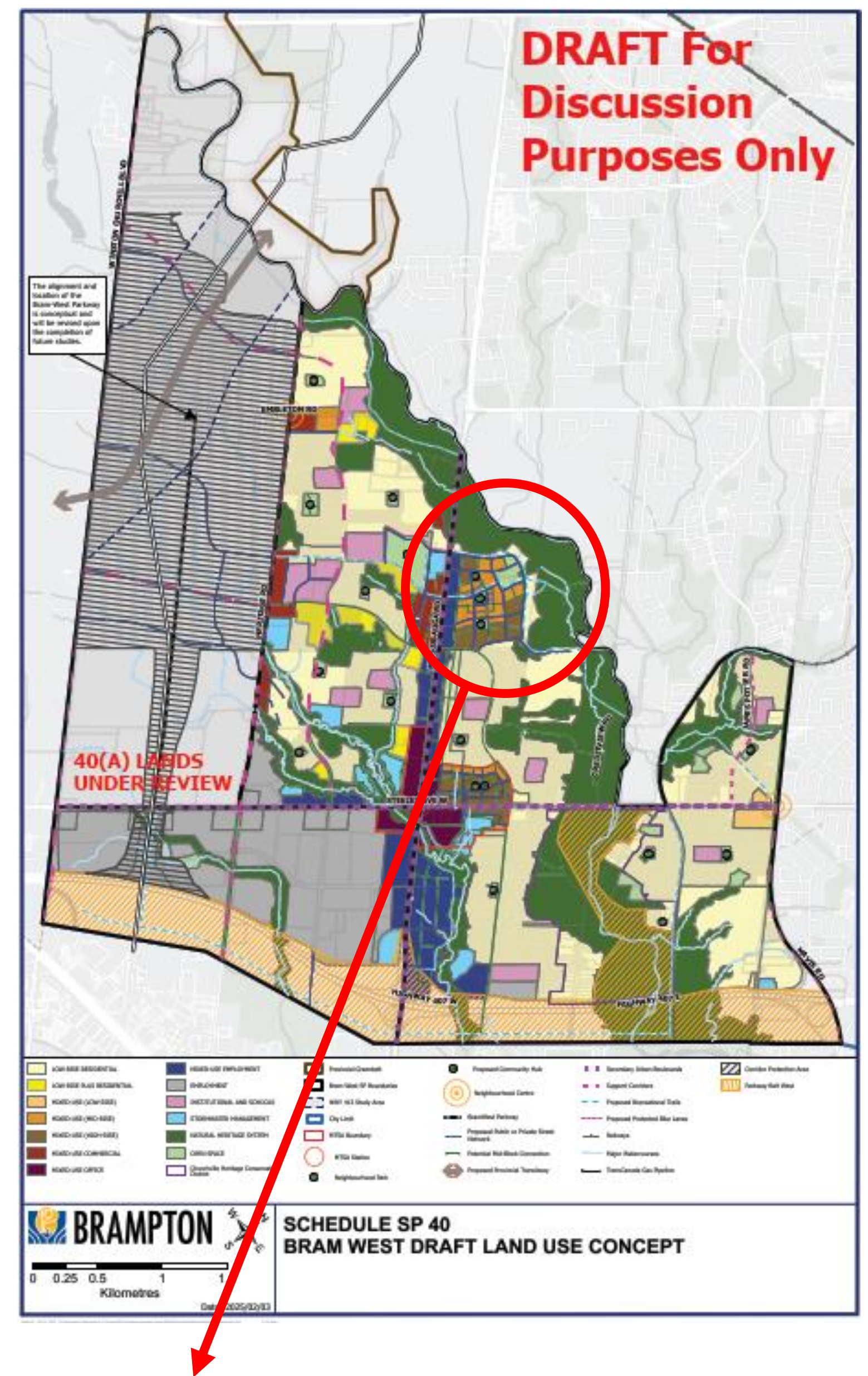
Draft Land Use Concept



LOW-DENSITY RESIDENTIAL	MEDIUM-DENSITY RESIDENTIAL	HIGH-DENSITY RESIDENTIAL	OFFICE	EMPLOYMENT	INSTITUTIONAL AND SCHOOLS	NATURAL HERITAGE DISTRICT	OPEN SPACE	Provincial Greenbelt	Water/Use of Revenues	WTR Study Area	City Limit	WTR Boundary	WTR Station	Neighbourhood Node	Proposed Community Hub	Neighbourhood Centre	Qualified Parkway	Proposed Public or Private Street Network	Potential Red-Block Conversion	Proposed Transitway	Secondary Urban/Neighbourhood Support Centres	Proposed International Drive	Proposed Protected Blue Lanes	Sidings	Major Rail Corridor	Transit/Canada Gas System	Corridor Protection Area	Parkway Rail West
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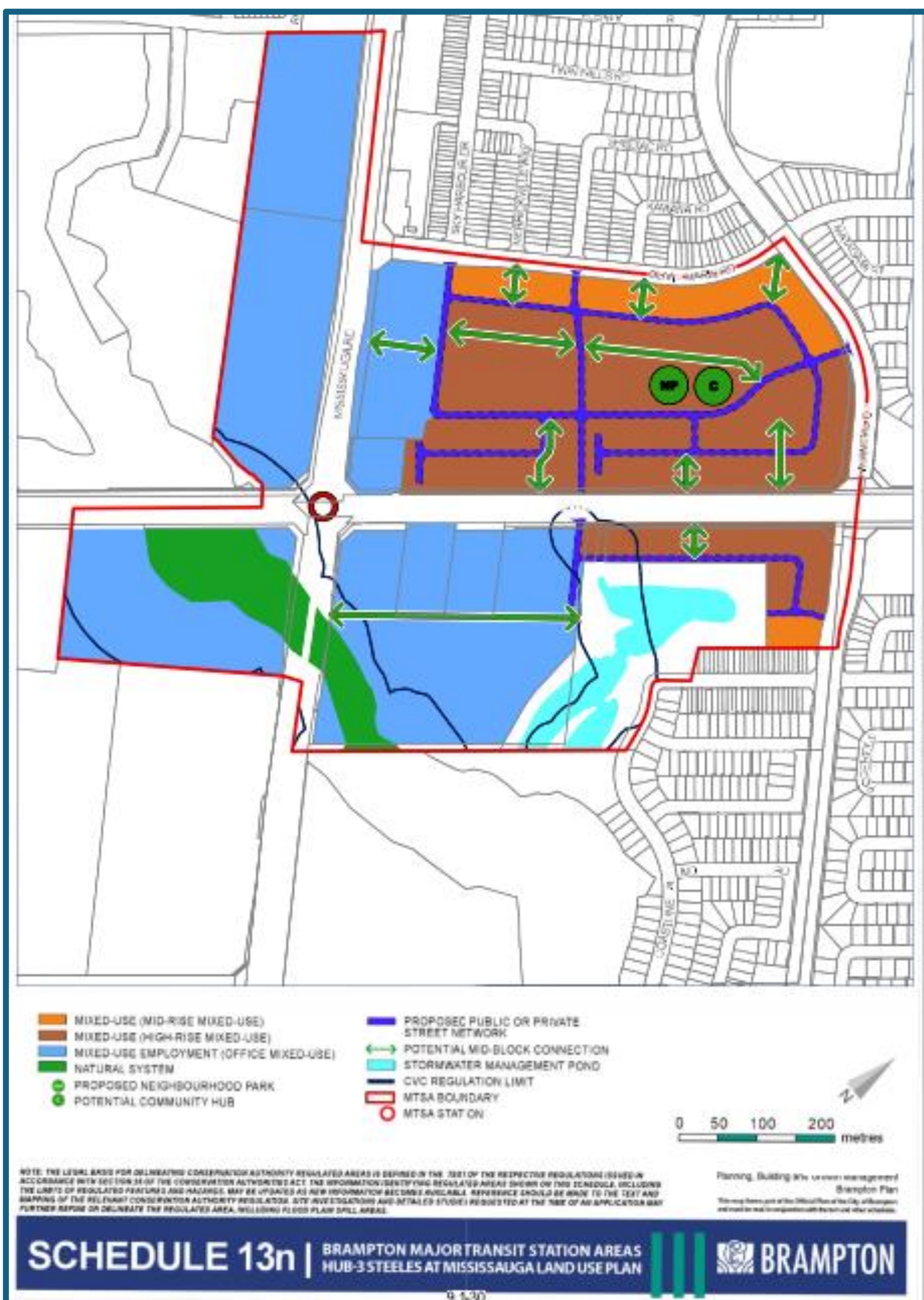
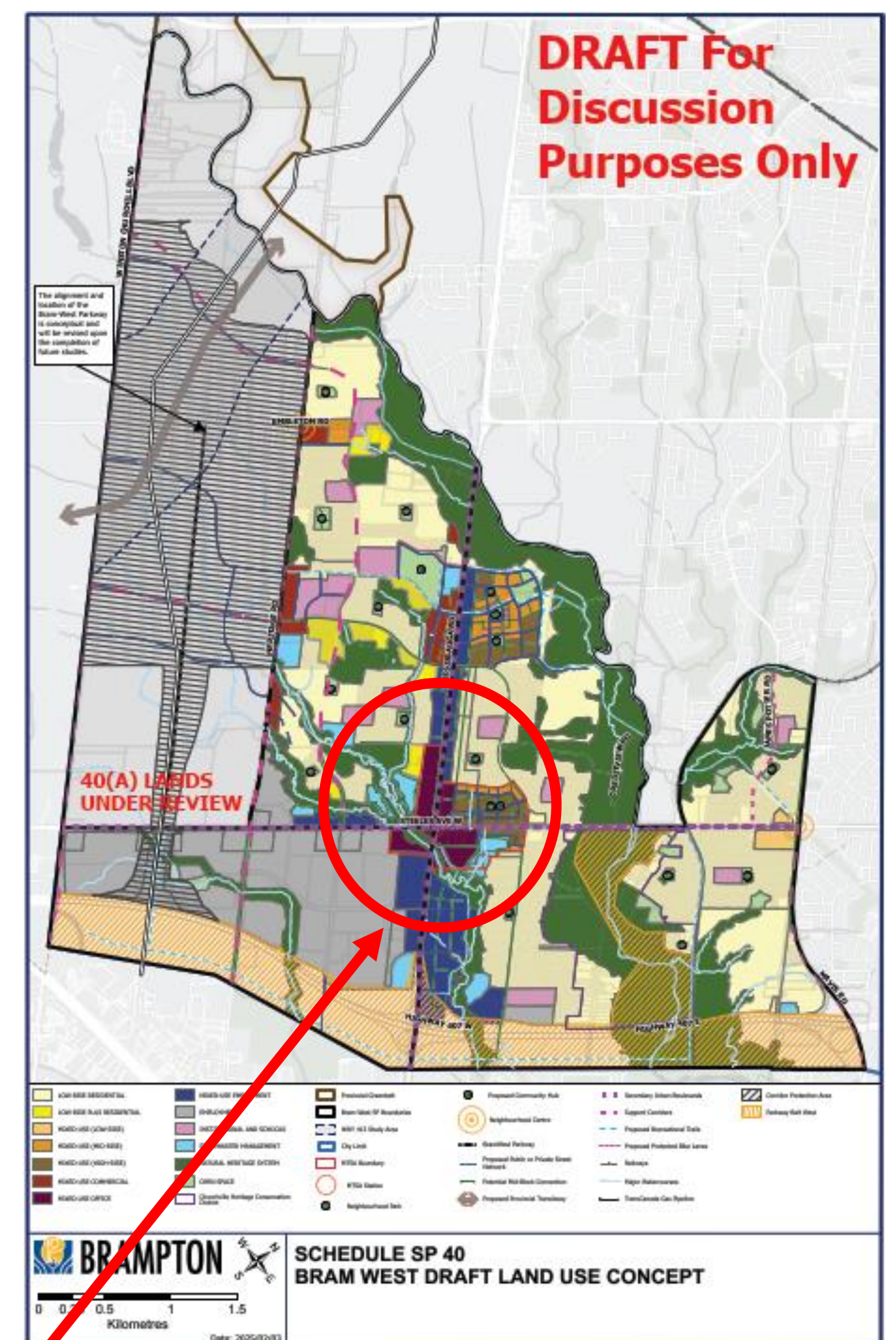
Potential Town Centre

- Bram West has an identified 'Town Centre' through Brampton Plan.
- Town Centre's are vibrant mixed-use centres, connected by higher order transit.
- The Bram West Town Centre will provide:
 - A sense of place
 - Great amenities, parks and public spaces
 - Shopping
 - Local jobs and employment opportunities
 - A mix of housing options
- Through stakeholder discussions, Lionhead Golf Club Road and Mississauga Road was identified as an ideal location for the Bram West Town Centre
- Subject to change.



Steeles at Mississauga Major Transit Station Area (MTSA)

- Major location where density will be directed.
- Supported long-term by Steeles and Mississauga HOT lines.
- Mixed-Use Office and High-Rise Mixed-Use as the predominant uses at Mississauga and Steeles.
- High proportion of employment uses fronting Mississauga Road, respecting the Mississauga Road Corridor Special Policy Area and making connections to employment-focused growth area to the south.



The land uses within the MTSA were approved through a separate City Project, these uses will be integrated into the Bram West Secondary Plan.

Use the QR code to learn more about the City's MTSA's.

Employment Areas

- Bram West is a key employment area in Brampton due to its prime location and connectivity to Highway 407 and future Highway 413.
- Employment Areas, Mixed-Use Employment Areas (and Office-Mixed Use) defined in Brampton Plan – permit major office, advanced manufacturing, innovation and technology, etc.
- Mississauga Road Corridor is a Special Policy Area identified in Brampton Plan.
- Through engagement to date, the City received support for the protection of employment areas from existing businesses and employers.



Excerpt from Schedule 1A City Structure, Brampton Plan

Employment Areas

Potential Neighbourhood Centres

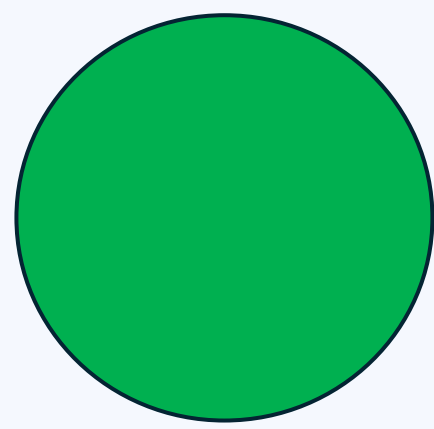
What is a Neighbourhood Centre?

Neighbourhood Centres include a broad range of neighbourhood supportive uses, such as local institutional (schools), local commercial and community services and facilities to support the creation of complete communities.

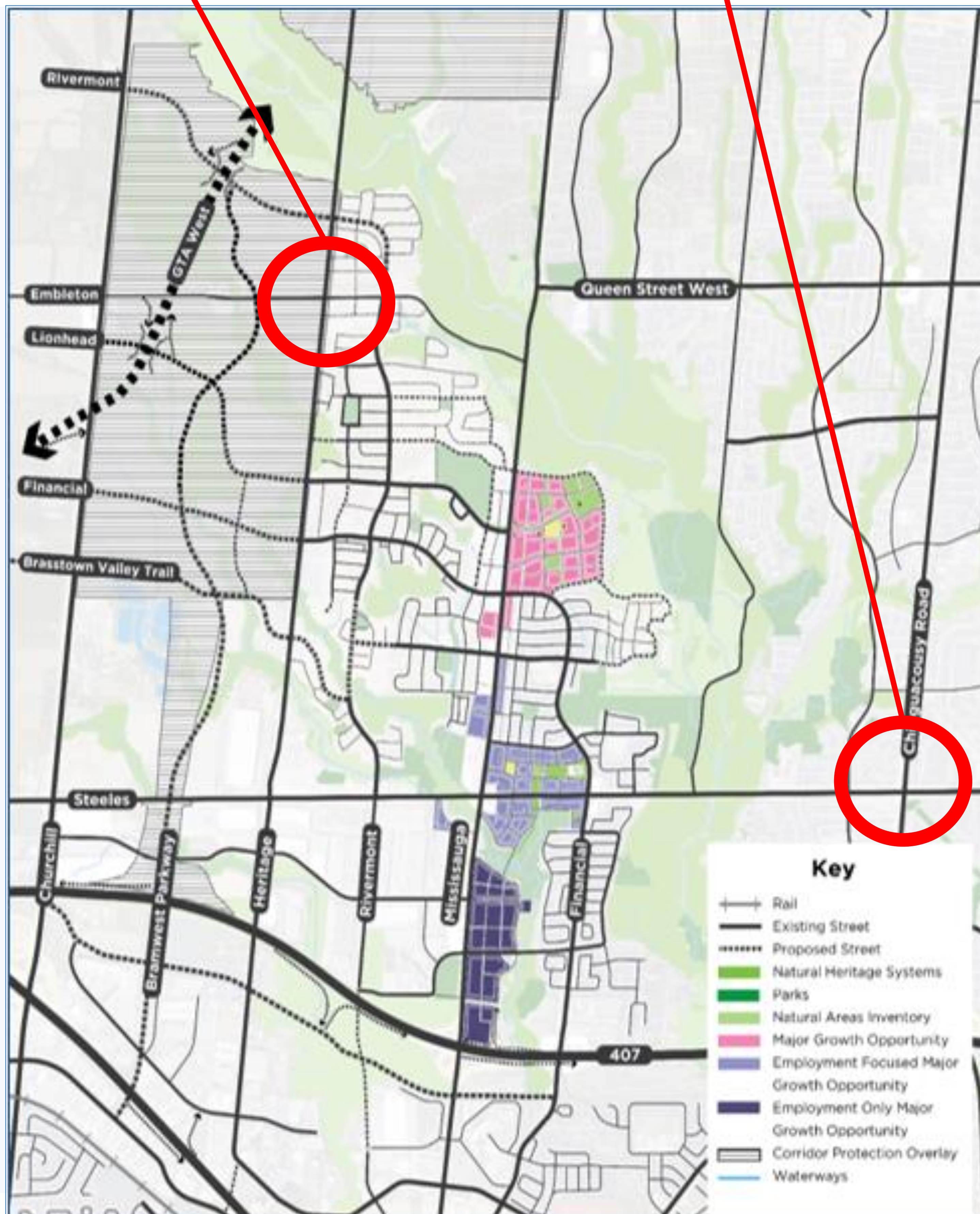
They act as a focal point for the community supported by transit and a mix of housing options. They are intended to be low to mid-rise in scale.

Surrounding Embleton Road
and Heritage Road

Surrounding Chinguacousy
Road and Steeles Avenue



Brampton Plan directs that 'Neighbourhood Centres' be identified through the secondary plan process. Through past engagement with stakeholders, two future neighbourhood centres were identified and are shown below. Using the available sticker dots, help us to identify additional locations for Neighbourhood Centres.



Thank You!

Next Steps:

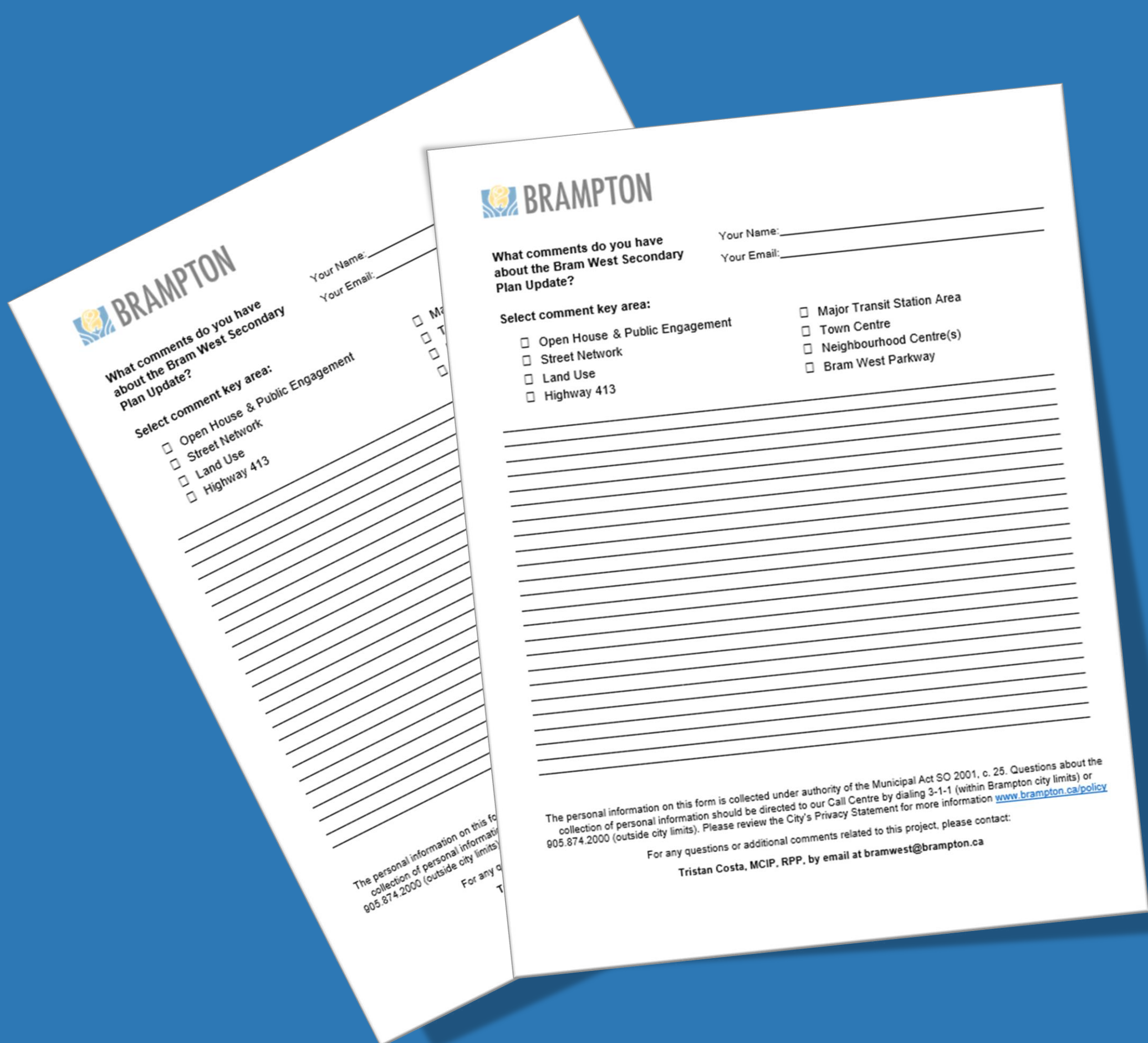
Following today's Public Open House, the Project Team will use your feedback to refine the Draft Land Use Concept.

The Project Team is targeting presentation of a recommended Land Use Concept to the City of Brampton Planning and Development Committee at the end of Q1, 2025

Stay in touch!

Visit: www.Brampton.ca/bramwest

Email: bramwest@brampton.ca



We want to know what **you** think. Please use the available **comment cards** to ask questions and submit feedback.

Appendix C – Comment Response Matrix

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	04-Feb-25	Mixed Use Employment	Our client's land is on the east side of Mississauga Road, immediately north of Wardsville, which is proposed to be designated as "Mixed Use Employment." Much of the frontage along Mississauga Road is also proposed to be within this designation. There is a lack of clarity on the permissions for the "Mixed Use Employment" category. It is unclear whether standalone residential uses are permitted or if residential uses must include a commercial component. It is requested that the "Mixed Use Employment" designation may include commercial uses, but not require them, particularly along the east side of Mississauga Road from Wardsville to Financial Drive.	Thank you for your comment, the breakdown of the employment uses and the policy to support them will follow the completion of the upcoming Employment Study and finalization of the policy framework as part of the next phase of work for the Secondary Plan Review. The existing policy framework identifies that they are to be designated Mixed-Use Employment per Brampton Plan and are designated Employment through the Region of Peel Official Plan. Subsequent stages of the Secondary Plan Review will provide more specific policy requirements.

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	04-Feb-25	Growth Land Use Traffic	<p>The research and population projections informing this study are outdated, dating back to 2001. The population has grown due to immigration, and an increase in multi-generational family households living in single-family dwellings. High-rises are not appropriate for the area and should not be approved. Low-rises are better for traffic flow, as roads are very busy between 3:00 P.M. and 6:00 P.M. Low-rises also offer better access to amenities, of which there are very few. The city should continue to approve "Prestige Industrial" to improve the area.</p>	<p>Thank you for your comments. An evaluation of the existing population, housing and employment numbers for the area and forecasting growth to 2051 will be completed as part of the next stage of the Secondary Plan Review. It is worth noting that a Transportation Study will be commencing for this area following City Council approval of the draft land use concept. The study which will inform any necessary road upgrades in the area to improve traffic flows.</p>
Project Webpage	04-Feb-25	40A Lands	<p>Asked why the concept plan for the 40(A) lands was not shown in the secondary plan. The province will be moving ahead with Highway 413. Would like to know when land in the 40(A) area be released for development.</p>	<p>The draft land use concept for the 40A lands has since been added, which was informed by the recent public, agency and landowner engagement. The potential for development in Sub Area 40(a) remains limited by City Interim Control By-law 306-2003 and adopted Corridor Protection policies intended to protect lands for a future transportation corridor in Northwest Brampton for both Highway 413 and the Bram West Parkway. Through the Secondary Plan Review process, it is the intent to refine the corridor protection area to release lands for development, subject to the findings of the Transportation Master Plan study.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	05-Feb-25	Heritage	Confirmed attendance at the information session on February 11, 2025. Noted that an email was sent to City staff with feedback on the concept, emphasizing Huttonville. Expressed interest in learning about the progress on several matters: Village Heritage Preservation, Embleton diversion concept, Mississauga Road bridge plans and timing, and trail systems.	Thank you for the detailed input. The technical analysis following City Council approval of the draft land use concept will help to determine heritage conservation, roads and access (TMP), as well as any additional connectivity implications. Staff have confirmed the individual is on the project mailing list to keep apprised of progress on relevant matters of interest.
Project Webpage	05-Feb-25	Neighbourhood Centre	The virtual meeting on February 5, 2025, did not include discussions around the land use concept or the lands on Winston Churchill and Embleton. The church on Winston Churchill should be a node/centre for the neighborhood. The lands across from it in Brampton are currently low density with little development. To create a vibrant neighborhood, these lands should be utilized for mixed-use (medium density residential). This area is also in the corridor protection plan, which should be refined as the route of Highway 413 is now clearer. The lands on Winston Churchill and Embleton should be developed similarly to the lands on 40 D (Heritage Road).	The input of landowners at the Visioning Workshop was used to inform the design of the lands at Winston Churchill Boulevard and Embleton Road by introducing / identifying a gateway. The Public Information Centres included discussions and conceptual land use plans relevant to the lands at Winston Churchill Boulevard and Embleton Road, providing an opportunity for feedback through the in-person sessions. The accompanying Staff Report explains the rationale for the proposed conceptual uses for this location based on input received through technical discussions with stakeholders, public engagement and on the technical studies that will be advanced to finalize the land use designations for the area.

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	07-Feb-25	Land Use	<p>The proposed land use concept is inconsistent with Schedule 13N of the Brampton Official Plan and site-specific OPA OP2023#265. Specifically, it includes an additional "Proposed Public or Private Street Network" extending north to Olivia Marie Road from the Proposed Community Hub, which is not shown on Schedule 13N. It also excludes the "Office Centre/High-Rise Mixed Use" designation on the north side of Steeles Avenue W, east of the Office Centre Designation, identified on Schedule C to OPA OP2023#265. Request for revisions to the proposed land use concept and the release of the proposed policy framework to assist in the review. Further comments may follow upon review.</p>	<p>The draft land use concept has been updated to remove the noted local street which was included in error. The land use concept now aligns with the approved Schedule 13N and is reflective of the approach determined through the Major Transit Station Area Study. The policy framework for the lands is guided through Chapter 4 of Brampton Plan. Any updates required to reflect a site-specific OPA and refinements to the schedule will be done in alignment with the MTSA project team and integrated ahead of the completion of the Secondary Plan Review. The relevant policies for the MTSA will be integrated into the updated Bram West Secondary Plan when the policies are drafted.</p>
Project Webpage	09-Feb-25	Engagement	<p>Stated interest in participating as they are an expert Land Development Planner and an Urban and Regional Development Planner with academic qualifications at the Masters and PhD levels.</p>	<p>The city welcomes the ongoing involvement of the public and landowners throughout the project advancement of the Secondary Plan Update. Opportunities for involvement will be shared to the Project mailing list.</p>
Project Webpage	11-Feb-25	Inquiry	<p>Request for map of the area.</p>	<p>The draft land use concept for Bram West Secondary Plan Area has since been publicly posted on the project webpage.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	12-Feb-25	Road	Interest in learning if Heritage Road will be widened from Steeles Avenue to Bovaird Drive.	The Transportation Master Plan for the Bram West Area will be commencing as part of the next phase of the Secondary Plan Review, which will confirm necessary road upgrades. However, City staff are already aware that segments of Heritage Road between Steeles Avenue and Mayfield Road are to be widened as part of approved future road widening projects.
Project Webpage	13-Feb-25	Engagement	Request for meeting link.	Meeting link was provided.
Project Webpage	14-Feb-25	Land Use	The draft land use plan designates their residential property at 8672 Heritage Road within the 40(A) lands as employment. This change from Residential in Brampton Plan is opposed.	The Subject Lands have been shown conceptually as Mixed-Use Employment in the current version of the draft land use concept. The Employment Study for the Bram West lands will be starting as part of the next phase shortly and will provide direction for the types and quantities of employment lands. The Subject Lands may be considered for residential use following the results of the Employment Study, once the city confirms the lands required to meet employment needs to 2051.

Letter	18-Feb-25	Land Use permissions	<p>The proposed land use designations lack clarity on permitted uses. We would like to ensure that the commercial sites within 40(d) can be developed as currently designated through a secondary plan process, without the need for a market study, redesignation or providing justification for why residential units should not be required. The addition of more commercial categories on the secondary plan's land use plan would be appropriate and consistent with the policies of the City's parent OP. Local roads should be removed from the concept; clearer identification of collector roads is needed. The low-rise plus designation is based on condominium tenure, which is noted as unusual. Supporting policy text for land use designations would be helpful. Trails and road connections are typically shown on a separate schedule. Lands west of Heritage Road, previously residential in the existing secondary plan, are now shown as employment, which Great Gulf opposes. They request the residential designation remains. Accompanying mark up identified the following request changes: - Remove trails - Approved Draft Plan for Northwest portion of Block 40-3, NP to be relocated accordingly. - Request for approved live-work townhouses to be redesignated from Mixed-use (Mid rise) to (low rise)- Request for refinement of SWM & Mixed-Use Commercial mapping west of Mississauga Road - Request for parcel to be included in Neighbourhood Park - Request for</p>	<p>The policy framework to support the land uses as identified will be developed and issued for consultation following the completion of the upcoming technical studies. Generally, the intent of the mixed-use commercial policy framework is to ensure the protection of commercial uses through the Secondary Planning process, therefore, commercial sites as a standalone use will likely not require a market study but future policies will outline the specific requirements later in the process. The policies will speak to enabling a greater mix of uses, with the predominant use being commercial. The overall intent of the Mixed-Use Commercial designation is to ensure that key sites within the area based on their location deliver commercial/retail functions to the area in support of 15-minute community. Identifying the appropriate amount of commercial in relation to the greater mix of uses permitted through the designation is the intent of the market study. By providing solely commercial, this delivers 100% commercial which aligns with the goal of a predominant commercial function with these lands. In the revised draft land use concept the underlying parcel fabric has been</p>
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Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
			<p>redesignation from Employment to Low-Rise Residential - Request for Mixed-use (low rise) change to low rise residential-Removal of local roads.</p>	<p>shown in grey under the land uses, local roads are generally excluded, and the existing and proposed primary road network has been shown in black. Trails have not been included on the revised draft land use concept, as their location and orientation will be dependent on the completion of the upcoming technical studies. The Employment Study for the Bram West lands will be commencing shortly and will provide direction for the types and quantities of employment lands. The Subject Lands may be considered for residential use following the results of the Employment Study. The requested revisions based on the marked-up plan provided have been implemented in the revised draft land use concept save for the request of redesignation from Employment to Low Rise Residential on the identified Wooded Pines Development Inc. Lands.</p>

Letter	18-Feb-25	Land Use Transportation	<p>We would like to offer support for Land Use Plan #2 presented at the PIC which included residential uses in proximity to the Lions Head Golf Club Road extension.</p> <p>We would like to offer support for option #2 for the Bram West Parkway potential extension alignment, connecting to Highway 413.</p> <p>We agree with the proposed Neighbourhood Centre designations but suggest permitting medium density and mid-rise housing at Winston Churchill Blvd and Rivermont Road.</p> <p>Recommendation to relocate the "Neighbourhood Park" from the Rivermont and Road and Winston Churchill Boulevard neighbourhood centre and moving the "Institutional" further north.</p>	<p>The Employment Study for the Bram West lands will be commencing shortly and will provide direction for the types and quantities of employment lands. The lands identified in the second option presented at the PIC may be considered for residential use following the results of the Employment Study once the amount of employment lands needed to meet forecasted employment growth to 2051 are identified.</p> <p>The potential Bram West Parkway extension options north of Financial Drive have been removed from the revised version of the draft land use concept for clarity. The upcoming Transportation Master Plan and finalization of the Environmental Assessment will inform the future alignment of the Bram West Parkway.</p> <p>The proposed mixed use (mid-rise) along Winston Churchill Boulevard in the neighbourhood centre at Winston Churchill Boulevard and Rivermont has been maintained and widened. Mixed-Use Employment has been introduced abutting Highway 413, recognizing that the proposed underpass and</p>
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Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
				<p>proximity to Highway 413 may not be compatible with residential uses.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	23-Feb-25	Infrastructure OntarioHydro One	<p>We request that all references to electricity corridors be termed "hydro corridors" and all electricity infrastructure be referred to as "electricity generation facilities and transmission and distribution systems." References to "Hydro One Networks Inc." should use the full name. We propose a policy allowing electricity facilities in all zones, subject to regulatory requirements. For clarity on secondary uses in hydro corridors, we suggest including compatible uses like recreation and agriculture, with technical approval from Hydro One Networks Inc. Policies on burying utility wires should specify that costs are borne by developers, and screening costs should also be developer-funded. Future transportation corridor planning should involve Hydro One Networks Inc. and Provincial Agencies. Setbacks from pipelines should not apply to electricity facilities in hydro corridors. We request to be informed of the Bram West Secondary Plan Review processes for further comments and input on related policies.</p>	<p>Thank you for your comments, they will be considered and implemented through the Secondary Plan policy which will be introduced following the completion of the upcoming technical studies.</p>

<p>Letter</p>	<p>18-Feb-25</p>	<p>Land Use Ministry of Transportation</p>	<p>We support the Neighbourhood Centre at Embleton Rd and Heritage Rd, and the Gateway Feature at Embleton Rd and Winston Churchill Blvd.</p> <p>We oppose the MTO Yard location and suggest relocating it.</p> <p>We request redesignating lands at Embleton Rd and Winston Churchill Blvd towards Hwy 413 from Mixed-Use Employment to Mixed-Use Mid-Rise or High-Rise.</p> <p>We support the Bram West Parkway alignment intersecting Hwy 413.</p> <p>We also support the Mixed-Use Commercial designation on Embleton Rd, west of Heritage, and recommend extending the Mixed-Use (Low Rise) designation further west.</p> <p>The Hwy 413 corridor should reflect its design width. Lastly, we support identifying lands bounded by Embleton Rd, Heritage Rd, and future Lionhead Golf Club Rd as neighbourhood/community uses with suitable buffers.</p>	<p>Thank you for your comments. The Project Team is committed to working with MTO to consider alternate locations for the proposed MTO Yard.</p> <p>The lands at Embleton Road and Winston Churchill Boulevard, bound by Highway 413, have been conceptually shown as Employment in the current version of the draft land use concept. The Employment Study for the Bram West lands will be commencing shortly and will provide direction for the types and quantities of employment lands. The lands identified in the second option presented at the PIC may be considered for residential use following the results of the Employment Study once the amount of employment lands needed to meet forecasted employment growth to 2051 are identified.</p> <p>As requested, the Mixed Use (Low-Rise) land use has been extended further west on Embleton Road.</p> <p>The Highway 413 Corridor has been updated to reflect the most recent alignment and design elements provided by the province.</p>
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Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	18-Feb-25	TransCanada Pipeline	<p>There is an error in the depiction of the TCPL Pipeline Right-of-Way south of Highway 407, which should make a 90-degree turn to the west. The Land Use Plan should be revised to reflect this. Through the Draft Plan of Subdivision process, the TCPL Pipeline Right-of-Way should be dedicated as passive open space or parkland and identified as a pipeline/utility corridor. No buildings or structures should be installed on the Right-of-Way, with specific setback requirements for permanent and temporary structures, parking areas, and loading areas. Road crossings and recreational trails near the Right-of-Way require TCPL's written consent and must follow their guidelines. Drainage should be directed away from the Right-of-Way, and vehicle barriers should be installed where public roads cross it.</p>	<p>Thank you for the comments. The TCPL has been conceptually updated, through the Secondary Plan Update the Project Team will seek GIS shapefiles of the TCPL to ensure it is accurately delineated through future work, engagement materials and in the final schedules adopted by Council as part of the Secondary Plan Review process.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Presentation	01-Feb-25		<p>In a pre-consultation meeting conducted by GSAI last year, the suggested locations for SWM ponds were 1* and 5*. As the owner of 8672 Heritage Rd, I noted that my two bungalows, which are primary homes for my parents and my family, fully overlap with the suggested SWM pond location 1*. Both homes have been extensively renovated in the last five years. I propose relocating SWM pond location 1* to either location 2* or 3*, which align better with the area's topography and existing ponds. Additionally, I suggest changing the zoning of 8672 Heritage Rd to medium density, in line with the province's Bill 23, and considering the planned mid-rise buildings nearby. This site could support affordable housing, offering a mix of rental apartments and amenities for various residents.</p>	<p>The only stormwater management facilities included on the draft land use concept are existing or proposed, no potential or conceptual stormwater management locations will be implemented until the technical studies have been completed and stormwater management facilities are appropriately determined.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	18-Feb-25	Servicing	<p>The Region of Peel requests an updated sub-watershed study before a major update of the secondary plan, as the existing study is outdated. The Region looks forward to reviewing draft servicing, phasing, and infrastructure policies, along with population and employment forecasts. They emphasize the need for an Infrastructure Servicing Study to align with growth. For housing, they suggest designating space for licensed childcare centers in mixed-use areas and incorporating universal accessibility and design features. Peel seeks to provide input on stormwater management strategies. Regional staff are committed to collaborating with the City and stakeholders, with formal comments to follow once technical studies and draft policies are available.</p>	<p>Thank you for your comments. The city will be initiating a Sub watershed Study and other technical supporting studies following Council endorsement of the draft land use concept.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	14-Feb-25	Land Use	<p>We have reviewed the various proposal for the 40(a) lands under review. I have attached out preferred option. It is our belief that residential lands on both sides of Heritage Road is sensible. Maple Leaf Farms dictates that the lands south of Financial Drive should be employment. Using Financial Drive and the abutting environmental features create a perfect buffer between Employment and Residential. The land north of Financial Drive should be residential.</p>	<p>The lands at Embleton Road and Winston Churchill Boulevard, bound by Highway 413, have been conceptually shown as Employment in the current version of the draft land use concept. The Employment Study for the Bram West lands will be commencing shortly and will provide direction for the types and quantities of employment lands. The lands identified in the second option presented at the PIC may be considered for residential use following the results of the Employment Study once the amount of employment lands needed to meet forecasted employment growth to 2051 are identified.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Email	07-Feb-25	Land Use	<p>We represent Patel Land and Developments Limited, the owner of 8383 Mississauga Road within the Bram West Secondary Plan. Our client has an active development application (City File: OZS-2023-007) to change the land use from Agriculture (A) to Office Commercial (OC), aligning with the Region and City’s Official Plans. We are providing comments on the Draft Land Use Concept Plan in light of this application and ongoing discussions with the City’s Development Services Department. We request to receive any communication or notices of upcoming meetings or Council decisions regarding this initiative.</p>	<p>Thank you for your comment, you have been added to the project email list, and we encourage your ongoing involvement.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Email	13-Feb-25	Transportation	<p>Bram West Parkway should link directly with the proposed 413/Winston Churchill interchange and not continue north, avoiding unnecessary industrial truck traffic and additional bridge costs. It should also connect to the 407 with a new ramp for direct truck access to the industrial area and Hwy 413. The planned high-density areas at Steeles/Mississauga Road and Lionhead/Mississauga Road need review to ensure sufficient infrastructure. Steeles Avenue should be widened between Chinguacousy Road and Winston Churchill. The proposed transit station at Steeles/Financial is logical, Mississauga/Steeles can not absorb more than it currently does. A gateway feature is needed on Mississauga Road. There is a conflict in the land use drawings at Heritage and Embleton; a neighbourhood commercial buffer is recommended to separate residential uses east of Heritage Road from employment uses west of Heritage Road. The Hwy 413 maintenance yard should be relocated from Embleton and Winston Churchill to avoid interfering with Brampton's gateway.</p>	<p>The potential Bram West Parkway extensions north of Financial Drive have been removed from the revised version of the draft land use concept. The Transportation Management Plan for the Bram West area will inform whether the extension is warranted, and the most appropriate alignment of the Parkway. The land uses within the Major Transit Station Area (MTSA) have been approved through the City's MTSA study process, which will be reflected and implemented through the Secondary Plan update. The Transportation Master Plan for the Bram West area will inform whether transportation network upgrades are warranted. Through the Secondary Plan Review and policy drafting process, attention can be given to the treatment of the Mississauga Road corridor. On the revised version of the draft land use concept, the residential uses east of Heritage Road are separated from the Employment Use's by the Natural Heritage System, the Mixed-Use Employment land use or the Mixed-Use Commercial land use. The Project Team is committed to working with MTO to consider alternate locations for the proposed MTO Yard.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Project Webpage	14-Feb-25	Infrastructure Ontario	Thank you for considering Infrastructure Ontario's comments (below) regarding our property at the northwest corner of Highway 407 and Chinguacousy Road. The Draft Land Use Concept has re-designated the site from Road Network to Residential, in line with our request.	Thank you for your comments, as noted, these lands are designated residential in the current version of the draft land use concept.
Email	06-Feb-25	Infrastructure Ontario	IO previously submitted the attached comment letter in June 2022 & March 2023 (comment below) as part of the City's Secondary Plan and Official Plan Review processes. Please confirm that it will be considered through the renewed Bram West Secondary Plan Review.	
Letter	23-June-22	Infrastructure Ontario	The property at the northwest corner of Highway 407 and Chinguacousy Road, approximately 1.25 acres, was declared surplus on December 3, 2020, as it is no longer needed for Highway 407. Ministries and agencies, including the Ministry of Transportation and Metrolinx, did not express interest in the site. As we prepare to dispose of the property, we seek to ensure appropriate land designation prior to sale. Previously part of the Parkway Belt West Plan (PBWP), it was removed in 1996. Currently, the land use designation is Residential, but the Bram West Secondary Plan designates it as Road Network. We propose revising the Secondary Plan to redesignate the site from Road Network to Residential to ensure consistency with the new Brampton Plan and reflect its removal from the PBWP and Highway 407 needs.	

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	18-Feb-25	Land Use	<p>For 1876 & 1990 Hallstone Road (Streetsville Glen Golf Course), we request the lands be designated as "Employment" to align with the new legislation and Brampton Official Plan. We also request the City amend the Employment Area policies to conform with the new Provincial Planning Statement (2024). For 8501 & 8525 Mississauga Road (Kaneff Head Office & Lionhead Golf and Country Club), we request changing the proposed Mixed-Use Employment designation to Mixed-Use (High-Rise) to align with City policies. We believe the Planned Major Transit Station Area (MTSA) south of Steeles Avenue West should be reconsidered, as the area around Mississauga Road and Financial Drive better aligns with the City's vision for MTSA's.</p>	<p>Thank you for your comment. Through an upcoming Employment Study, necessary updates to align with the new employment legislation will be finalized. In the interim, as requested, the lands at 1876 & 1990 Hallstone Road have been updated to 'Employment'. The Mixed-Use Employment designation along Mississauga Road north of the MTSA has been maintained for consistency with Brampton Plan which identifies these lands as a Special Policy Area (Mississauga Road Corridor) and area for Mixed-Use Employment.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Letter	18-Feb-25	Land Use	<p>MLF requests that the Natural Heritage System designation for 8175 Winston Churchill Boulevard be scaled back to accurately reflect on-site features. They recommend redesignating the large pond at the rear of the MLF Processing Plant from 'Open Space' to 'Employment.' MLF urges staff to review the 2019 Class Environmental Assessment for Bram West Parkway and update the Concept accordingly. They request that 8280 Heritage Road revert to its 'Employment' designation instead of 'Mixed-Use Commercial.' MLF also recommends designating lands west of Heritage Road and Financial Drive as 'Employment' to avoid compatibility issues. They support relocating the MTO Yard from Embleton Road and Winston Churchill Boulevard to a more suitable location. The Highway 413 corridor should accurately reflect design drawings. While generally supportive, MLF may provide further comments on future drafts and reports.</p>	<p>Thank you for the detailed comments. The Natural Heritage System and any necessary refinement to its features will be assessed through the upcoming technical studies. The NHS designation for 8175 Winston Churchill Boulevard has been scaled back to reflect on-site features. In addition, the large pond has been updated to Employment as requested. City Staff agree to support discussions with MTO regarding the review of the MTO Yard location to another more appropriate location. The Highway 413 alignment and surrounding FAA has been updated to reflect the most recent data provided by the province. The proposed Bram West Parkway alignment has also been updated for consistency with Environmental Assessment alignment south of the Financial Drive extension. An Employment designation has been applied to the lands at 8280 Heritage Road, as requested. A Mixed-Use Employment designation has been introduced to the lands west of Heritage Road, surrounding the Financial Drive extension.</p>

Comment Source	Comment Date	Comment Category	Stakeholder Comment	Response
Email	05-Feb-25	Engagement	<p>Inquiry about the Public Information Centre regarding the presence and availability of subject matter experts who can support inquiries on the following matters: cultural heritage, roads and transportation.</p>	<p>The consultant team and a variety of subject matter experts from the City were available at the PIC to answer any questions related to the draft land use concept and secondary plan update process in general. Comment cards were available for any questions or comments that could not be answered by the project team in attendance. Any specific questions related to those matters can be sent to the City's project team for the Bram West Secondary Plan Review and staff will connect to the relevant subject matter experts.</p>
Email	13-Feb-25	Transportation	<p>Request for a diversion of traffic to relieve congestion on Embleton Road east of Heritage Road. This diversion could provide much-needed roadway width for the designated "Gateway" east-west artery and align well with the proposed widening of Mississauga Road. It also helps preserve the character of the historic village where Embleton narrows to a single lane and could potentially offer public access to the McMurchy woolen mill and historic dam structures in the future.</p>	<p>Thank you for your comment. The city recognizes the importance of protecting the historic village of Huttonville. The upcoming Transportation Master Plan for the Bram West Secondary Plan will help determine required road upgrades. The Cultural Heritage study will also inform necessary protections and additional studies required related to Huttonville and its cultural heritage.</p>

Appendix D – Formal Comment Letters

June 23, 2022

Andrew McNeill, Manager Official Plan and Growth Management
Planning, Building and Economic Development Department

Andrew.McNeill@brampton.ca & opreview@brampton.ca

Re: Infrastructure Ontario Additional Comments on City of Brampton's Official Plan Review – Draft Brampton Plan April 2022

Infrastructure Ontario (“IO”) is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Government and Consumer Services (“MGCS”). Part of IO’s mandate is to protect and optimize the value of the portfolio, while ensuring real estate decisions reflect public policy objectives. On June 3, 2022, IO had submitted a letter to the City of Brampton with comments for consideration in relation to the new draft – Official Plan – Brampton Plan. Further to our previous letter, we would like to comment on one additional property within the Bram West Secondary Plan in advance of any Secondary Plan Reviews, which we understand will be undertaken at a later date through the Official Plan Review.

The property is located at the northwest corner of Highway 407 and Chinguacousy Road. It is an approximate 1.25 acre parcel that is part of PIN 14085-0146. It was declared surplus on December 3, 2020 as it is no longer required for government program use (specifically Highway 407). The property was then circulated to ministries and agencies on December 12, 2020 and both the Ministry of Transportation and Metrolinx did not formally express interest for the site. As we prepare to dispose of the property, we would like to ensure that the lands are designated appropriately prior to sale. The site was once included within the Parkway Belt West Plan (PBWP) however it was removed through Amendment 103 on December 16, 1996; the remainder of the PIN is still within the PBWP area. The current and draft land use designation is *Residential*, however within the Bram West Secondary Plan the property is designated as *Road Network (Highway 407)*.

To ensure consistency between the new Brampton Plan and the Bram West Secondary Plan, and also to reflect the removal of the subject property from the PBWP and Highway 407 needs, we propose that the Secondary Plan designation be technically revised to redesignate the site from *Road Network* to the underlying *Residential* when the City undertakes a review and update of the Bram West Secondary Plan.

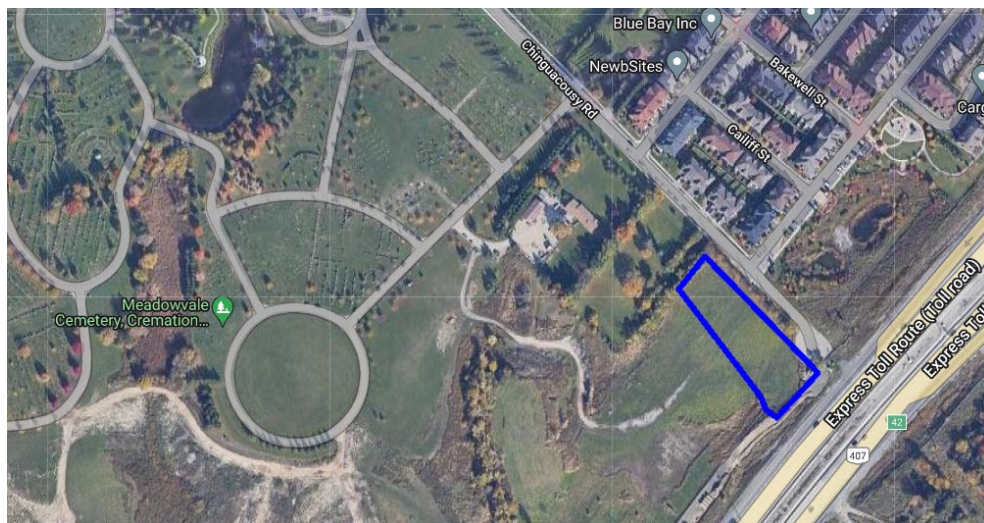


Figure 1: Site Location of Property (outlined in blue)

Head Office

One Dundas Street West
Suite 2000, Toronto, ON
M5G 1Z3

Siège de direction

1, rue Dundas Ouest
bureau 2000, Toronto, ON
M5G 1Z3



**Infrastructure
Ontario**

We thank Staff for considering our comments and recommendations. Please contact us if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Tate Kelly".

Tate Kelly, MCIP RPP

Senior Planner

Portfolio and Development Planning

cc. David Macey, IO
Amy Emm, IO
Joanna Craig, IO



February 7, 2025

Steve Ganesh
Commissioner
Planning, Building & Growth Management Department

Brampton City Hall
2 Wellington Street West
Brampton ON L6Y 4R2

Dear Mr. Ganesh;

**RE: BRAM WEST SECONDARY PLAN - DRAFT LAND USE CONCEPT PLAN
8383 MISSISSAUGA ROAD, BRAMPTON
OUR FILE: 09144Q**

We are the Planning representatives for Patel Land and Developments Limited (the "Owner"), the owner of the lands located at 8383 Mississauga Road (the "Subject Lands") in the City of Brampton. On behalf of the Owner, please accept this correspondence as formal comments on the City's undertaking of the "Bram West Secondary Plan Review" (**Bram West Review**), and more specifically the "Bram West Draft Land Use Concept" (**Draft Land Use Concept**) dated February 3, 2025, respecting the Subject Lands.

The Subject Lands are designated Employment in the Region of Peel Official Plan (**Region OP**), Mixed-Use Employment in the City's Official Plan (**City OP**) and Mixed-Use Employment in the proposed Draft Land Use Concept.

The Subject Lands are currently developed with an existing rehabilitation centre and are currently zoned Agriculture (A) on the interactive map of the in-effect Zoning By-law 270-2004.

The Subject Lands are also currently subject to an active development application for Zoning By-law Amendment (the "Application") (City File: OZS-2023-0007), which was deemed complete on April 20, 2023. The purpose of the Application is to amend Zoning By-law 270-2004 on a site specific basis to:

1. Bring the zoning of the Subject Lands into conformity with the Official Plan;
2. Bring the zoning of the Subject Lands into conformity with the in-effect Bram West Secondary Plan;
3. Essentially apply the same zoning standards (Office Commercial zone (OC-2029) to the Subject Lands that currently apply to the adjacent lands immediately north and south of the Subject Lands fronting Mississauga Road

We note that the proposed Mixed-Use Employment designation in the Draft Land Use Concept conforms to the Region OP and City OP. Furthermore, we note that the Application will continue to conform to the Bram West Secondary Plan based on the proposed land uses of the Draft Land Use Concept.

Bram West Draft Land Use Concept Plan

Reviewing the Draft Land Use Concept Plan, it is noted that the plan has been modified from the current in-effect land use schedule by including, but not limited to, the following:

- MTSA Station;
- MTSA Boundary;
- Mid-block Connections;
- Highway 413 Study Area; and
- Stormwater Management Locations

We have noted that there is a proposed mid-block connection, traversing over the Subject Lands providing a north-south connection to Financial Drive and Wardsville Drive. Through the review process of the Application, we have received comment from Development Services that an access via Financial Drive will not be supported for the reasons as follows:

- 1. Access adjacent to an existing transit stop is not supported for safety and operational reasons.*
- 2. Spacing on Financial Drive between the Sky-Harbour intersection and the Mississauga Road intersection is insufficient to accommodate queuing, which therefore compromises safety and motorist sightlines when attempting to enter/egress from any Financial Drive access.*

In response to the City comments provided above, we have revised and submitted provided an alternative mid-block connection for the City's consideration on November 1st, 2025. This alternative varies from the proposed mid-block connection on the Draft Land Use Plan.

Proposed Bram West Land Use Concept Plan Request

We request the following revisions be incorporated into the Bram West Land Use Concept Plan:

1. Removing the proposed access via Financial Drive, in accordance with the comments received from the City Development Services; and
2. That the Bram West Land Use Plan reflect the mid-block connection as proposed by the Application.

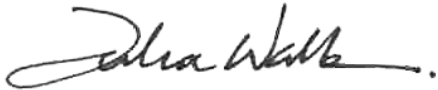
In summary, the proposed land use designation of Mixed-Use Employment is consistent with the Region and City Official Plans. The proposed Application will continue to align with the planned surrounding development context, as depicted in the Draft Land Use Concept Plan, and achieve the policy objectives for the Mixed-Use Employment designation.

However, the proposed alignment of the north-south mid-block connection via Financial Drive and Wardsville Drive, traversing over the Subject Lands, should be reconsidered to more appropriately address the comments provided by City Development Services, more specifically that an access to Financial Drive will not be supported.

We formally request to receive any communication or any notice of upcoming meetings or any decision of Council regarding this initiative.

Yours truly,

MHBC



Debra Walker, BES, MBA, MCIP, RPP
Partner



Mariusz Jastrzebski, BURPI, MCIP, RPP
Associate



Eric Brathwaite, BA, CPT
Senior Planner

cc. *Client*

What comments do you have about the Bram West Secondary Plan Update?

Your Name: Mark Saltzman
Your Email: Mark.L.Saltzman@gmail.com

Select comment key area:

Open House & Public Engagement

Street Network

Land Use

Highway 413

Major Transit Station Area

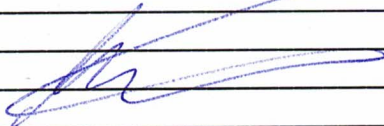
Town Centre

Neighbourhood Centre(s)

Bram West Parkway

We have reviewed the various proposals for the 40(a) lands under review. I have attached our preferred option. It is our belief that residential lands on both sides of Heritage Rd is sensible. Maple Leaf farms dictates that the lands south of Financial Drive should be Employment. Using Financial Drive and the abutting environmental features create a perfect buffer between Employment and Residential. The land north of Financial Dr should be Residential.

Thank you,



The personal information on this form is collected under authority of the Municipal Act SO 2001, c. 25. Questions about the collection of personal information should be directed to our Call Centre by dialing 3-1-1 (within Brampton city limits) or 905.874.2000 (outside city limits). Please review the City's Privacy Statement for more information www.brampton.ca/policy

For any questions or additional comments related to this project, please contact:

Tristan Costa, MCIP, RPP, by email at bramwest@brampton.ca

February 18, 2025

Tristan Costa, MES (PI), MCIP, RPP
Planner III, Official Plan and Growth Management
Integrated City Planning
Planning, Building and Growth Management
Corporation of the City of Brampton
2 Wellington Street West
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Public Works

10 Peel Centre Dr.
Suite B
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

**Re: City of Brampton Bram West Secondary Plan Review
Draft Land Use Concept Comments**

Dear Mr. Costa,

Please let this serve as feedback from the Region of Peel on the Draft Land Use Concept presented at the Public Information Centre sessions hosted by the City last Tuesday, February 11, 2025 as part of the Bram West Secondary Plan Review. These comments follow those provided on March 21, 2023, on previously circulated materials. High level comments are provided below in anticipation of more detailed studies and analysis, to which we look forward. In the meantime, please find preliminary comments on the Draft Land Use Concept:

Environmental Planning, Research and Analysis Team

Research and Analysis staff completed a review of Peel's Bram West Secondary Plan comments provided in March 2023; the land use conceptual plan from February 2023 on which those comments were based; the currently circulated 2025 Draft Land Use Concept; and the City's Bram West Secondary Plan Review website. Please note that these comments are preliminary until additional information is available to review.

Based on a visual comparison, the proposed conceptual plan appears to address the Region's March 2023 comments regarding Levi Creek, which is now included in its entirety.

The Region had also requested an updated sub-watershed study, or equivalent, prior to a new or a major update of the secondary plan, as the existing subwatershed study is very dated (1999). Reviewing the City's website, there is no reference to an updated subwatershed study in the resources section. As the Provincial Policy Statement 2024 Section 4.2 directs that large and fast-growing municipalities shall undertake watershed planning, it is recommended that the City update the subwatershed plan.

Growth Management

Peel looks forward to reviewing the draft Bram West Secondary Plan Area servicing, phasing, and infrastructure policies, along with population and employment forecasts and technical studies. Peel acknowledges that technical studies, such as an Infrastructure Servicing Study, are required to ensure alignment with current and planned growth and development. Further comments will be provided upon review of the forthcoming draft policies and Infrastructure Servicing Study to ensure the effective and timely delivery of infrastructure.

Public Works

10 Peel Centre Dr.
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tel: 905-791-7800

peelregion.ca

Housing

This secondary plan review process presents an opportunity to identify and implement opportunities to support and facilitate affordable housing. This could include the identification of lands as a contribution to the Region and/or a non-profit housing provider to be used for affordable housing. Peel staff would be interested in working with the City of Brampton and applicants to establish terms of such a contribution involving Peel Region and/or connecting applicants to a non-profit housing provider. Peel staff would also be willing to discuss other potential options with City staff and applicants to support affordable housing, such as off-site contributions or financial contributions through applicable housing initiatives. The definition of 'affordable housing' can be found in the [Glossary](#) section of the Peel 2051 Regional Official Plan and the [Provincial Planning Statement](#). The definition of 'low and moderate income households' is also provided in the [Provincial Planning Statement](#). For future consideration, applicants should explore opportunities for purpose-built rental and secondary rental units, particularly in mid-rise and high-rise areas.

This is an area that is a priority community for child care expansion. In the proposed mixed-use areas, opportunities should be explored to designate purpose-built space for a licensed child care centre, such as in ground floor retail or commercial spaces, podium, amenity or mixed-use spaces, where feasible.

For future consideration, implementation of the secondary plan is encouraged to incorporate universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community need to support age-friendly healthy built environment, multi-generational households, and [core housing need](#).

Roads and Stormwater Management

In order to foster optimal stormwater management along roadways currently under the jurisdiction of Peel Region, we seek to provide comment and input during development of the Terms of Reference for planning studies (subwatershed study etc.) to be undertaken in developing a stormwater management strategy for the Bram West Secondary Plan area.

In summary, Regional staff remain committed to working with the City and all stakeholders to address any matters of Regional interest as the update of the Bram West Secondary Plan progresses. We understand that these are very early days in the process; that proposed amendments are forthcoming; and that formal comments from the Region will be provided once technical studies and draft policies are made available for review.

Should you have any questions or concerns with our preliminary comments to date, kindly advise me (dana.jenkins@peelregion.ca) at your earliest convenience. Thank you, Tristan.

Regards,

Dana Jenkins

Dana Jenkins

Development Services

cc: John Hardcastle, Manager, Development Services, Region of Peel
Shannon Brooks, Manager, Official Plan and Growth Management, City of Brampton

February 18th, 2025

MGP File: 17-2615

City of Brampton
Integrated City Planning
Planning, Building and Growth Management
City of Brampton

via email: bramwest@brampton.ca

Attention: The Bram West Secondary Plan Review Project Team

Dear Project Team:

**RE: Bram West Land Use Concept, February 11th, Open House Presentation
Comments for lands within the Riverview Heights Community**

Thank you for providing the opportunity to comment on the Bram West Land Use Concept Plan presented at the February 11th Open House and available online. I am providing comments on behalf of Great Gulf who owns or manages four (4) draft approved and partially built subdivisions or approximately 193 ha of lands within the Riverview Heights Block Plan, representing approximately 46% of the Block's developable area. The Riverview Heights lands are located between Heritage Road and Mississauga Road, north of Steeles Ave and extend north to the Credit River Valley. They are identified in the Official Plan's Schedule 10 as secondary plan area 40(d) Bram West. Copies of the draft approved subdivision plans were provided to the project team in April of 2023.

No text was provided on the **permitted uses within the proposed land use designations** in the legend. It appears that some more specific land use designations in the approved secondary plan have been blended into one category, such as Neighbourhood Parks and a Mixed-use Commercial designation, while more residential categories have been added. We understand that this is ongoing process but it is difficult to fully understand the proposed plan without the permissions and limitations of the proposed land use designations shown in the legend.

The **Mixed-Use Commercial** designation of the City's 2024 Official Plan (OP) permits residential uses as an alternative to or in addition to commercial uses, depending on the location. Policy 2.2.6.18 of the OP requires the designation of mixed-use commercial sites through a Secondary-Level Plan, as determined by a Market Study to identify the appropriate amount of commercial space required to be maintained on the site. The various commercial designations within 40(d) have already been determined through the approved secondary plan process. We agree with providing for the opportunity for additional uses within the commercial blocks in the future, however, not all sites are not suitable for residential use (such as those within or affected by employment uses). We would like to ensure that the commercial sites within 40(d) can be developed as currently designated

through a secondary plan process, without the need for a market study, redesignation or providing justification for why residential units should not be required. The addition of more commercial categories on the secondary plan's land use plan would be appropriate and consistent with the policies of the City's parent OP.

The underlying development pattern of **local roads** should be removed from the secondary plan schedule and instead, the structuring **collector roads** should be identified more clearly.

The **Low-Rise Plus Designation** appears to only apply to areas that are condominium in tenure. In our experience, it is unusual to have a separate land-use designation that applies based solely on tenure type. Again, it would be helpful to have the supporting policy text available for the land-use designations to better understand the intent and permitted uses within these areas.

Trails and additional local or private road connections are typically shown on a separate schedule from the land use schedule in a secondary plan. The trail shown in the Credit River Valley extending from Heritage Road east and south to Embleton Road was already walked by City staff during the secondary and block plan process and determined to be hazardous and not feasible due to the very steep slopes and dense vegetation extending down to the river. It appears the extension of the trail extending south of Embleton Road and east to Mississauga Road runs through privately owned residential lots. These trails should be removed from the secondary plan concept.

Lands West of Heritage Road (Secondary Plan Area 40(a) Bram West)

The Great Gulf (Wooded Pines) lands within this secondary plan area are primarily designated as residential in the secondary plan and as Neighbourhoods (residential) in the City's parent official plan as shown in the figures below.

Figure 1: Composite of Current Secondary Plans 40(a) and 40(d)

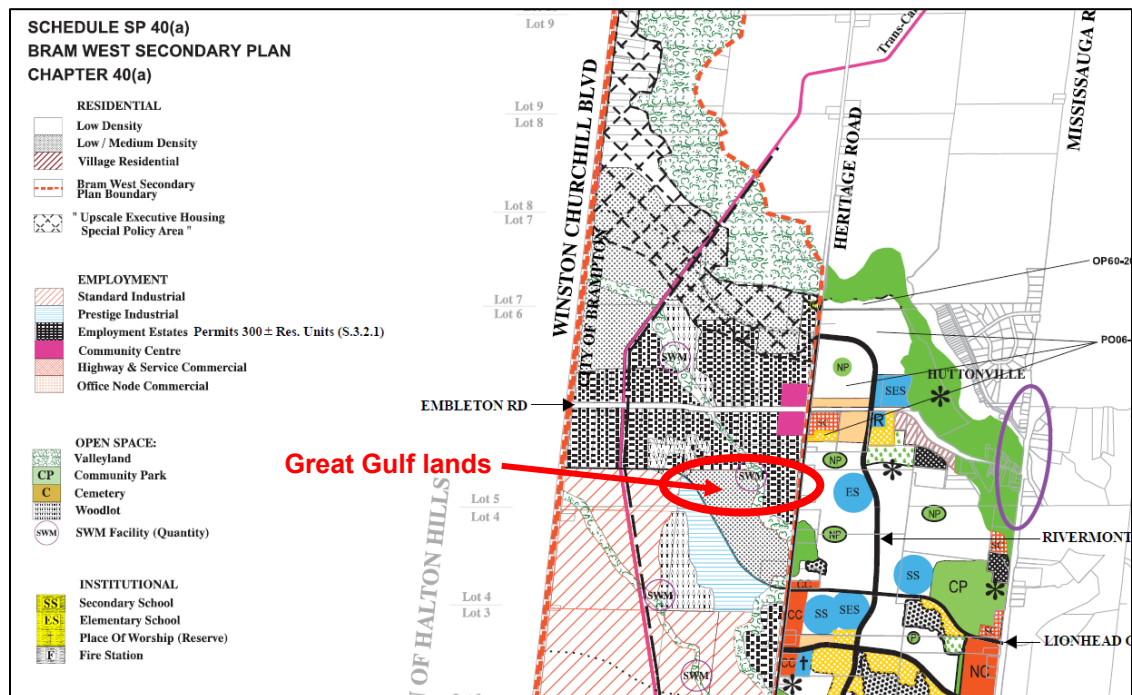
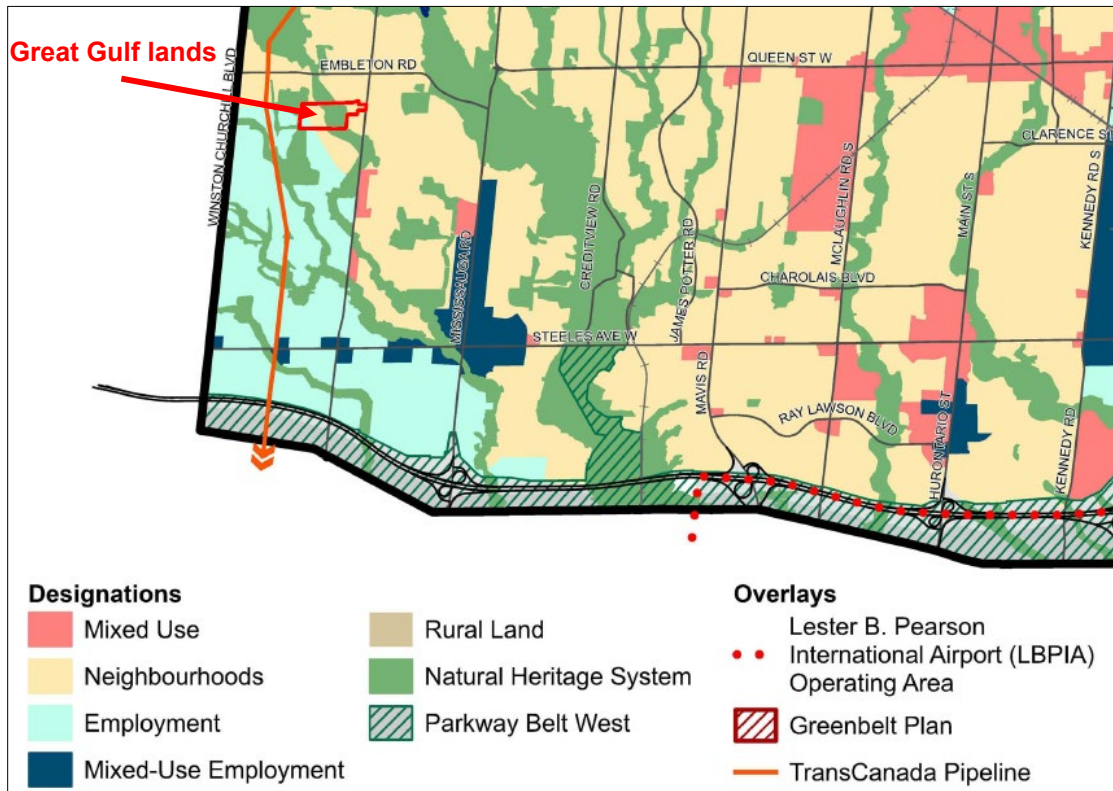


Figure 2: City of Brampton Official Plan 2024, Schedule 2 / Designations Detail



The updated land use schedule released following the Open House added the lands within Secondary Plan Area 40(a) and shows a much larger portion of the Great Gulf lands in 40(a) as Employment.

Great Gulf does not agree with changing residential land use designations on their land to employment and **requests that the residential designations on their lands remain as is.**

The **attached annotated plan** provides Great Gulf’s detailed comments and requested changes to the most recent land use concept plan.

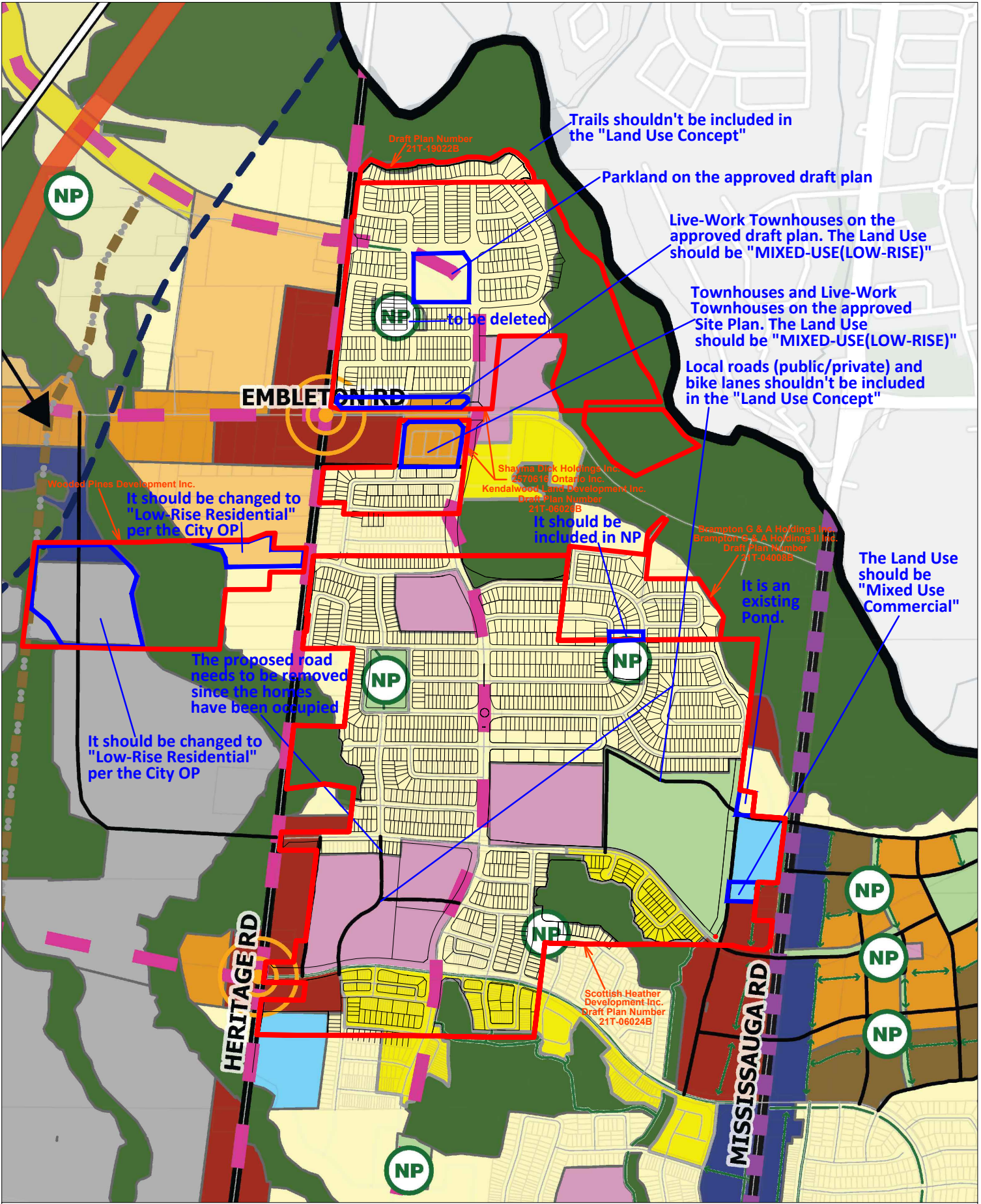
We hope you will take our comments into account and look forward to seeing more detail on the permissions within the land use categories and the opportunity to comment on them in advance of the Recommendation Report for the Land Use Concept.

Yours very truly,
Malone Given Parsons Ltd.

Joan MacIntyre, MCIP, RPP
Principal

Att/1

- c. K. Schofield, President, Low Rise Residential, Great Gulf
- W. Guo, Director, Planning & Design Great Gulf



Great Gulf Comments regarding the draft Bramwest Secondary Plan Land Use Schedule (Date: 2025/02/03)

February 18th, 2025

GSAI File: 713-005

(Via Email)
City of Brampton
2 Wellington St. W.,
ON L6Y 4R2

Attention: Tristan Costa, MCIP, RPP
Senior Policy Planner

RE: Bram West Secondary Plan Review
Various Land Owners within the Block 40-5 Area

Glen Schnarr and Associates Inc. (GSAI) is pleased to make this submission regarding the Bram West Secondary Plan Review ('BWSP Review'). As Staff and Council are aware, GSAI has been participating in the BWSP Review. We understand that when complete, the City's BWSP Review will culminate in new land use schedules and policies that will modify the policy framework permissions for the Bram West Secondary Plan lands west of Heritage Road.

GSAI has a long history of representing landowners within the Bram West Secondary Plan. More specifically, and more recently, GSAI has participated in the following events related to the Bram West Secondary Plan review process:

- On January 13th, 2025, City of Brampton staff prepared a Recommendation Report seeking direction from the Planning and Development Committee to resume the Bram West Secondary Plan process. GSAI prepared a formal delegation in support of City staff's recommendation report at the Planning and Development Committee meeting;
- On January 27th, 2025, GSAI attended and participated in the virtual Bram West Secondary Plan Review – 40a Visioning Workshop held by City staff;
- On February 11th, 2025, GSAI attended and participated in the Bram West Secondary Plan Review Public Information Centre (PIC) held by the City of Brampton staff.

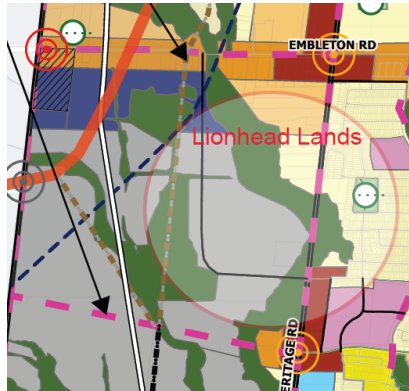
Through the events GSAI participated in related to the BWSP Review process, we were given the opportunity to provide input and feedback on the vision and direction of the Bram West Secondary Plan. The comments outlined within this letter represent our feedback on the most recent Bram West Secondary Plan - Draft Land Use Concepts (the "Land Use Plan(s)") that were presented at the February 11th PIC. The Land Use Plans are included in Appendix I of this letter.

Land Use Plan Concept(s)

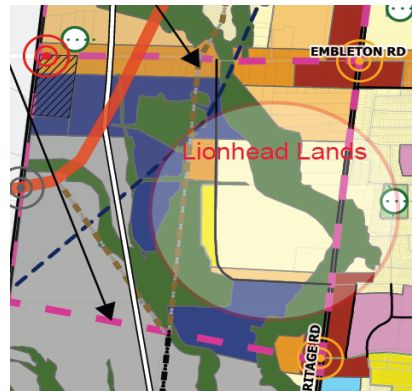
The City presented two (2) separate Land Use Plan Concepts for the Bram West Secondary Plan area at the February 11th PIC (“Land Use Plan #1” & “Land Use Plan #2”). Based on our review, the primary difference between the two (2) Land Use Plans is centered around the lands located north and east of the future Lionhead Golf Club Road extension (herein referred to as the ‘Lionhead Road Lands’). Land Use Plan #1 designates most of the Lionhead Road Lands as “Mixed-Use Employment”, whereas Land Use Plan #2 provides a broader range of land use designations on the Lionhead Road Lands, including “Low-Rise Residential”, “Low-Rise Plus Residential”, “Mixed-Use (Low-Rise)”, and “Mixed-use (Mid-Rise)”.

We would like to offer our support for Land Use Plan #2, where a broader range of residential uses are provided on the Lionhead Road Lands. We are of the opinion that Land Use Plan #2 is a more appropriate option for the following reasons:

- The Lionhead Golf Club Road serves the residential uses east of Heritage Road and using the Lionhead Road Lands as a separator between employment and residential west of Heritage Road is inconsistent with the intended function of this road to serve the future residential uses;
- The NHS features west/south of the Lionhead Road Lands will provide a better and more suitable separation distance between future employment to future residential uses, allowing for a more appropriate interface between the two uses;
- Collectively, the Lionhead Road Lands and the NHS features west/south of the Lionhead Road Lands provide a logical transition between the employment area and the residential lands;
- We recognize that there is an NHS feature located north of the Lionhead Road Lands as well, which could also provide the benefit of natural separation between the employment lands and the residential uses to the north. However, we are of the view that this northern NHS feature represents the continuation of the larger NHS feature, which is located within the residential area north of Embleton Road. The NHS feature north of Embleton Road will be more integrated into the residential context and may provide connectivity through a potential trail network system; and,
- In contrast, the NHS feature west/south of the Lionhead Road Lands is located within and adjacent to the planned employment lands, therefore the connections/integration between this NHS feature and the residential community will be less impactful.



Land Use Plan #1



Land Use Plan #2

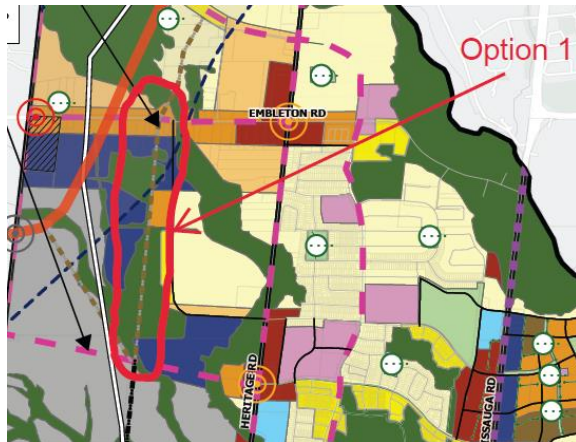
Bram West Parkway Alignment

We acknowledge that the City has shown two (2) separate alignments for the “Potential Bram West Parkway Connection” on the Land Use Plans. The first Potential Bram West Parkway Connection alignment extends north from the identified Bram West Parkway route, traversing through Embleton Road and ending at the Future Rivermont Road extension (refer to Option #1 image below). The second Potential Bram West Parkway Connection alignment shown on the City’s Land Use Plan also extends north from the identified Bram West Parkway route, however instead of continuing northwards, it veers north-west following the edge of the NHS feature until it connects to the Proposed Provincial Highway (also known as the Highway 413 alignment). Refer to Option #2 image below.

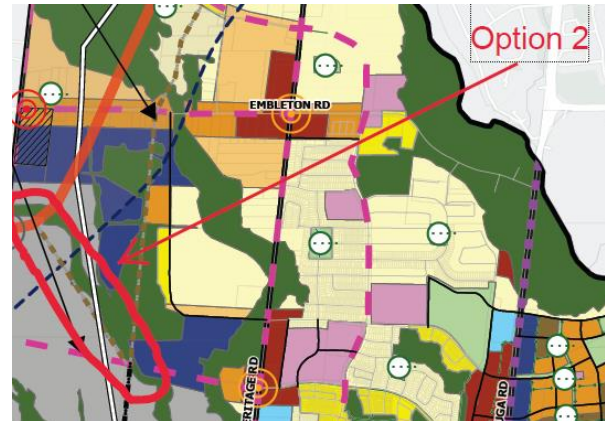
We would like to offer our support for the Option #2 alignment, which connects Bram West Parkway to the future Highway 413 alignment. We are of the opinion that Option #2 is a more appropriate option for the following reasons:

- Option #2 achieves the intent of the City’s Transportation Master Plan which identifies the need for the Bram West Parkway as a key arterial facility to accommodate future growth in the City’s north-west;
- It is our opinion that Option #2 which proposes connecting the Bram West Parkway to the Highway 413 interchange is the most effective alignment option to foster the movement of people and goods within the Secondary Plan area;
- Option #1 runs parallel to the Highway 413 alignment and does not provide a connection to the future Provincial Highway. We are of the view that this configuration will not effectively aid the City in meeting its objectives of effectively moving people and goods within the Bram West Secondary Plan area;
- Moreover, having the Bram West Parkway Connection run parallel with the Highway 413 alignment north of Embleton Road may negatively impact the feasible development of the lands north of Embleton Road with additional fragmentation of land from the Highway 413 and a separate Bram West Parkway; and,
- Lastly, Option #2 is preferable because it minimizes the fragmentation/encroachment of

the Bram West Parkway into the sensitive and significant NHS features.



Option #1



Option #2

Neighborhood Centre Designation(s)

We acknowledge that there are two (2) Neighbourhood Centre designations being proposed within the Land Use Plans. One (1) is located at the intersection of Winston Churchill Boulevard and the future Rivermont Road extension and other one (1) is located at the intersection of Heritage Road and Embleton Road. We are in support of the Neighbourhood Centre designations being proposed as we feel these are two prominent intersections within the Secondary Plan Area that can further the City's vision of creating complete communities through increased density and a mix of land uses in these locations.

Based on our review of the land use permissions outlined in the Brampton Official Plan, we understand that the Neighbourhood Centre designations permit “Low-Rise Plus Residential” building typologies (up to and including 4 full stories) with additional permissions for “Mid-Rise” building typologies (between 5 and 12 full stories) subject to additional planning studies. We are generally in agreement with these policies and the land use framework provided in the Land Use Plan(s).

However, in recognition of the Neighbourhood Centre designation being proposed at the intersection of Winston Churchill Boulevard and the future Rivermont Road extension, along with the future Rivermont Road extension being shown as a “Support Corridor” (which permits up to and including 4 full stories), we feel that the Rivermont Road extension should be designated such that this road corridor permits Medium density residential housing types as well as mid-rise housing types. We are of the opinion this would be appropriate for the following reasons:

- Providing a wide range of Medium Density and Mid-Rise residential housing types along the future Rivermont Road extension would provide permissions for additional density along the Support Corridor (between 5 and 12 full stories - similar to the Mixed-Use (Mid-Rise) designation shown along Embleton Road), allowing for consistent building typologies between the Neighbourhood Centre and the future Rivermont ROW; and,

- Having greater density permissions located along this corridor would support the City’s objectives of optimizing opportunities for accessing planned public transit facilities which would reflect complete communities by providing a greater concentration of people close to existing and future public transit routes.

Refer to the revised version of the Land Use Plans for details of our recommended revision.



Park Designation at Winston Churchill Blvd and Future Rivermont Road

We note that the City is showing a “Neighbourhood Park” on the small portion of lands located on the southside of the intersection of Winston Churchill Boulevard and the Future Rivermont Road extension. We recommend the City remove this park from these lands as they make up a relatively small area of land that is already surrounded by NHS to the west, south, and east that provides very limited connection and access to the rest of the community. We are of the opinion that a Neighbourhood Park would be better served to be located in a larger area with more access to the community.

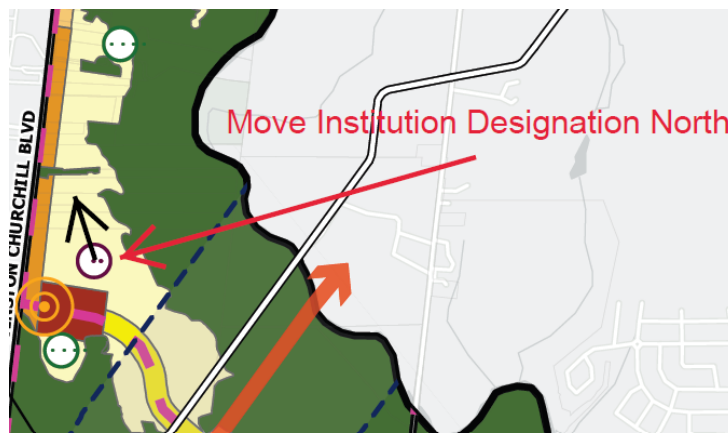


Institutional Designation at Winston Churchill Blvd and Future Rivermont Road

The City has identified an “Institutional” designation on the lands located north of the intersection of Winston Churchill Blvd and Future Rivermont Road. We recommend moving this designation slightly north along Winston Churchill Blvd so that it is located more central to the larger area designed as Low-Rise Residential. Having the institutional use located central to the low-rise residential community will allow residents with better access to the future institutional use.

We acknowledge the need for institutional facilities within the Bram West Secondary Plan area, however, we would like to provide the following recommendations on how the City should implement institutional designations with the Secondary Plan:

- In most instances, institutional uses require interest from a third party (a place of worship denomination, for example) to acquire the site;
- The landowner who is subject to an institutional designation should not be burdened to hold that designation in ‘perpetuity’;
- We recommend the City include a policy provision within the Bram West Secondary Plan that states *“an institutional designation shall be held for five (5) years from the date of Draft Plan Approval. If there is no interest from a third-party to acquire the lands within that time period, the policy permits surrounding land use permissions to take place without an OPA”*.



Conclusion

Overall, we are generally in support of the direction of the BWSP Review and associated Land Use Plans presented at the PIC held on February 11th, 2025.

We would like City staff to review our suggested revisions outlined within this letter. We would also like to request City staff provide a response to our comments prior to bringing the final Land



Use Plan forward for Planning and Development Committee endorsement. If needed, we would like to recommend setting up a call/meeting with City staff to discuss our comments in order to obtain a mutually agreeable land use concept plan so both City staff and our Landowners Group can provide support at the Planning and Development Committee.

Yours very truly,

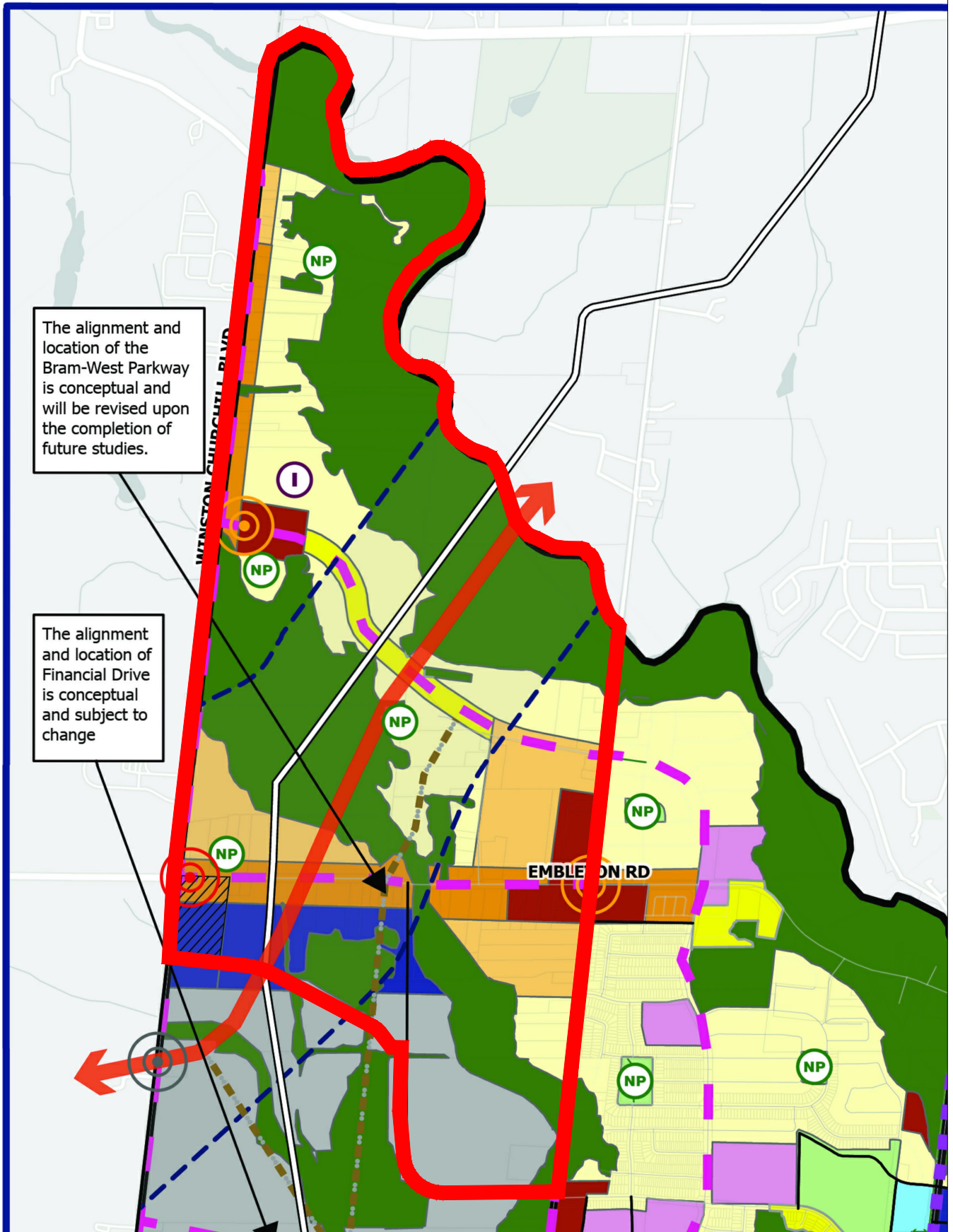
GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, MCIP, RPP
Managing Partner

Patrick Pearson, MCIP, RPP
Associate Planner



Appendix I – Land Use Plan(s)



BRAMWEST SECONDARY PLAN AREA
ATTACHMENT 1 - SECONDARY PLAN BOUNDARY

BRAMWEST SECONDARY PLAN 40(a)
BLOCK PLAN 40-5
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

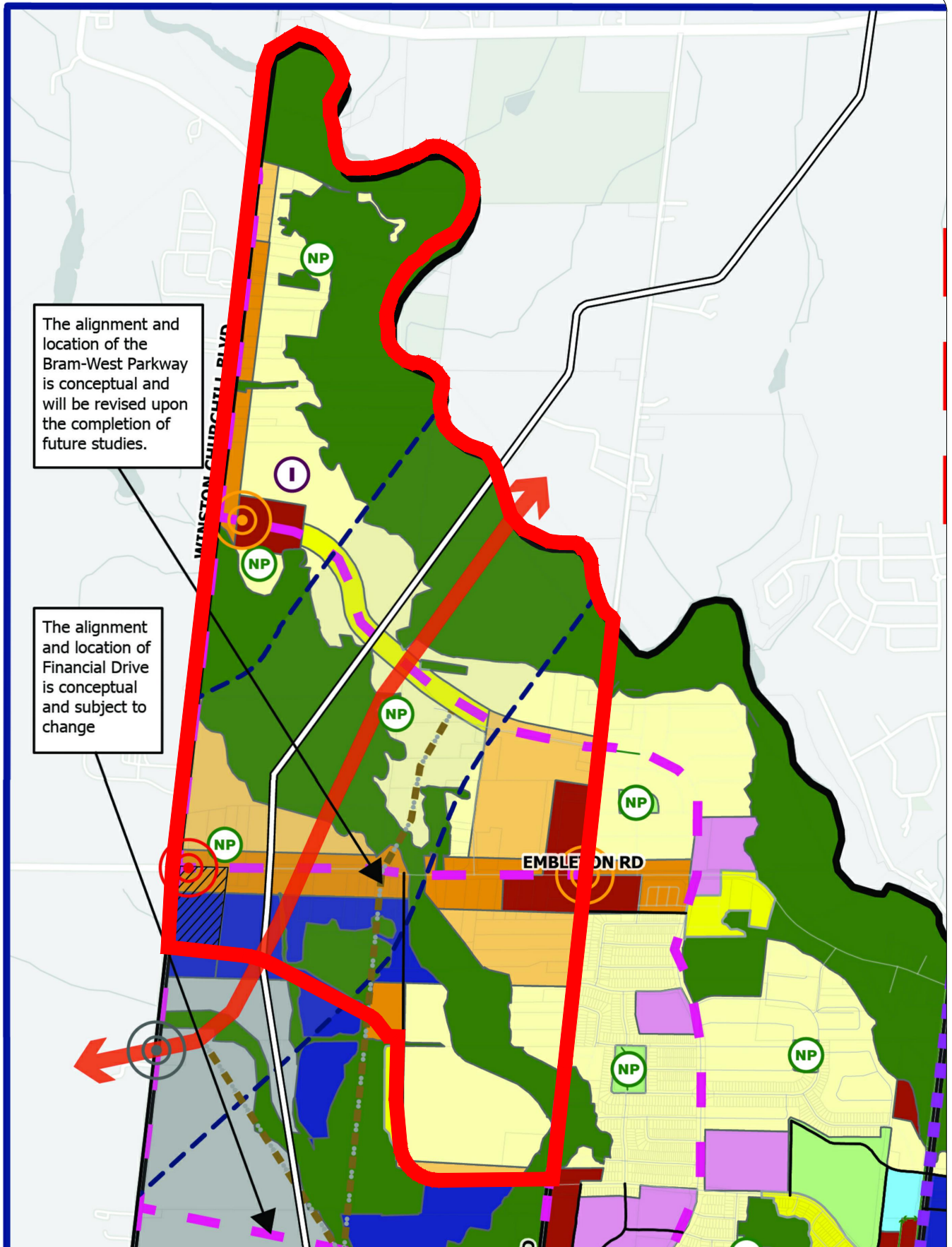


SCALE: N.T.S.
FEBRUARY 14, 2025

LEGEND

 Precinct Plan (40-5) Area





The alignment and location of the Bram-West Parkway is conceptual and will be revised upon the completion of future studies.

The alignment and location of Financial Drive is conceptual and subject to change

BRAMWEST SECONDARY PLAN AREA

ATTACHMENT 1 - SECONDARY PLAN BOUNDARY

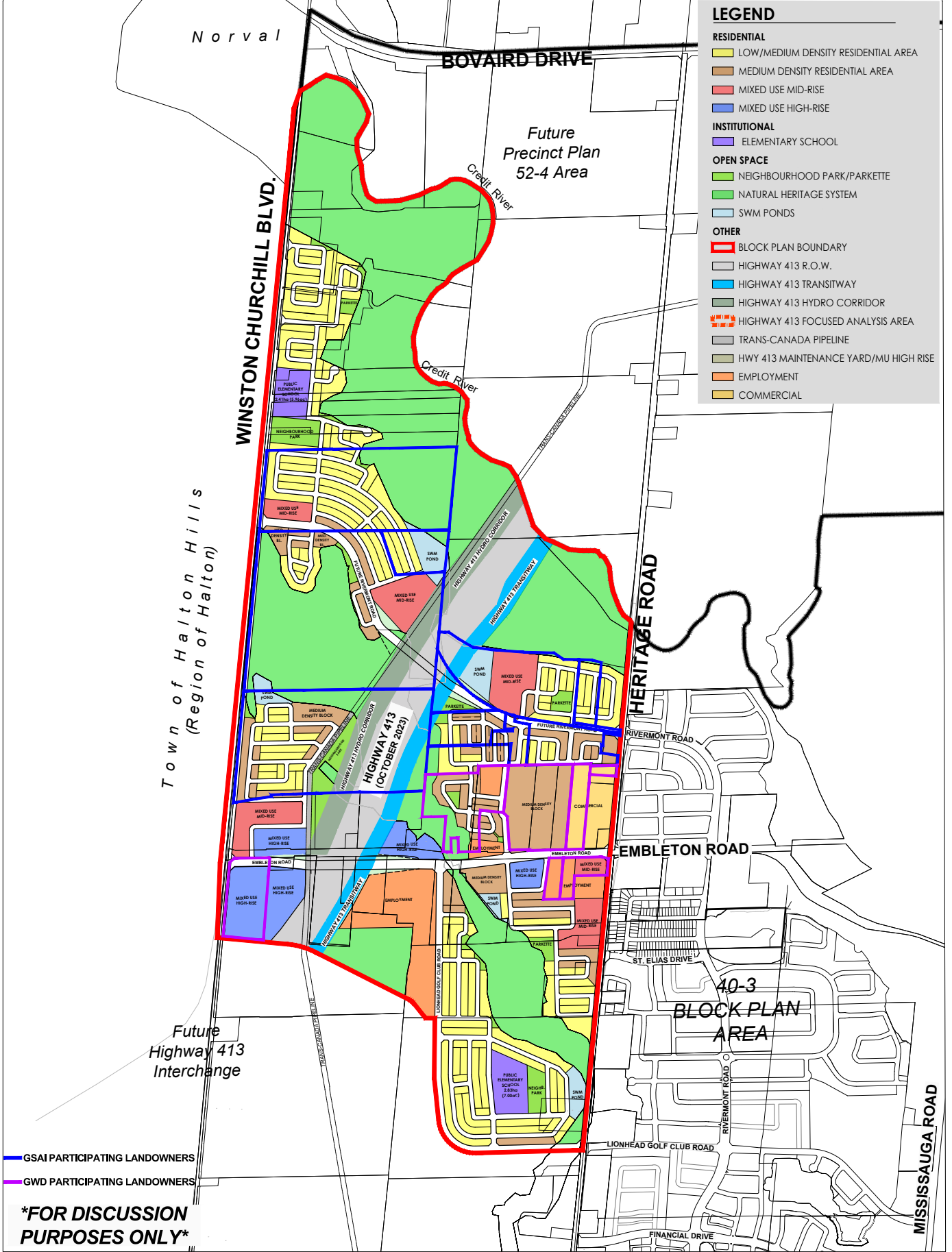
BRAMWEST SECONDARY PLAN 40(a)
BLOCK PLAN 40-5
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

SCALE: N.T.S.
FEBRUARY 14, 2025

LEGEND
Precinct Plan (40-5) Area



LEGEND	
RESIDENTIAL	
[Yellow Box]	LOW/MEDIUM DENSITY RESIDENTIAL AREA
[Orange Box]	MEDIUM DENSITY RESIDENTIAL AREA
[Red Box]	MIXED USE MID-RISE
[Blue Box]	MIXED USE HIGH-RISE
INSTITUTIONAL	
[Purple Box]	ELEMENTARY SCHOOL
OPEN SPACE	
[Light Green Box]	NEIGHBOURHOOD PARK/PARKETTE
[Dark Green Box]	NATURAL HERITAGE SYSTEM
[Light Blue Box]	SWM PONDS
OTHER	
[Red Outline]	BLOCK PLAN BOUNDARY
[Grey Outline]	HIGHWAY 413 R.O.W.
[Blue Outline]	HIGHWAY 413 TRANSITWAY
[Grey Outline]	HIGHWAY 413 HYDRO CORRIDOR
[Red Outline]	HIGHWAY 413 FOCUSED ANALYSIS AREA
[Grey Outline]	TRANS-CANADA PIPELINE
[Orange Outline]	HWY 413 MAINTENANCE YARD/MU HIGH RISE
[Orange Outline]	EMPLOYMENT
[Yellow Outline]	COMMERCIAL



— GSAI PARTICIPATING LANDOWNERS
 — GWD PARTICIPATING LANDOWNERS

***FOR DISCUSSION
 PURPOSES ONLY***

- Notes**
- Bramwest Block Plan Limits to be refined/finalized
 - Highway 413 Limits to be refined/finalized
 - NHS Limits to be staked and are currently *approximate only*
 - Final Alignment of Future Rivermont Road, Embleton Road extension, and Lionhead Golf Club Road extension to be finalized
 - All local R.O.W.: 16.5m

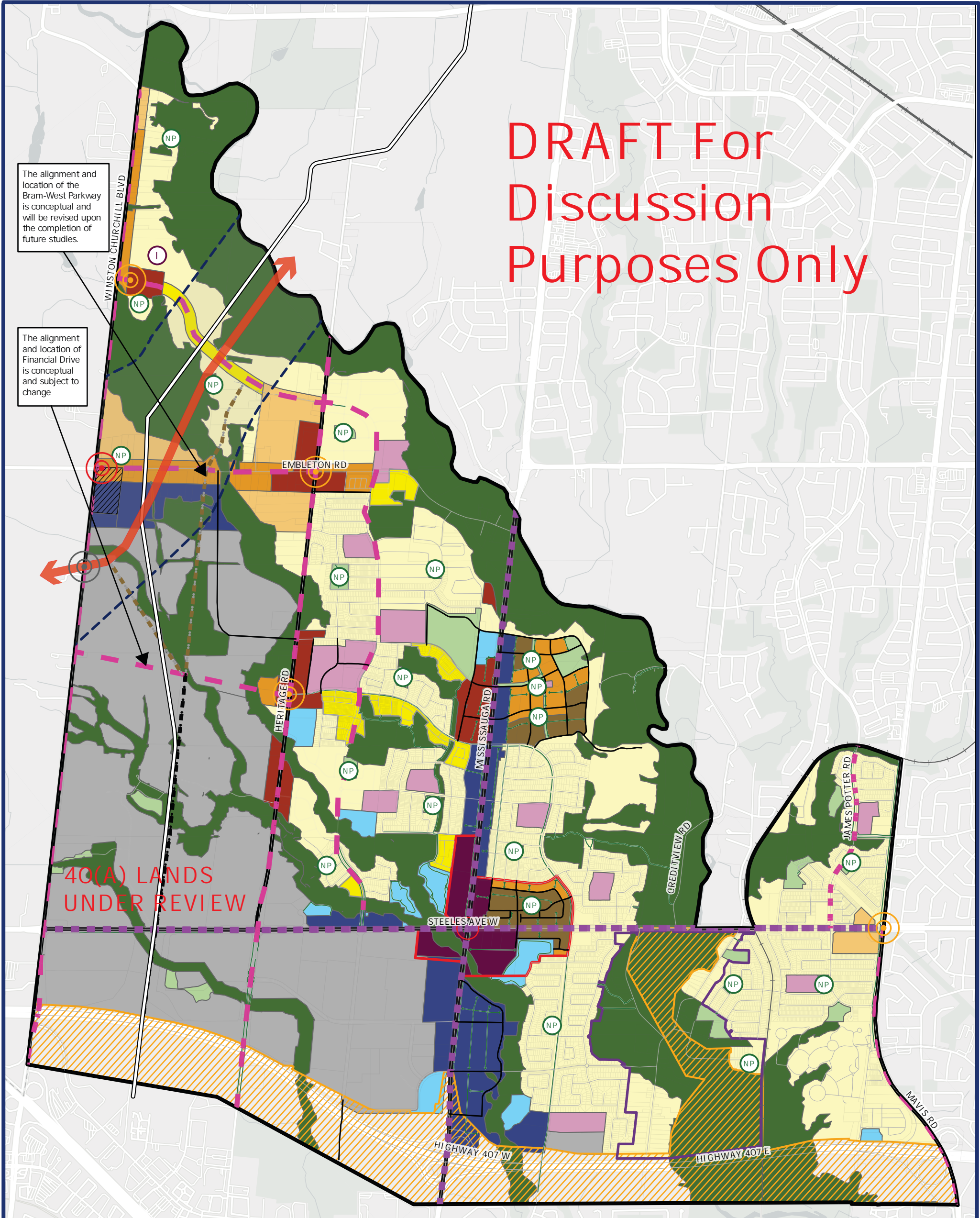
**BRAMWEST
 SECONDARY PLAN 40(a)
 BLOCK PLAN 40-5**
 CITY OF BRAMPTON,
 REGIONAL MUNICIPALITY OF PEEL

DRAFT For Discussion Purposes Only

The alignment and location of the Bram-West Parkway is conceptual and will be revised upon the completion of future studies.

The alignment and location of Financial Drive is conceptual and subject to change

40(A) LANDS UNDER REVIEW



Low-Rise Residential	Mixed-Use Employment	Bram West SP Boundaries	Neighbourhood Centre	Potential BramWest Parkway Connection	TransCanada Gas Pipeline
Low-Rise Plus Residential	Employment	HWY 413 Study Area	Gateway Feature	Proposed Public or Private Street Network	Parkway Belt West
Mixed-Use (Low-Rise)	Institutional and Schools	MFSa Boundary	Proposed 413 Interchange	Potential Mid-Block Connection	Ministry of Transportation Ontario Yard
Mixed-Use (Mid-Rise)	Stormwater Management	MFSa Station	BramWest Parkway	Proposed Provincial Transitway	
Mixed-Use (High-Rise)	Natural Heritage System	Neighbourhood Park		Secondary Urban Boulevards	
Mixed-Use Commercial	Open Space	Institutional		Support Corridors	
Mixed-Use Office	Churchillville Heritage Conservation District			Railways	

BRAMPTON

0 0.25 0.5 1 1.5
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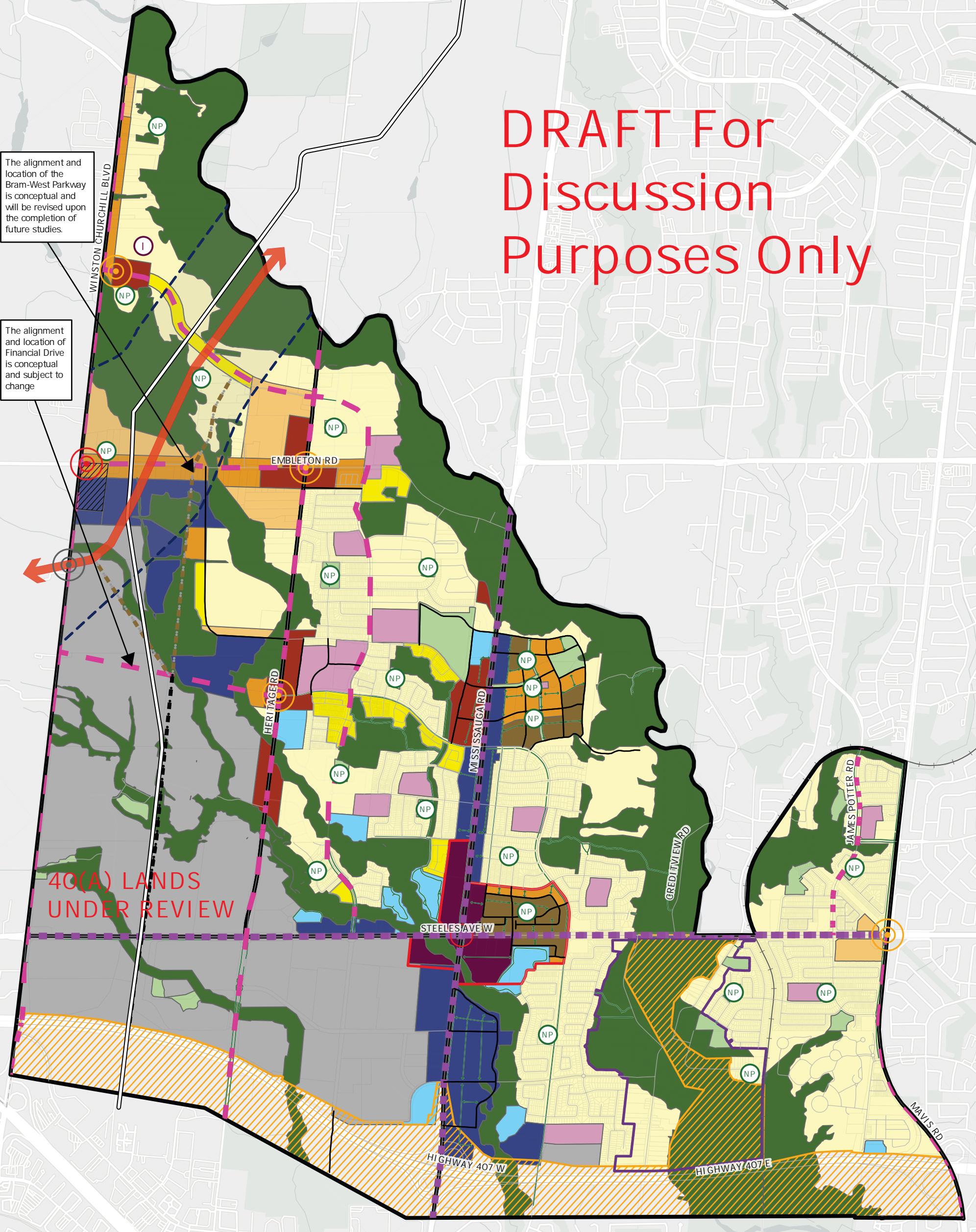
Date: 2025/02/10

SCHEDULE SP 40 BRAM WEST DRAFT LAND USE CONCEPT

DRAFT For Discussion Purposes Only

The alignment and location of the Bram-West Parkway is conceptual and will be revised upon the completion of future studies.

The alignment and location of Financial Drive is conceptual and subject to change



Low-Rise Residential	Mixed-Use Employment	Bram West SP Boundaries	Neighbourhood Centre	Potential BramWest Parkway Connection	TransCanada Gas Pipeline
Low-Rise Plus Residential	Employment	HWY 413 Study Area	Gateway Feature	Proposed Public or Private Street Network	Parkway Belt West
Mixed-Use (Low-Rise)	Institutional and Schools	MFSa Boundary	Proposed 413 Interchange	Potential Mid-Block Connection	Ministry of Transportation Ontario Yard
Mixed-Use (Mid-Rise)	Stormwater Management	MFSa Station	BramWest Parkway	Proposed Provincial Transitway	
Mixed-Use (High-Rise)	Natural Heritage System	Neighbourhood Park		Secondary Urban Boulevards	
Mixed-Use Commercial	Open Space	Institutional		Support Corridors	
Mixed-Use Office	Churchville Heritage Conservation District			Railways	

BRAMPTON

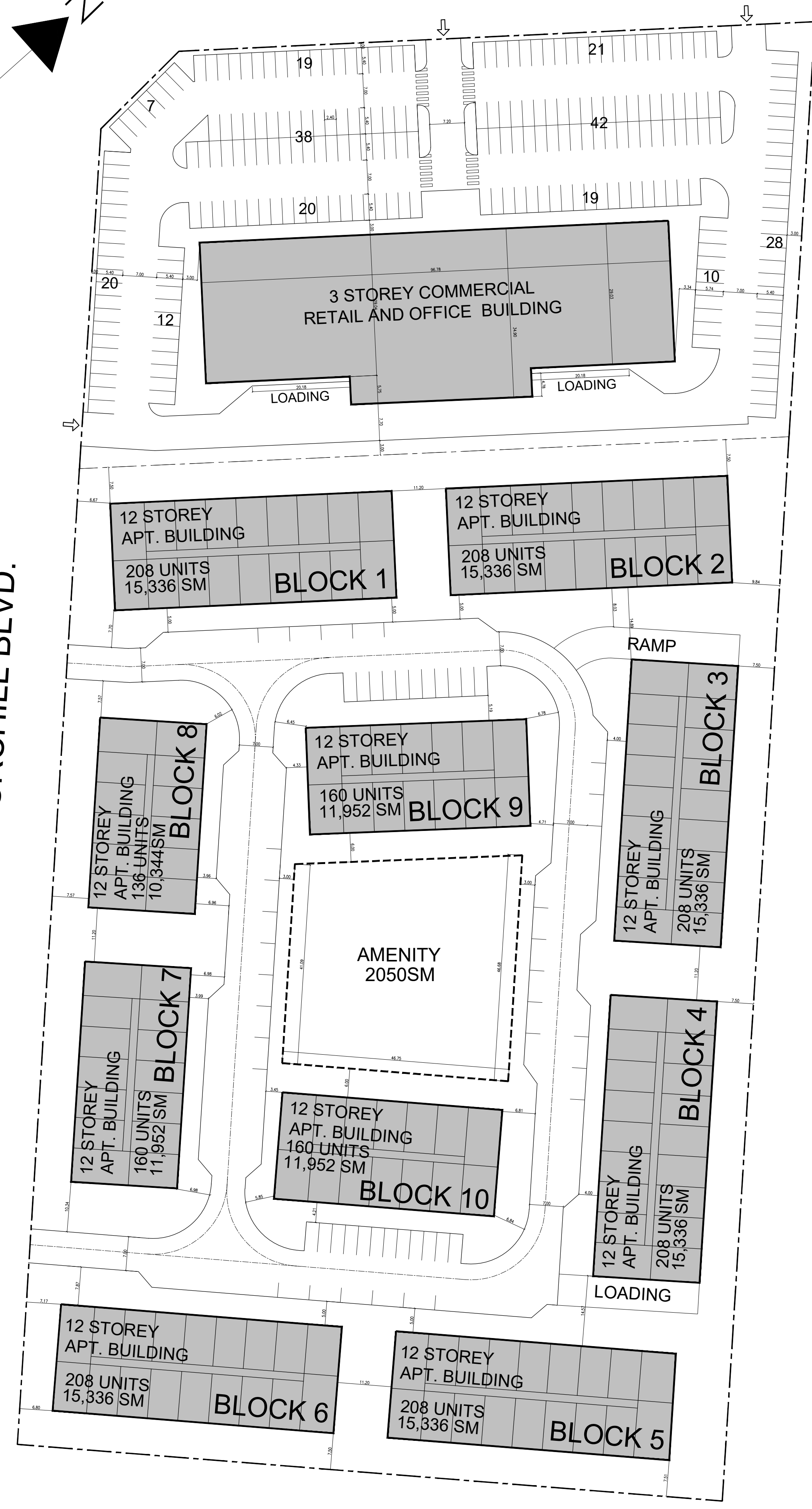
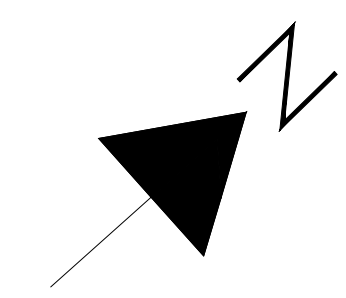
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Kilometres

Date: 2025/02/10

SCHEDULE SP 40 BRAM WEST DRAFT LAND USE CONCEPT

WINSTON CHURCHILL BLVD.

EMBLETON ROAD



SITE STATISTICS

COMMERCIAL PARCEL

COMMERCIAL BUILDING LEVEL AND USE DESCRIPTION	AREA SM	PARKING RATIO APPLIED		PROPOSED NO. OF PARKING SPACES
		RETAIL USE 1 SPACE PER 23 SM	OFFICE USE 1 SPACE PER 30 SM	
GROUND LEVEL COMMERCIAL RETAIL USES - GROSS	2809			
GROUND LEVEL COMMERCIAL RETAIL USES - 80% OF GROSS ASSUMED AS GCA	2247.2	23		98
SECOND LEVEL COMMERCIAL OFFICE USES - GROSS	2484			
SECOND LEVEL COMMERCIAL OFFICE USES - 80% OF GROSS ASSUMED AS GCA	2070		30	69
THIRD LEVEL COMMERCIAL OFFICE USES - GROSS	2484			
THIRD LEVEL COMMERCIAL OFFICE USES - 80% OF GROSS ASSUMED AS GCA	2070		30	69
TOTAL AREA - GROSS	7777			236
TOTAL AREA - GCA ASSUMED	6387.2			TOTAL

RESIDENTIAL PARCEL

BLOCK	GROSS AREA		NO. UNITS
	SM		
1	15336		208
2	15336		208
3	15336		208
4	15336		208
5	15336		208
6	15336		208
7	11952		160
8	10344		136
9	11952		160
10	11952		160
TOTAL	138216		1864

- Contractor shall check all dimensions and report any discrepancies to the Architect before proceeding with the work.
- The contractor and/or engineer shall verify its footing elevations and soil bearing capacity prior to excavation and the commencement of work.
- DO NOT SCALE DRAWINGS

1	NOV 3, 2023	ISSUED TO CLIENT
no.	date	revision



770 BROWNS LINE, TORONTO, ON M8W 3W2 - T(416) 252-5679 F(416) 252-9637

owner
Cesta Homes
13834 Heritage Rd
Terra Cotta, ON L7C 1T5

project
EMBLETON ROAD/
WINSTON CHURCHILL BLVD.
BRAMPTON, ONTARIO

drawing
SITE CONCEPT PLAN

scale 1:600
date NOV 2023
drawn BB
ch'i'd

SP-1

project number 23.194



Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 18, 2025

GWD File P.N.22.2520.00

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

Attention: Henrik Zbogar, Director, Integrated City Planning
Shannon Brooks, Manager, Official Plan and Growth Management,
Integrated City Planning
Tristan Costa, Senior Policy Planner, Official Plan and Growth
Management, Integrated City Planning

Subject: Public Input Letter
Bram West Secondary Plan Review – Draft Land Use Schedule
Brampton Block 40-5 Landowners Group
City of Brampton

Henrik, Shannon and Tristan,

Gagnon Walker Domes Ltd. (GWD) acts as Planning Consultant to the Brampton Block Plan 40-5 Landowners Group. The Brampton Block Plan 40-5 Landowners Group owns approximately 21 hectares (52 acres) within Block Plan Area 40-5 of the Bram West Secondary Plan (Area 40). We are working cooperatively with Glen Schnarr and Associates Inc. (GSAI) and the landowners they represent in pursuing the overall Precinct Plan for the Block 40-5 area.

As you are aware, the Brampton Block Plan 40-5 Landowners Group is exploring the re-designation and re-development of the lands in the Block Plan 40-5 area (generally centred along Embleton Road between Heritage Road and Winston Churchill Blvd) for a complete community consisting of a mix of uses; including, but not limited to: low to mid-rise residential, mixed use, banquet hall, commercial and retail. In this regard, GWD/GSAI attended a Pre-Consultation meeting on September 11, 2024, reflective of the aforementioned uses (see Tab 1).

With regard to the ongoing Bram West Secondary Plan Review, I want to take this opportunity to thank you for including GWD in the ongoing stakeholder discussions, including attendance and participation at the recent Bram West Secondary Plan Review Visioning Workshop (40A Landowners) held on February 5, 2025, and the Open House/Public Information Centre (PIC) held on February 11, 2025.

We have reviewed the two (2) land use concepts that were presented at the February 11, 2025 PIC (see Tab 2). Based on a review of the two (2) land use concept plans, it would

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CAUTION**

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appear that the main difference is the identification of lands bounded by Embleton Road, Heritage Road and the future Lionhead Golf Club Road as employment on one plan, and neighbourhood/complete community uses on the other. Generally, we are supportive of the revised land use schedule, as it reflects a complete community layout for the Block 40-5 area that generally reflects the Precinct Plan layout submitted with the Pre-Consultation application (including the land use concept with the neighbourhood uses in the Lionhead Golf Club Road area).

On behalf of the Brampton Block Plan 40-5 Landowners Group, we offer the following additional comments, observations and recommendations:

1. We support the identification of the Neighbourhood Centre node at the intersection of Embleton Road and Heritage Road. Historically, there has been commercial/retail uses clustered around this intersection, and which is reflected in the current Secondary Plan. In addition, we also support the identification of the Gateway Feature node at the intersection of Embleton Road and Winston Churchill Blvd., as it reflects the vision and aspiration of the Brampton Block Plan 40-5 Landowner Group and recognizes this location as one of the few entry points into the City of Brampton from the west.
2. A Ministry of Transportation Ontario (MTO) Yard (Maintenance Yard) is identified on the parcel of land at the southeast corner of Embleton Road and Winston Churchill Blvd. The identification of this facility on the land use plan is a function of it continuing to be identified on mapping associated with the MTO's Highway 413 project. We do not support the identification and location of a maintenance yard as depicted on the draft land use schedule. We have been and are continuing to work with MTO staff on the relocation of the proposed MTO Maintenance Yard to another location. We were encouraged to hear at the PIC that City Staff are also supportive of the relocation of the Maintenance Yard elsewhere. With respect to our dialogue with MTO which has taken place over the past 12 months, it culminated in the Fall of 2024 for the relocation of the Maintenance Yard to a more suitable location along the Highway 413 corridor on lands designated for industrial uses.
3. The southern half of our clients lands at the southeast corner of Embleton Road and Winston Churchill Boulevard, and east towards the Highway 413 corridor are identified as Mixed-Use Employment on the draft Land Use Schedule. We request that this be re-designated to either Mixed-Use Mid-Rise (continuing the designation along the south side of Embleton Road), or Mixed-Use High-Rise, all of which would be consistent and in keeping with concept plans (see Tab 3) prepared for these lands, and which are reflective of the Precinct Plan submitted in the Pre-Consultation Submission by GWD and GSAI. We are open to discussing a special policy consideration for these lands.
4. The proposed land use schedule identifies two (2) potential alignments of the Bramwest Parkway north of Financial Drive. We support the alignment of the Bramwest Parkway that intersects with the Highway 413 corridor south of the Block Plan Area.
5. There is a "Mixed-Use Commercial" designation for the lands on the south side of Embleton Road, west of Heritage Road. Our concept plans prepared to-date for our



clients in this area, and as reflected in the GWD/GSAI Precinct Plan, are for mid-rise residential towers with ground floor retail/commercial uses. In speaking with City staff, they indicated that this designation would still allow that type of development to occur. As such, we are supportive of this designation. Further comments will be provided when the policy updates are undertaken.

6. On the draft land use schedule, there is an area of Mixed-Use (Low-Rise) on the north side of Embleton Road, west of Heritage Road. We recommend that this designation be extended further west to the Highway 413 Corridor/NHS lands. In this regard, it is not clear as to what this land use category includes, as no policy details or definitions of what each of the land use category consist of. Based on the vision the Landowners Group have advanced through the GWD/GSAI Precinct Plan, we reserve the right to provide further comments. Including possibly identifying this area as “Mixed-Use (Mid-Rise)”, once the policy details are made available.
7. The Highway 413 corridor shown on the map should accurately reflect the width of the design drawings, including the extent of interchange locations and any other related highway infrastructure bump outs such as storm pond, similar to what is illustrated on the Heritage Heights Secondary Plan Land Use Schedule. This would give a more accurate representation of the highway corridor.
8. We support the identification of the lands bounded by Embleton Road, Heritage Road and the future Lionhead Golf Club Road (Lionhead lands) as neighbourhood/community uses. Lionhead Golf Club Road serves the residential area east of Heritage Road, and as such, the NHS features west and south of the Lionhead lands will provide a better and more suitable buffer between the future employment and future residential lands.

Thank you for having provided the Brampton Block Plan 40-5 Landowners Group with the opportunity to participate in the ongoing Bram West Secondary Plan Review process and we look forward to our continued participation and working collaboratively with City staff.

We respectfully request to be notified of any and all future Open House and Statutory Public Meetings, as well as the tabling of Information and/or Recommendation Reports to Planning Committee and Council related to the *Bram West Secondary Plan Review*, including receiving all Notices of Decision.

Yours truly,

**Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Partner and Managing Principal Planner**

**Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Partner and Principal Planner**

cc: **Brampton Block Plan 40-5 Landowners Group
Steve Ganesh, City of Brampton
Anthony Sirianni, Gagnon Walker Domes Ltd.
Harjap Singh, Gagnon Walker Domes Ltd.
Marilyn Mascarenhas, Gagnon Walker Domes Ltd.**

February 18, 2025

Bram West Secondary Plan Review Project Team
 City of Brampton
 2 Wellington Street West
 Brampton, ON L6Y 4R2

Via email: bramwest@brampton.ca

Dear Bram West Secondary Plan Review Project Team:

**RE: Bram West Secondary Plan – Draft Land Use Concept
 Bram West Secondary Plan Areas 40(b), 40(c) and 40(d)**
 MHBC File: PAR 5609

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") are the planning consultants for TransCanada PipeLines Limited ("TCPL"), an affiliate of TC Energy Corporation ("TC Energy"). This letter is in response to a notification and request for comments for the draft land use concept plan for the Bram West Secondary Plan. TCPL has two (2) high-pressure natural gas pipelines contained within its easement(s) ("TCPL Pipeline Right-of-Way") crossing the Secondary Plan area and operates a valve station south of Steeles Avenue West.

TCPL's pipelines and related facilities are federally regulated and are subject to the jurisdiction of the Canada Energy Regulator ("CER"). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at www.cer-rec.gc.ca.

Written consent must be obtained from TCPL prior to undertaking the following activities:

- a. Constructing or installing a Facility across, on, along or under a TCPL Pipeline Right-of-Way. A Facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts ("Facility");
- b. Conducting a ground disturbance (excavation or digging) on the TCPL Pipeline Right-of-Way or within 30 metres of the centreline of the pipe (the "Prescribed Area");
- c. Driving a vehicle, mobile equipment or machinery across a TCPL Pipeline Right-of-Way outside the travelled portion of a highway or public road;
- d. Using any explosives within 300 metres of a TCPL Pipeline Right-of-Way; and
- e. Use of the TCPL Prescribed Area for storage purposes.

How to apply for written consent:

- Determine the location of your work relative to a TCPL Pipeline Right-of-Way.
 - When planning, and before any work or activities, listed above, can begin, a request for written consent must be submitted to TCPL through its online application form
 - Location of the work is required, along with the proximity to a TCPL Pipeline Right-of-Way
 - This information can be obtained through survey plans, or through a locate request

- Make a locate request online to the One-Call Centre: ClickBeforeYouDig.com or ontarioonecall.ca
 - The One-Call Centre will notify owners of buried utilities in your area, who will send representatives to mark these facilities with flags, paint or other marks, helping you avoid damaging them. Often written consent for minor activities can be obtained directly from a regional TCPL representative through a locate request.
- **Apply for written consent** using TCPL's online application form: writtenconsent.tcenergy.com or call 1-877-872-5177.
- Application assessment and consent: Once your information has been assessed and potential impacts have been evaluated, TCPL may:
 - Grant consent without any conditions
 - Grant consent that requires certain conditions to be met to assure safety, or
 - Not grant consent

In the City of Brampton Official Plan, policies related to TCPL are found in Section 3.2.6, Civic Infrastructure:

"TransCanada Pipeline

3.2.6.50 TransCanada Pipelines (TCPL) are regulated by the Canadian Energy Regulator (CER) which has several requirements regulating development in proximity to its pipelines. This includes approval requirements for activities within 30 metres of the pipeline centreline, such as conducting a ground disturbance, constructing, or installing a facility across, on, or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way, and the use of explosives.

3.2.6.51 Development resulting in increased population density in proximity to TCPL's right-of-way and facilities may result in TransCanada being required to replace its pipeline(s) to comply with CSA Code Z662. Early consultation with TCPL or its designated representative, for any development proposals within 200 metres of its pipelines, should be undertaken to ensure TCPL can assess potential impacts and provide recommendations to avoid adverse impacts to its facilities.

3.2.6.52 A minimum setback of 7 metres will be provided from the edge of the right-of-way for all permanent buildings and structures. Accessory buildings and structures will have a minimum setback of at least 3 metres from the edge of the right-of-way.

3.2.6.53 In addition to the requirements for the above setbacks, a minimum of 7 metres from the edge of the pipeline right-of-way will be provided for:

- a. Road rights-of-way (paralleling pipeline rights-of-way), private driveways, parking spaces and parking areas; and,*
- b. Stormwater management facilities.*

3.5.6.54 Notwithstanding other policies in this Plan, throughout any built up areas, the TCPL's right-of-way is encouraged to be designated as passive parkland or open space subject to TransCanada's easement rights and Federal regulations."

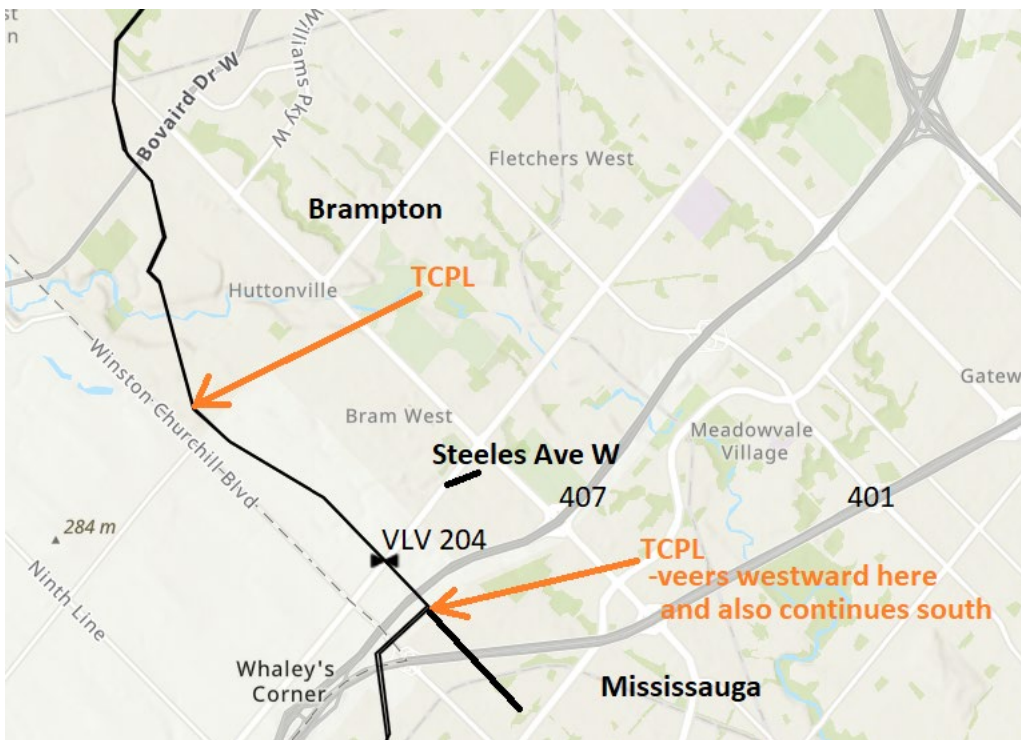
In the second draft of the City of Brampton's New Comprehensive Zoning By-law, provisions related to TCPL are found in Section 2.16, Setbacks from the TransCanada Pipeline:

"2.16: Setbacks from the TransCanada Pipeline

- .1 *The minimum required setback for any principal building or structure from a lot line and any detached additional residential unit abutting the TransCanada pipeline corridor shall be 7.0 m.*
- .2 *The minimum required setback for any accessory structure or permitted encroachment from a lot line abutting the TransCanada pipeline corridor shall be 3.0 m."*

Draft Land Use Plan Comments

1. There appears to be an error in the depiction of the TCPL Pipeline Right-of-Way. To the south of Highway 407, the TCPL Pipeline Right-of-Way also makes a 90 degree turn to the west, as identified below. We request that the Land Use Plan be revised to reflect this. TCPL can provide GIS shapefiles of the Prescribed Area in the Secondary Plan area, however, a Confidentiality Agreement is required. Please let us know if you are interested in this option:



2. Through the Draft Plan of Subdivision process, the TCPL Pipeline Right-of-Way shall be dedicated to the municipality as passive open space or parkland subject to TCPL's easement rights. The TCPL Pipeline Right-of-Way shall be identified on all municipal plans and schedules as a pipeline/utility corridor.
3. No buildings or structures shall be installed anywhere on the TCPL Pipeline Right-of-Way. Permanent buildings and structures are to be located a minimum of 7 metres from the edge of the TCPL Pipeline Right-of-Way. Temporary, moveable, or accessory structures, that are not affixed to the ground, are to be located a minimum of 3 metres from the edge of the TCPL Pipeline Right-of-Way.
4. A minimum setback of 7 metres from the nearest portion of the TCPL Pipeline Right-of-Way shall also apply to any parking area or loading area, including any parking spaces, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.

5. The draft Land Use Plan identifies several road crossings of the TCPL Pipeline Right-of-Way, including Secondary Urban Boulevards, Support Corridors, and the Bram West Parkway. The following provides design guidance for crossings of TCPL pipeline(s):

General Requirements:

- The crossing shall occur as close as possible to 90 degrees.
- The crossing shall not occur at a bend in a TCPL pipeline.
- TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.

General Conditions for Crossings by Highways, Roads and Railways:

- A highway or private road shall be constructed so that the travelled surface is no less than 1.5 metres above the top of the pipeline.
- The bottom of the ditches adjacent to roads should not be less than 1.4 metres above the top of the pipeline.
- Minimum cover for railway crossings (below base of rail) is 3.05 metres for uncased pipe.

General Conditions for Crossings by Utilities:

- The TCPL pipeline(s) shall retain the upper position in the crossing area.
- Minimum separation between buried facilities shall be 0.6 metres for open cut excavations and 1 metre for horizontal directional drill and other trenchless installation methods.
- The utility depth shall be maintained for the entire width of the TCPL Pipeline Right-of-Way.
- The utility shall have no bends within the TCPL Pipeline Right-of-Way.
- The utility shall have no joints, splices or other connections within the TCPL Pipeline Right-of-Way.
- Pipeline crossings should not be placed within 7 metres of a pipeline bend.

For road crossings, TCPL is required by the CER to prepare a detailed engineering assessment of all loads expected during the construction and operation of the crossing, and, if required, provide designs for appropriate mitigation. The cost of this engineering assessment, analysis and design work, the costs of any required mitigation or pipe modification required will be 100% the responsibility of the Proponent. It is recommended that the Proponent consult with TCPL as soon as possible by contacting MHBC at TCEnergy@mhbcplan.com.

6. Landscaping within the TCPL Pipeline Right-of-Way and TCPL's Prescribed Area is to be approved in writing by TCPL and done in accordance with TCPL's guidelines:
- a. The TCPL Pipeline Right-of-Way is to be seeded with Canada #1 seed.
 - b. No trees or shrubs are permitted to be planted upon the TCPL Pipeline Right-of-Way, but may be allowed within TCPL's Prescribed Area.
 - c. Where high-pressure gas is contained within an enclosed building (such as a meter station or compressor plant), trees and shrubs should be set back from the building by a minimum of 30 metres.
7. The Draft Land Use Plan identifies Proposed Recreational Trails in proximity to and crossing the TCPL Pipeline Right-of-Way. Sidewalks/pathways within the TCPL Pipeline Right-of-Way require written consent from TCPL and designed in accordance with TCPL's guidelines:
- a. The width of the sidewalk/pathway shall not exceed 3 metres.

- b. The sidewalk/pathway shall maintain a minimum separation of 5 metres from the edge of the pipeline at all points where the pathway travels in the same direction (i.e. paralleling) as the pipeline within the TCPL Pipeline Right-of-Way.
 - c. A sidewalk/pathway crossing the pipeline(s) shall be installed to cross the pipeline(s) as close as possible to 90 degrees, but no less than 45 degrees.
 - d. Crossings of the pipeline(s) shall be limited to 1 per approximately 200 metres.
 - e. The presence of the pipeline(s) shall be clearly visible through the installation of above-ground pipeline signage. Signage is to be installed at all road, pathway and other crossings, and throughout the development area at intervals of 100 metres. Signage for crossings will be supplied by TCPL and installed by a Third Party.
 - f. Expansion joints shall be installed 3 metres on either side of the TCPL pipeline(s) if the pathway is cement or asphalt.
8. Facilities shall be constructed to ensure that drainage is directed away from the TCPL Pipeline Right-of-Way so that erosion that would adversely affect the depth of cover over the pipeline(s) does not occur. Catchment basins, drainage swales or berms are not permitted within the TCPL Pipeline Right-of-Way. All infrastructure associated with site servicing, grading, and stormwater management (e.g. subdrains, manholes, catch basins, retention walls, storm ponds, culverts/riprap) shall be setback a minimum of 7 meters from the edge of the TCPL Pipeline Right-of-Way.
9. Vehicle barriers, of a design acceptable to TCPL or as may be required by law, shall be installed across the width of the TCPL Pipeline Right-of-Way, where public roads cross the TCPL Pipeline Right-of-Way. The location of these barriers must be approved by TCPL.

Thank you for the opportunity to provide comments. Kindly forward a copy of the revised Land Use Concept to TCEnergy@mhbcplan.com. If you have any questions, please do not hesitate to contact our office.

Sincerely,

MHBC



Kaitlin Webber, MA
Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

February 23, 2024

City of Brampton
Planning and Development
2 Wellington Street West City Hall, 3rd Floor
Brampton, ON L6Y 4R2

Via Email

RE: Bram West Secondary Plan Review – Policy Implications for Electricity Generation Facilities and Transmission and Distribution Systems

Canacre Ltd. has been retained by Infrastructure Ontario (IO) and Hydro One Networks Inc. (HONI) to review draft Official Plans and Zoning By-laws across Ontario to ensure that hydro corridor lands are protected for their primary intended use, the transmission and distribution of electricity, while also facilitating appropriate secondary land uses.

Infrastructure Ontario is the strategic manager of the provincial government's real property, which includes hydro corridor lands, and has a mandate of maintaining and optimizing the value of the portfolio. Hydro One Networks Inc. jointly manages the hydro corridors owned by the Province with IO and is involved in the planning, construction, operation, and maintenance of their transmission and distribution network.

The Provincial Policy Statement (PPS) (effective May 1, 2020) provides direction with respect to electricity generation facilities and transmission and distribution systems. In particular, PPS Section 1.6 provides specific direction for municipalities to maintain the primacy of hydro corridor lands for the transmission and distribution of electricity throughout the province. The relevant PPS Sections include:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and projected needs.*

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

1.6.11.1 *Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.*

The purpose of this letter is to proactively advise you of IO and HONI's preferences as it relates to policy provisions and wording in advance of the *Bram West Secondary Plan Review*. We respectfully request that the following items be considered during these reviews and incorporated into the draft documents:

1. All reference to corridors used for the transmission and distribution of electricity should be referred to as:

"hydro corridors"

2. All reference to electricity infrastructure and facilities should be referred to as:

"electricity generation facilities and transmission and distribution systems"

3. All references to **"Hydro One Networks Inc."** should include the entire name and should not be shortened to "Hydro One". References to "Ontario Hydro" should be replaced with **"Hydro One Networks Inc."**

4. Due to the fact that electricity generation facilities and transmission and distribution systems may be required in any location, we request the following policy/regulation:

"Electricity generation facilities and transmission and distribution systems are permitted in all designations/zones subject to any regulatory requirements for the utility involved".

5. In order to provide clarity with respect to the types of secondary uses that are compatible with hydro corridor lands, in accordance with the Provincial Secondary Land Use Program, we request the following wording to be added in Official Plans:

"Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of a hydro corridor for the electricity transmission and distribution systems and that secondary uses require technical approval from Hydro One Networks Inc."

The requested policy would provide flexibility for future uses on hydro corridor lands. The inclusion of this policy offers clarity with respect to the types of secondary uses that are possible on hydro corridor lands, in accordance with the Provincial Secondary Land Use Program. Having these policies in place will also streamline the number of municipal planning approvals that a proponent must seek when they apply to HONI/IO for a secondary use. Additional information on the Provincial Secondary Land Use Program can be found at the following link: <https://www.infrastructureontario.ca/en/what-we-do/real-estate-services/surplus-properties-sales-program-overview/hydro-corridor--provincial-secondary-land-use-program/>

6. When policies and regulations specify that utility wires/cables should be buried, we request that the following wording be used:

“the burial of wires/cables for local electricity distribution purposes will be required only where possible and will be at the expense of the developer or proponent”.

Where applicable, IO and HONI are not responsible for the costs associated with burying wires/cables for local electricity distribution providers. Please note that the burial of wires for electricity **transmission** purposes is not feasible.

7. When policies and regulations specify that utilities should be screened, we request that the following wording be used:

“the screening of electricity generation facilities and transmission and distribution systems will be at the expense of the developer or proponent.”

IO and HONI are not responsible for the costs associated with screening electricity generation facilities and transmission and distribution systems.

8. When policies and regulations are developed to address future transportation corridors, we request that the following wording be used:

“planning for future transportation corridors should be undertaken in consultation with affected stakeholders including Hydro One Networks Inc. and Provincial Agencies.”

9. We request that any required setbacks from pipelines not apply to electricity generation facilities and transmission and distribution systems. Pipeline easements are often located in hydro corridors and we do not want any restrictions placed on the location of new or replacement hydro facilities/infrastructure or compatible secondary uses within the corridor.

We request that Infrastructure Ontario and Canacre Ltd. be informed of the *Bram West Secondary Plan Review* processes for the opportunity to comment further on matters related to hydro corridors, electricity generation facilities, and transmission and distribution systems. Infrastructure Ontario is also interested in reviewing and providing input on proposed policies that relate to other provincial lands in the municipality, if applicable, and would do so under separate cover at the time of an update/review.

We thank you for considering our recommendations. Please do not hesitate to contact us if you have any questions.

Contact information as follows:

Joanna Craig
Planner
Infrastructure Ontario
1 Dundas St W, Suite 2000
Toronto, ON M5G 1Z3
Joanna.Craig@infrastructureontario.ca
Tel: 647-956-6703

Deniz Ogun
Manager, Planning
Canacre Ltd.
5520 Explorer Drive, Suite 201
Mississauga, ON L4W 5L1
honilup@canacre.com
Tel: (416) 548-8602 x2143

Kind Regards,

Deniz Ogun
Canacre Ltd.

Cc: Shadi Shenouda, HONI
Greg Gowan, HONI
Tejinder Singh, IO



February 18, 2025

City of Brampton
Planning, Building & Economic Development Department
2 Wellington Street West
Brampton, ON, L6Y 4R2

Attn: Tristan Costa, Policy Planner III, Integrated City Planning

Re: Bram West Secondary Plan Review - Draft Land Use Concept - Feb 2025

Dear Mr. Costa,

We appreciate the opportunity to participate in the Bram West Secondary Plan Review and provide comments on the latest Draft Land Use Concept for Bram West, dated February 3, 2025. I was able to attend the Public Information Centre session on February 11th, 2025, to share our preliminary comments on the Draft Land Use Concept with staff and provide recommendations for minor revisions to the plan. Further to the preliminary discussions with staff on February 11th, 2025, this letter summarizes our comments on the Draft Land Use Concept for Bram West.

Kaneff Group is the registered owner of the lands municipally identified as 1876 & 1990 Hallstone Road (Streetsville Glen Golf Club) and 8501 & 8525 Mississauga Road (Lionhead Golf and Country Club). These properties are located within the Bram West Secondary Plan (Area 40(c)). Our comments on the Draft Land Use Concept as it applies to these two properties are summarized below.

1876 & 1990 Hallstone Road (Streetsville Glen Golf Course)

Our lands located at 1876 and 1990 Hallstone Road are comprised of a total area of approximately 25.5 hectares (63.2 acres), with a frontage of approximately 305 metres along Mississauga and 450 metres along Hallstone Road. The site currently operates as a golf course (Streetsville Glen Golf Club) with an existing gas station located at the north-east corner of Mississauga Road and Hallstone Road. In the City of Brampton's Official Plan, these lands are currently designated "Employment Area" according to Schedule 1A - City Structure and "Employment" according to Schedule 2 - Designations. The Draft Land Use Concept for Bram West proposes to designate these lands "Mixed-Use Employment". If aligned with the Mixed-Use Employment policies contained within Brampton Plan, the proposed Mixed-Use Employment designation would permit predominantly major office employment uses, commercial uses, and a limited range of light industrial uses provided they are compatible with the permitted commercial uses (Policy 2.2.8.13).

As currently drafted, the Mixed-Use Employment policies in Brampton Plan are not consistent with the definition of an Area of Employment as defined by the *Planning Act* and do not conform with the Employment Area policies contained within the Provincial Planning Statement (2024). On October 20, 2024, the Province approved new legislation that amended the definition of an Area of Employment. This new legislation was implemented through the *Planning Act* and new Provincial Planning Statement (2024) and effectively changed how employment lands are to be planned moving forward.





Per the new legislation, the updated definition of Area of Employment narrows the list of permitted uses. It excludes institutional and commercial uses (office and retail) that are not associated with manufacturing, warehousing, and research and development, unless they have been lawfully established and recognized as such in an official plan.

In accordance with the new legislation, we respectfully request that these lands be designated "Employment", which is consistent with the current designation in the Brampton Official Plan. Furthermore, we request that the City amend the Employment Area policies in the Official Plan to conform with the new Provincial Planning Statement (2024) and definition of 'Area of Employment' as defined by the *Planning Act*.

8501 & 8525 Mississauga Road (Kaneff Head Office & Lionhead Golf and Country Club)

Our lands located at 8525 Mississauga Road are comprised of a total area of approximately 75 hectares (185 acres), with a frontage of approximately 585 metres along Mississauga and 290 metres along Financial Drive. The site currently operates as a golf course (Lionhead Golf and Country Club) and includes Kaneff's Head Office along the Mississauga Road frontage. In the City of Brampton's Official Plan, these lands are currently designated "Community Areas" and "Employment Areas" according to Schedule 1A - City Structure and "Neighbourhoods" and "Mixed-Use Employment" according to Schedule 2 - Designations. The Draft Land Use Concept for Bram West proposes to designate these lands "Mixed-Use (Mid-Rise)", "Mixed Use (High-Rise)", "Low-Rise Residential", "Institutional and Schools", "Open Space", and "Neighbourhood Park". We believe that the proposed land use designations are suitable for the intended future use and development of these lands, however we request that the following minor revisions be considered:

1. Mixed-Use Employment Designation - The Draft Land Use Concept currently proposes to designate the portion of our lands with frontage along Mississauga Road as Mixed-Use Employment. As noted above, the Mixed-Use Employment policies in Brampton Plan are not consistent with the definition of an Area of Employment as defined by the *Planning Act* and do not conform with the Employment Area policies contained within the Provincial Planning Statement (2024). As the City initiates a review of its Employment Area policies to maintain conformity with Provincial policy, we believe that these lands could not be developed as an Area of Employment as defined by the *Planning Act*. To maintain conformity with Provincial policy, these lands would need to be developed for manufacturing, research and development, or warehousing related uses, which we do not believe is compatible with the proposed adjacent mixed-use designations.
2. Mixed-Use (High-Rise) - We respectfully request that the proposed Mixed-Use Employment designation for our lands along Mississauga Road be replaced with the Mixed-Use (High-Rise) designation. This designation would align with the City Structure policies and Growth Management and Mobility Framework policies in Brampton Plan. According to Policy 2.1.1.1 e., the majority of growth is to be directed to Strategic Growth Areas, which includes Town Centres and Secondary Urban Boulevards (Mississauga Road). These are defined as areas of the city positioned along key streets that are capable of accommodating greater intensity, form and scale of development where there has been investment in higher order transit (Policy 2.2.1.2.b.).





3. Planned Major Transit Station Area (Mississauga Road & Financial Drive) – According to Schedule 1A – City Structure, a Planned Major Transit Station Area is located south of Steeles Avenue West near Mississauga Road and Highway 407. According to the Draft Land Use Plan for Bram West, the predominate land use designation for the lands within the Planned MTSA is Employment and Mixed-Use Employment. MTSA's are intended to provide a range and balanced mix of transit-supportive uses and densities that support existing and planned transit and active transportation networks. In our opinion, this objective cannot be achieved in the current location of the Planned MTSA south of Steeles Avenue West.

MTSA's are planned to accommodate transit supportive densities and are to transition into vibrant walkable places that include open spaces, services and amenities, employment uses, and access to transit facilities. Brampton Plan notes that Planned MTSA's are to be delineated through planning studies. We believe that there is an opportunity to delineate a new MTSA through planning studies that are initiated through the Bram West Secondary Plan Review for the lands surrounding Mississauga Road and Financial Drive. We are of the opinion that the Draft Land Use Plan for the area surrounding Mississauga Road and Financial Drive aligns with the City's policy framework and vision for MTSA's and should be considered as such through the Secondary Plan Review.

We appreciate the opportunity to provide our comments on the latest Draft Land Use Concept for Bram West. We look forward to our continued participation and collaboration throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Freeman".

Kevin Freeman, MCIP, RPP

Director of Planning & Development

Kaneff Group

kfreeman@kaneff.com

(416) 578-2328





Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

February 18, 2025

**GWD File: 13.1915.00
Bram West SP Review**

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

**Attention: Henrik Zbogar, Director, Integrated City Planning
Shannon Brooks, Manager, Official Plan and Growth Management,
Integrated City Planning
Tristan Costa, Senior Policy Planner, Official Plan and Growth
Management, Integrated City Planning**

**Subject: FORMAL PUBLIC INPUT – Bram West Secondary Plan Review
Draft Land Use Concept (February 2025)
Maple Lodge Farms Ltd.
City of Brampton, Ontario, Ward 6**

Henrik, Shannon and Tristan,

As you are aware Gagnon Walker Domes Ltd. (“GWD”) acts as Planning Consultant to Maple Lodge Farms Ltd. (MLF) and its affiliated companies, who own properties totaling approximately 366 hectares (904 acres), generally located on the east and west sides of Winston Churchill Boulevard, north of Steeles Avenue, south of Embleton Road. The properties consist of a broad range of features; including, a Processing Plant, a Retail Outlet Store, a Water Pollution Control Plant, as well as fields on which commodity grains are farmed.

MLF has requested that our office monitor the Bram West Secondary Plan Review. As landowners and one of the largest employers in the community, they recognize and appreciate the effort that City Staff and its Consultant Team have put into advancing the Secondary Plan. They understand that a substantial amount of work has been undertaken to date and that work is ongoing.

Draft Land Use Concept (February 10, 2025)

Based on our review of the Draft Land Use Concept we wish to share the following concerns, observations, and recommendations. They should be considered prior to City Planning Staff tabling its future Report to the City Planning & Development Committee.

1. The full assessment of natural heritage features on the property municipally known as 8175 Winston Churchill Boulevard was determined as part of MLF’s site specific

GAGNON WALKER DOMES LTD.

7685 Hurontario Street, Suite 501 • Brampton ON Canada L6W 0B4 • P: 905-796-5790
www.gwdplanners.com • Toll Free: 1-855-771-7266

**CONFIDENTIALITY
CAUTION**

This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.



Zoning By-law Amendment and Site Plan Approval Application (City Files: C06W01.005, SPA-2022-0043). Our comment herein specifically relates to the delineation of the 'Natural Heritage System' designation which extends beyond where they exist and should be scaled back to more accurately reflect features on-site. To assist Staff, **Appendix 1** includes relevant Figures from the approved Scoped Environmental Impact Study (April 2021). **Appendix 2** includes a copy of By-law 289-2021 which was passed by City Council on December 8, 2021.

2. For reasons unknown, the large pond situated at the rear of the MLF Processing Plant is designated 'Open Space'. Any delineation of NHS features and their associated buffers are to be determined as part of future site specific planning applications. It is therefore recommended that the Concept be updated to designate the pond 'Employment' which is consistent Brampton Plan (August 2024 Consolidation).
3. In October 2019 the Ministry of the Environment, Conservation and Parks (MECP) approved the Class Environment Assessment (EA) for a new north-south arterial road, Bram West Parkway, from Heritage Road to Financial Drive and the extension of Financial Drive from Heritage Road to Winston Churchill Boulevard. **Appendix 3** includes a copy of the 2013 Proposed 407 Bram West Parkway – Technically Preferred Plan. **Appendix 4** includes correspondence from the MECP dated October 13, 2018.

To the best of our knowledge, the EA has not been cancelled. To advance a Land Use Concept with a road alignment which differs from what the Ministry approved has serious land use and transportation implications. We urge Staff to review the EA and update the Concept accordingly.

4. A MLF affiliated company is the owner of the lands municipally known 8280 Heritage Road. It is developed with detached dwelling referred to as "The Octagonal House". The property was designated under Part IV of the *Ontario Heritage Act* on February 12, 1979 under City By-Law 26-79. The House underwent a multi-year restoration project that was completed in 2021.

It is not known why the portion of the property fronting onto Heritage Road is planned for 'Mixed-Use Commercial'. At no time has MLF expressed an interest in developing these lands for commercial use. Moreover, save and except the lands comprising of natural heritage features, Schedule 2 of Brampton Plan (August 2024) designates the property in its entirety as 'Employment'. MLF requests that the land revert back to the Employment designation.

MLF previously participated in the planning approvals for the lands on the east side of Heritage Road. It was directly involved in the configuration and increase in commercial blocks fronting on the north and south sides of Brasstown Valley Trail (City Files: C05W02.008/21T-19015B, OZS-2024-0031). It is recommended that Staff review these Applications closely with the City assigned development planner to ensure that the boundaries of the Mixed Use and Low Rise Residential designations coincide with the subdivision Blocks.



5. The Concept designates the pocket of land located west of Heritage Road and Financial Drive as 'Mixed Use (Mid-Rise)' and 'Low-Rise Residential'. The limits of Sub-Areas 40-4 and 40-5 were premised on separating employment lands from the sensitive residential and supporting land uses north and south side of Embleton Road. Consistent with Brampton Plan (August 2024) we recommend that the subject lands be designated Employment. The introduction low and multi-storey medium residential land uses is unnecessary, inappropriate, and has the potential to create compatibility issues. The type and form employment uses can be determined as part of future site specific planning applications.
6. A Ministry of Transportation Ontario (MTO) Yard (Maintenance Yard) is identified on the parcel of land at the southeast corner of Embleton Road and Winston Churchill Boulevard. The identification of this facility on the Concept is a function of it continuing to be identified on mapping associated with the MTO's Highway 413 project. We were encouraged to hear at the February 11th Public Information Centre (PIC) that City Staff are also supportive of the relocation of the Maintenance Yard to a more suitable location along the Highway 413 corridor.
7. The Highway 413 corridor shown on the Concept should accurately reflect the width of the design drawings, including the extent of interchange locations and any other related highway infrastructure bump outs such as storm pond, similar to what is illustrated on the Heritage Heights Secondary Plan Land Use Schedule. This would give a more accurate representation of the highway corridor.

Closing Remarks

Thank you for the opportunity to provide public input and participate in the ongoing Secondary Plan Review process. We trust that the modifications recommended herein can be accommodated by Staff. While MLF wishes to express its general support they do have reservations and may provide further comment on the next iteration of the Draft Land Use Concept as well as any further reports produced in connection with the review exercise.

Should you have any questions, or require further information, please contact the undersigned.

Yours truly,

Marc De Nardis, B.U.R.P.I., M.C.I.P., R.P.P.
Planning Associate

mdenardis@gwdplanners.com

**C.c. Steve Ganesh, City of Brampton
Maple Lodge Farms Ltd.
M. Gagnon, Gagnon Walker Domes Ltd.**

APPENDIX 1



Scoped Environmental Impact Study

8175 Winston Churchill Boulevard

Brampton, ON

REPORT PREPARED FOR

Maple Lodge Farms
8301 Winston Churchill Boulevard
Brampton, ON
L6Y 0A2

REPORT PREPARED BY

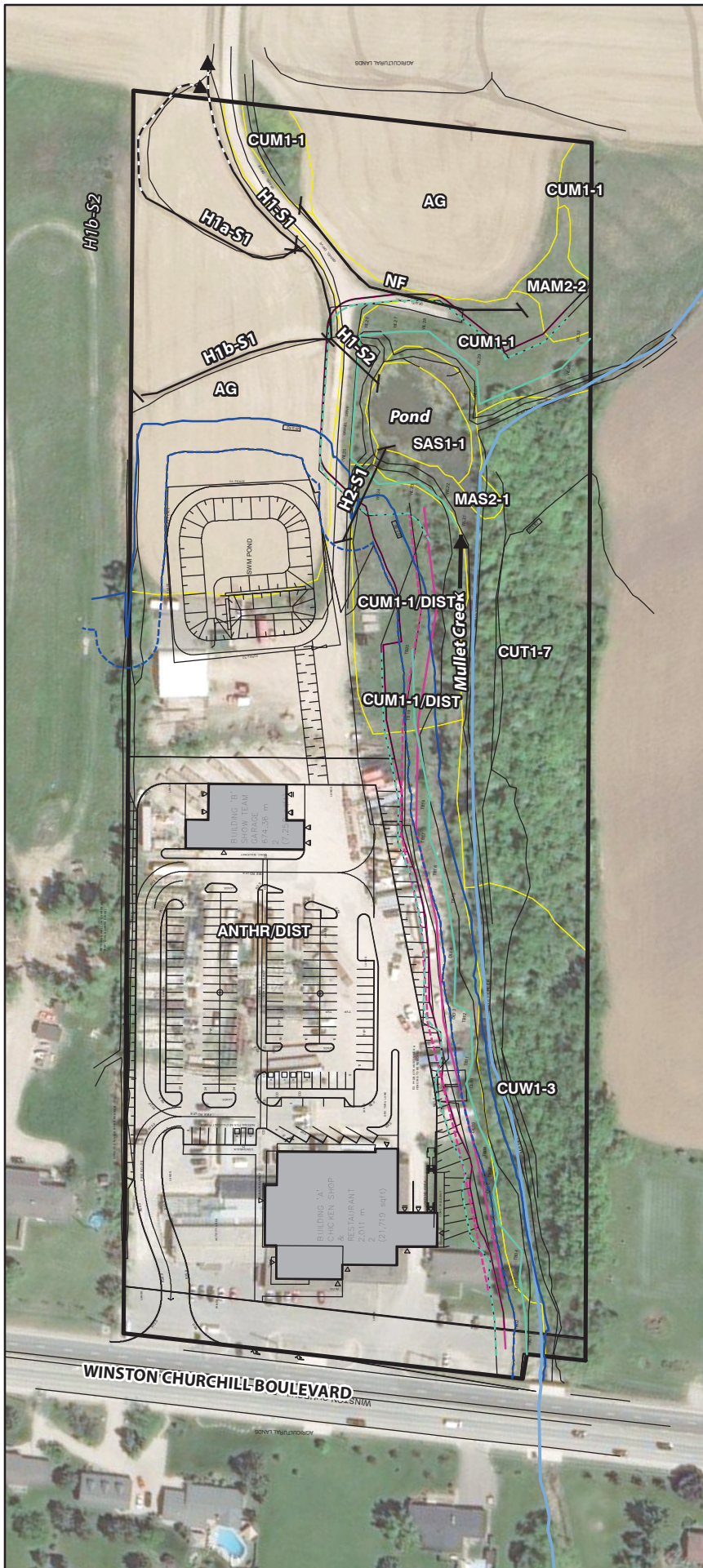
GEI Consultants, Savanta Division
100-75 Tiverton Court
Markham, ON
L3R 4M8

APRIL 2021

Savanta File Number: 8044

City File Number: C06W01.005

Region File Number: RZ-18-6W01-005B



0 50 Meters

1:2,000



ELC Legend

- CUM1-1, Old Field Meadow*
- CUT1-7*, Common Buckthorn Cultural Thicket*
- CUW1-3*, Deciduous Cultural Woodland*
- MAM2-2, Reed-canary Grass Mineral Meadow Marsh*
- MAS2-1, Cattail Mineral Shallow Marsh*
- SAS1-1, Pondweed Submerged Shallow Aquatic*

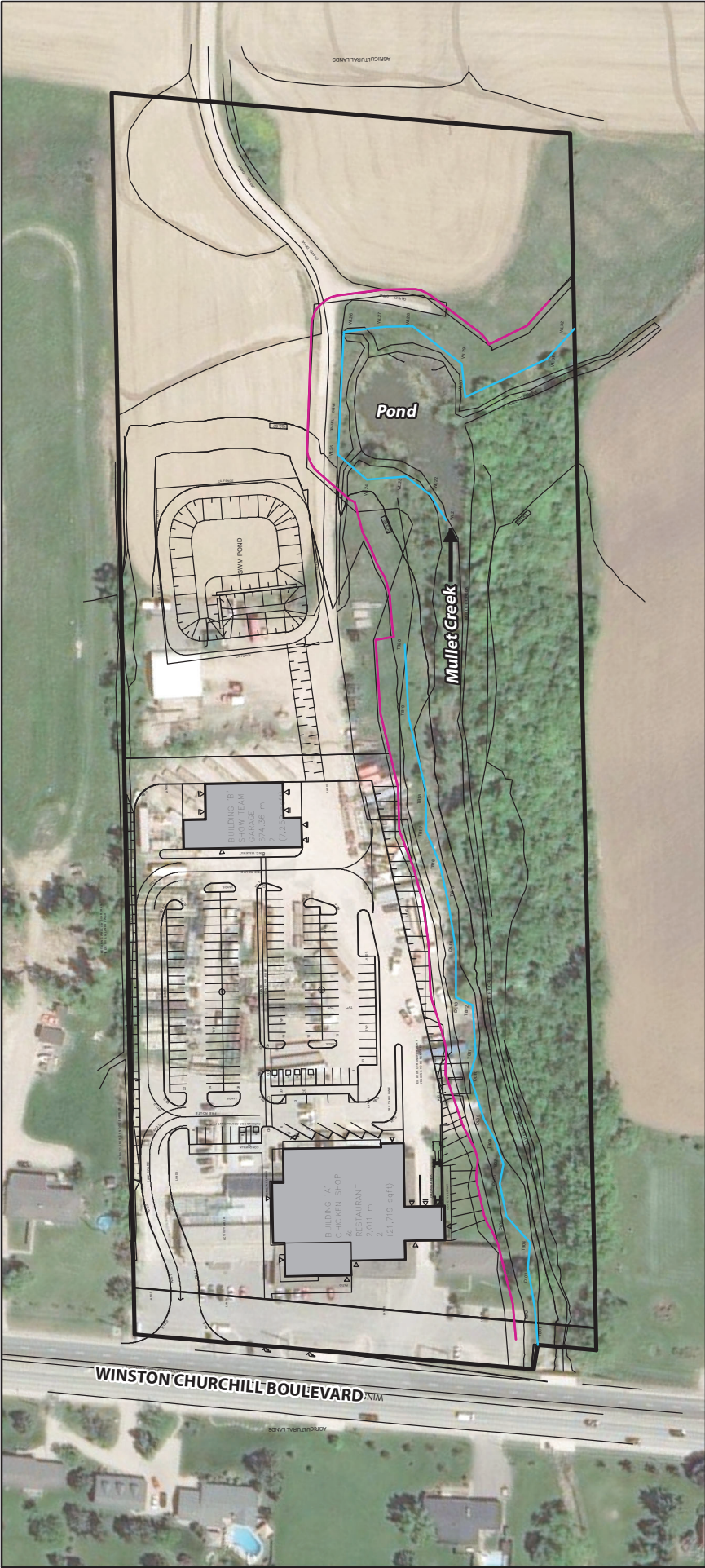
- AG, Agricultural*
- ANTHR, Anthropogenic*
- DIST, Disturbed*

**Type not listed in Southern Ontario ELC Guide*

- Subject Lands
- Ecological Land Classification
- Staked Top of Bank, Dripline and Wetland
- Top of Bank 10 m Buffer
- 3:1 Stable Top of Slope from Erosion Setback
- 3:1 Stable Top of Slope from Erosion Setback 5m buffer
- Floodline
- Floodline 10m buffer
- Watercourse (MNRF LIO)
- Headwater Drainage Feature

8175 Winston Churchill Boulevard

Figure 10
Constraint Mapping



0 50 Meters
1:2,000



- Subject Lands
- Staked Natural Heritage Features (February 1, 2018)
- Proposed Development Limit (10 m vegetated setback measured from staked dripline/top of bank/wetland or regional floodplain whichever is the greater constraint and a 5 m vegetated setback is proposed from the stable top of slope)

8175 Winston Churchill Boulevard

Figure 11 Site Plan

Site Plan: Baldassarra Architects Inc.
File: x_site_2020.dwg; REV: September 15, 2020





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 289 - 2021

To amend Comprehensive Zoning 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*, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
 - a. By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
"AGRICULTURAL (A)"	"INDUSTRIAL BUSINESS – SECTION 3608 (MBU – 3608), AGRICULTURAL (A) – SECTION 3610 (A – 3610), "OPEN SPACE (OS), and "FLOODPLAIN (F)"

- b. By adding the following sections:

"3608 The lands designated MBU – Section 3608 on Schedule A to this by-law:

3608.1 Shall only be used for the following purposes:

(1) Industrial:

- (a) a warehouse; and,
- (b) purposes accessory to the other permitted purposes, excluding outdoor storage.

(2) Non-Industrial:

- (a) an office;
- (b) a retail establishment, having no outside storage;
- (c) a dining room restaurant, a convenience restaurant a take-out restaurant;
- (d) a drive through facility in conjunction with a retail establishment;

- (e) purposes accessory to the other permitted purposes, excluding outdoor storage;
- (f) the purposes permitted by the Floodplain (F) zone; and,
- (g) the purposes permitted by the Open Space (OS) zone;

3608.2 Shall be subject to the following requirements and restrictions:

- 1) Minimum Front Yard Depth: 6.0 metres;
- 2) Minimum Exterior Side Yard Width: 6.0 metres;
- 3) Minimum Setback to a Hydro Transformer in any yard: 1.5 metres;
- 4) A canopy may encroach into the required front yard depth by a maximum 1 metre;
- 5) Notwithstanding Section 30.6, fencing is permitted within the front yard to a maximum height of 1.8 metres;
- 6) Trucks and/or trailers associated with a Retail Establishment may be stored within an enclosed building;
- 7) The maximum gross floor area of a detached garage shall be 700 square metres;
- 8) Service repair of trucks and/or trailers shall not be permitted;
- 9) Outside storage, including the storage of trailers and oversized motor vehicles, shall not be permitted;
- 10) Where the openings for waste disposal and loading facilities on any building face a public street, they shall be screened from view from the street;
- 11) Garbage and refuse storage for restaurant purposes shall be contained within a climate controlled area within a building; and,
- 12) All garbage and refuse storage for purposes other than for a restaurant, including any containers for storage of recyclable materials, shall be screened within an enclosure."

"3610 The lands designated A – Section 3610 on Schedule A to this by-law:

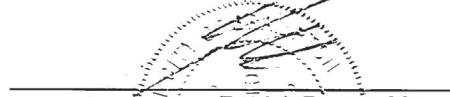
3610.1 Shall only be used for the following purposes:


- 1) Purposes permitted in the A zone; and,
- 2) Flood and erosion control."

ENACTED and PASSED this 8th day of December, 2021.

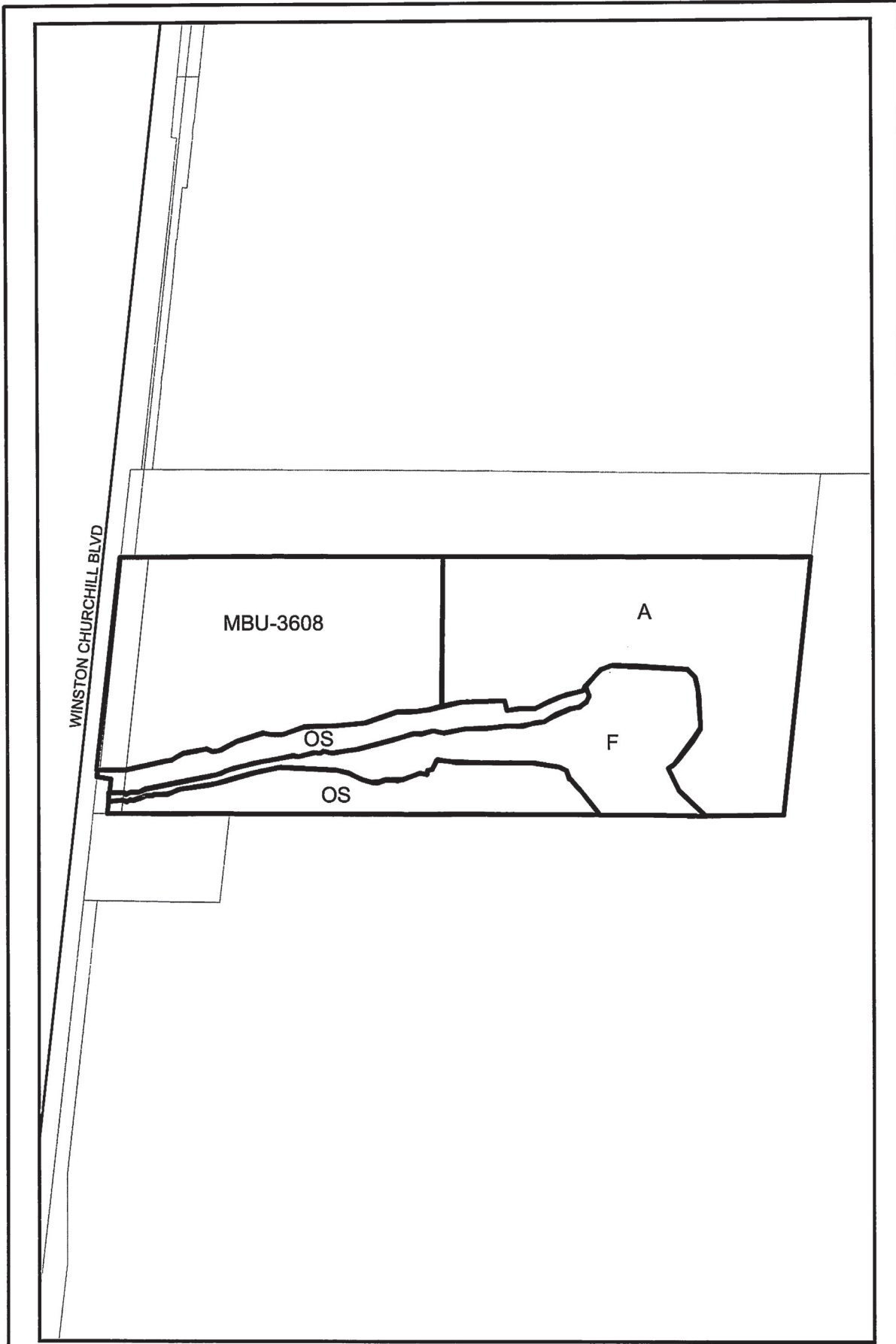
Approved as to form.
2021/11/30
SDSR

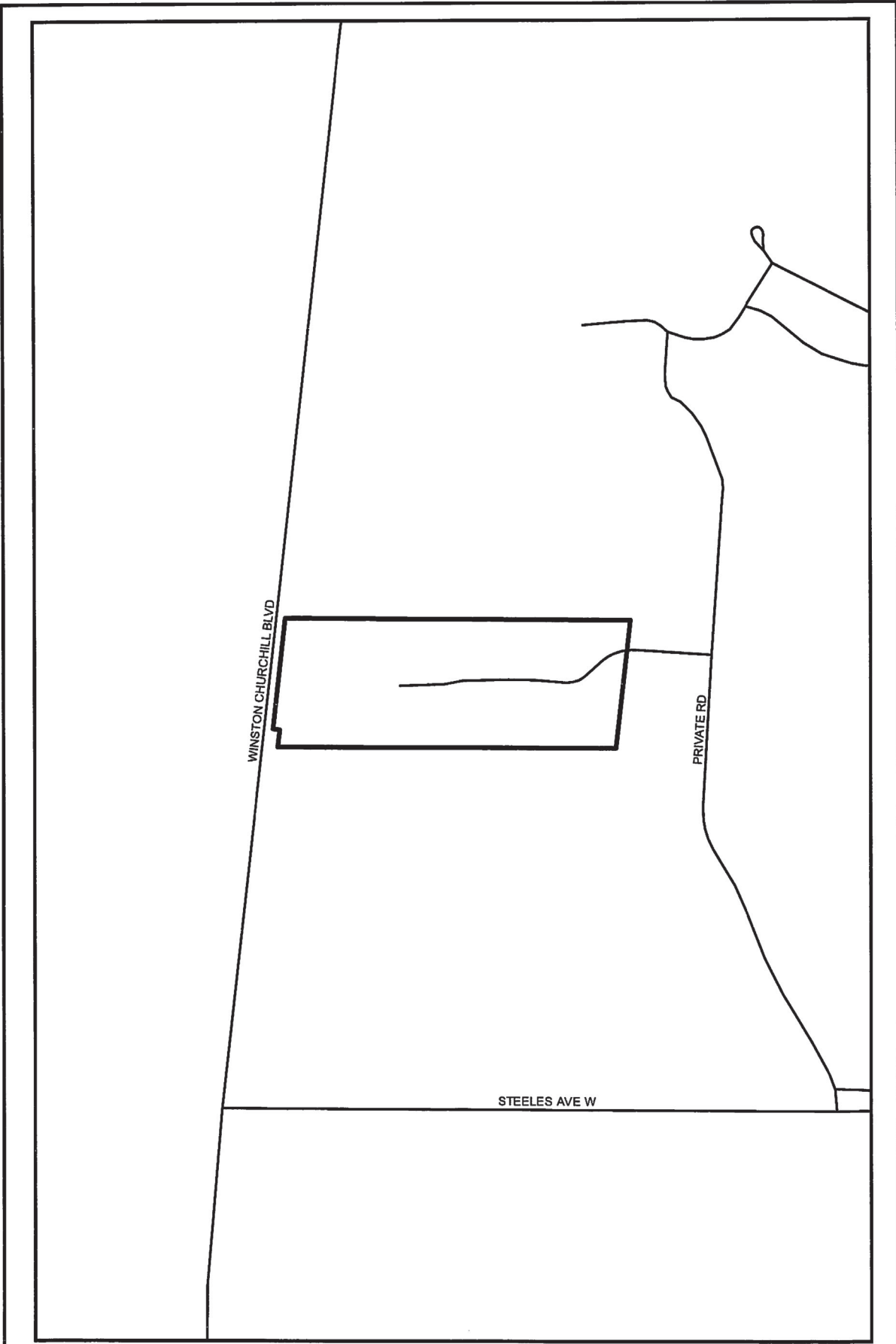
Approved as to content.
2021/12/03
AAP


Patrick Brown, Mayor


Peter Fay, City Clerk

(C06W01.005)





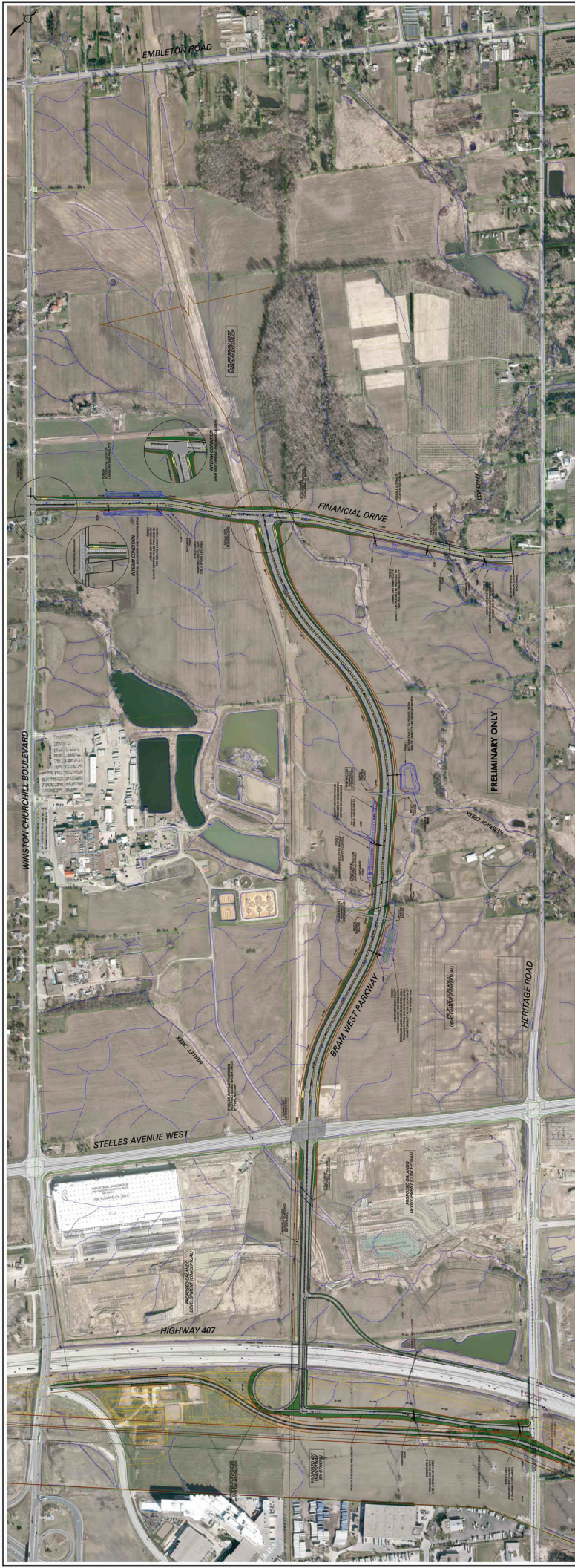
 SUBJECT LANDS



KEY MAP

File: C06W01.005_ZKM
Date: 2021/11/01 Drawn by: ckovac

BY-LAW 289.2021



PROPOSED 407 BRAM WEST PARKWAY -
TECHNICALLY PREFERRED PLAN

SCALE 1:2000
DATE DECEMBER 2013

LEGEND
 EXISTING PROPERTY LINE
 PROPOSED PROPERTY LINE
 PROPOSED PARKWAY BY CATERING
 PROPOSED PARKWAY BY RETAIL
 PROPOSED PARKWAY

BRAM WEST PARKWAY EA



APPENDIX 4

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement,
de la Protection de la nature et des
Parcs

Office of the Minister

Bureau du ministre

77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5
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Fax: 416.314.6748

77, rue Wellesley Ouest
11^e étage, édifice Ferguson
Toronto ON M7A 2T5
Tél. : 416 314-6790
Télééc.: 416 314-6748



OCT 13 2018

ENV1283MC-2018-1028

Mr. Ron E. Folkes
Folkes Legal Professional Corporation
21 Queen Street East, Suite 900
Brampton ON L6W 3P1
ronefolkes@folkeslaw.ca

Dear Mr. Folkes:

On October 28, 2016, you submitted a request on behalf of your client, Maple Lodge Farms Ltd. that the City of Brampton be required to prepare an individual environmental assessment for the proposed Bram West Parkway (Heritage Road to Financial Drive) and Financial Drive (Heritage Road to Winston Churchill Boulevard). I am taking this opportunity to inform you that I have decided that an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the project documentation, the provisions of the Schedule C requirements of the Municipal Class Environmental Assessment, the issues raised in the requests, and relevant matters to be considered under section 16 of the Environmental Assessment Act.

The Municipal Class Environmental Assessment is a process by which proponents plan and develop projects of this type, including evaluating alternatives, assessing environmental effects, developing mitigation measures, and consulting with the public, without having to obtain approval from me and the Lieutenant Governor in Council for each individual project.

The Municipal Class Environmental Assessment has itself been subject to review and approval under the act, which determined, in part, that the application of the Municipal Class Environmental Assessment process would enable proponents to meet the intent and purpose of the act. The City has demonstrated that it has planned and developed this project in accordance with the provisions of the Municipal Class Environmental Assessment. I am satisfied therefore that the purpose of the act, "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment", has been met for this project. Despite not requiring an individual environmental assessment be prepared, in reviewing the requests it was noted that there were concerns regarding safety and consultation. To address these concerns, I am imposing the following conditions on the project:

Mr. Ron E. Folkes
Page 2.

1. The City shall continue to consult with all interested Indigenous communities during the detailed design phase, construction phase and for any additional archaeological assessments completed for the project.
 - a. The City must maintain a record of any additional consultation with Indigenous communities during detailed design and construction phases of the project.
2. The City shall hold at least one meeting with Maple Lodge Farms regarding the new alignment of the Bram West Parkway from Financial Drive to Highway 407 to ensure that traffic and pedestrian safety are considered in the detailed design of the project.
3. Once conditions 1 and 2 have been satisfied, the City shall notify in writing the Director of the Environmental Assessment and Permissions Branch.

The concerns raised, together with the reasons for my decision, are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the City, or will be addressed in future work that is required to be carried out.

With this decision having been made, the City can now proceed with the project, subject to the conditions I have imposed and any other permits or approvals required. The City must ensure it implements the project in the manner it was developed and designed, as set out in the project documentation, and inclusive of all mitigating measures, and environmental and other provisions therein.

I would like to thank your client for participating in the Class Environmental Assessment process and for bringing its concerns to my attention.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rod Phillips', with a long horizontal stroke extending to the right.

Rod Phillips
Minister

Attachment

- c: Mr. Compton Bobb, Project Engineer, City of Brampton
EA File No. 16099 Bram West Parkway (Heritage Road to Financial Drive) and
Financial Drive (Heritage Road to Winston Churchill Boulevard)

Bram West Parkway (Heritage Road to Financial Drive) and Financial Drive (Heritage Road to Winston Churchill Boulevard) Municipal Class Environmental Assessment

Minister's Review of Issues Raised by Requesters

Issues	Response
Safety	
<p>Impacts to safety as a result of fogging and icing from the existing wastewater treatment ponds from Maple Lodge Farms.</p> <p>The fogging and icing assessment conducted by the city is inaccurate.</p> <p>The fogging and icing assessment should have included more mitigation/preventative measures.</p>	<p>Maple Lodge Farms currently has two wastewater treatment ponds on its property that are used as part of its poultry processing operations. These ponds produce condensation over the area where the proposed Bram West Parkway is planned and in the winter could create ice and unsafe conditions within the project study area. Maple Lodge Farms raised their concerns regarding this issue during the first public information centre.</p> <p>The city undertook a fogging and icing assessment in response to the concern. The city used data from Pearson Airport for weather records, Maple Lodge Farms' data for the pond temperature on its property and a site visit to complete the fogging and icing assessment. The fogging and icing assessment concluded the water vapour from the basin and lagoon on Maple Lodge Farms' property creates an estimated 5 to 16 hours per year of winter fog conditions under freezing temperatures that could lead to ice on the roadways. Although infrequent, the city recognizes the potential cause of icing in this area. The city committed to review additional mitigation measures that could be implemented, including preventative measures and monitor site conditions as part of the detailed design stage of the project.</p> <p>The city currently has a protocol in place for locations that require a higher level of service to ensure safe conditions (including overpasses, bridges over open rivers, etc.). This protocol includes mitigation such as monitoring, salting, anti-icing, and snow plowing. The city has committed to implementing this protocol/procedure for the project area.</p> <p>The ministry is satisfied that the city has adequately considered safety impacts to date. However, in order to ensure that traffic management continues to be considered, the ministry recommends imposing a condition requiring the city to hold at least one meeting with Maple Lodge Farms regarding the new alignment of the Bram West Parkway from Financial Drive to Highway 407 to ensure that traffic and pedestrian safety are considered in the detailed design of the project.</p>
Consultation	
<p>The consultation undertaken by the city was inadequate.</p>	<p>The Municipal Class Environmental Assessment sets out the minimum requirements for public consultation and includes: publishing two formal notices, contacting review agencies, addressing raised concerns, and documenting them in the project report.</p> <p>In accordance with the Municipal Class Environmental Assessment requirements, the city provided several opportunities for consultation</p>

Issues	Response
	<p>throughout the Class Environmental Assessment process, including:</p> <ul style="list-style-type: none"> • Notice of Study Commencement; • Two public information centres; • Three stakeholder group meetings; and, • Notice of Study Completion. <p>The city also met with Maple Lodge Farms on two separate occasions to discuss their concerns with the proposed project and the alternative methods (alignments). Based on feedback from the first public information centre and discussion with Maple Lodge Farms the city changed the central corridor route to be located as far east as possible to increase the distance from Maple Lodge Farms' ponds without having significant impacts to species at risk and the floodplain.</p> <p>The ministry is satisfied that the city fulfilled the consultation requirements as outlined in the Municipal Class Environmental Assessment.</p>
<p>The 30 day review/comment period following the Notice of Completion being issued was inadequate.</p>	<p>In accordance with the Municipal Class Environmental Assessment requirements, the city provided a 30 day comment period following the Notice of Completion.</p> <p>The ministry is satisfied that the Municipal Class Environmental Assessment requirements were met.</p>
<p>Alternatives</p>	
<p>Additional alternative methods should have been considered for the Bram West Parkway.</p>	<p>The city planned the project in accordance with the Schedule C requirements of the Municipal Class Environmental Assessment. Under the Schedule C requirements, proponents are required to evaluate alternative methods for proposed project. The following alternative methods were considered by the city for the Bram West Parkway Alignment to address the travel demand in the area:</p> <ul style="list-style-type: none"> • A west corridor; • A central corridor; and, • An east corridor. <p>The city evaluated the alternative methods against a number of criteria including transportation, technical considerations, natural environment, socio-economic and land use, and cultural heritage. The central corridor was identified as the preferred alternative method because it scored the highest in respect to these criteria with the lowest impact to the natural environment.</p> <p>The city presented the preferred alternative method at the first public information centre and made changes to the project based on the feedback that was received. The city moved the preferred alignment further east in order to increase the distance from Maple Lodge Farms' two wastewater treatment ponds.</p>

Issues	Response
	The ministry is satisfied that the city considered alternative methods in accordance with the requirements of the Municipal Class Environmental Assessment.
Business	
Concern that the proposed project will impact Maple Lodge Farms' operations.	<p>The city has stated that it will not require Maple Lodge Farms to alter any of its operations as a result of the proposed project.</p> <p>The ministry is satisfied with the city's commitment to not impact Maple Lodge Farms' operations.</p>