

Date: 2021-02-19

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

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

Jeffrey Humble, Manager, Policy, Prog. & Implement., Planning, Building and Economic Development Department,
jeffrey.humble@brampton.ca

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Recommendations:

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

Overview:

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

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

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

Background:

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

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

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

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

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

Current Situation:

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

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

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

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

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

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

Corporate Implications:

Financial Implications:

There are no financial implications associated with this report.

Other Implications:

No other implications have been identified at this time.

Term of Council Priorities (2019-2022)

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

Living the Mosaic – Brampton 2040 Vision

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

Conclusion:

The comprehensive updating of the City’s Secondary Plans is an important undertaking that is beneficial in guiding community growth and development. The consolidation of older secondary plans is being undertaken with the objective of updating applicable policies and schedules, and improving the overall clarity of the documents to be more user friendly.

Authored by:

Reviewed by:

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

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

Approved by:

Submitted by:

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

David Barrick, Chief Administrative
Officer

Appendices:

Appendix A: Draft Airport Intermodal Secondary Plan

Appendix B: Schedule 4

Appendix C: Bramalea North Industrial Area 13 track version

Appendix D: Gore Industrial North Area 14 track version

Appendix E: Bramalea South Industrial Area 22 track version

Appendix F: Gore Industrial South Area 23 track version

Appendix G: Parkway Belt Industrial Area 32 track version

Appendix H: Airport Rd./Hwy 7 Business Centre Area 37 track version