

**Date:** 2021-11-14

**Subject:** **Recommendation Report - Interim Control By-Law (ICBL) 306-2003 - Northwest Brampton**

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**Report Number:** Planning, Bld & Ec Dev-2021-1128

**Recommendations:**

1. **THAT** the report “Recommendation Report – Interim Control By-Law 306-2003 – Northwest Brampton” to the Planning and Development Committee meeting of December 6, 2021, be received; and
2. **THAT** the Interim Control By-Law 306-2003 amending by-law attached as Appendix 2 to this report, be adopted; and
3. **THAT** the Clerk circulate Notice of the ICBL amendment in accordance with section 38(3) of the *Planning Act*.

**Overview:**

- Interim Control By-Law (ICBL) 306-2003 was adopted almost twenty years ago as a local measure to prohibit the erection of new buildings or structures to protect for future transportation planning in North West Brampton.
- The Ontario Ministry of Transportation (MTO) Environmental Assessment (EA) for the Greater Toronto Area West Corridor (GTA West Corridor), initiated in 2007, has scoped the study area to a Focused Analysis Area (‘FAA’), which is significantly more narrow than the lands captured by the ICBL.
- This report recommends amending the ICBL to align with the Province’s FAA.

## **Background:**

On October 15, 2003, City Council enacted Interim Control By-law 306-2003 to facilitate study for a future transportation corridor across Northwest Brampton. In April 2006, the Halton-Peel Boundary Area Transportation Study (HPBATS) was initiated to identify long-term transportation network solutions in the area. The Ontario Ministry of Transportation (MTO) subsequently initiated the GTA West Corridor Environmental Assessment in 2007, which has been recently resumed and is in the consultation process. Since resumption of the study, the MTO has reduced the scope of lands that may be impacted by a potential future highway.

## **Current Situation:**

As the MTO continues the Environmental Assessment study for the GTA West Corridor, affected lands impacted by the corridor have now been reduced and the expectation is that further narrowing will occur through the preliminary design phases of the project.

The following explains the different degrees of protection identified by the MTO:

**The Preferred Route** - The GTA West Transportation Corridor Route Planning and Environmental Assessment Study is focusing on the planning and preliminary design of a new multimodal transportation corridor that includes a 400-series highway, transitway, and potential goods movement priority features. Public Information Centre #2 (PIC #2), held in September/October 2019, presented the draft Technically Preferred Route and draft 2019 Focused Analysis Area for comment. On August 2020, the Province announced a Preferred Route for the GTA West Corridor. The Preferred Route map (attached hereto as Appendix 1) illustrates the route and interchange locations for the GTA West multimodal transportation corridor that will be developed to a preliminary design level of detail over the next 2 years. The Preferred Route is subject to change through the remainder of the Environmental Assessment study process, as new information becomes available to the project team. Any revisions to the alignment will fall within the Focused Analysis Area.

**Focused Analysis Area (FAA) Lands** – The refined 2020 FAA (purple area identified in Appendix 1) is a zone that surrounds the Preferred Route and defines which properties continue to be within an area of interest as the study progresses. Properties located within the 2020 FAA could be directly impacted by the GTA West multimodal transportation corridor, ancillary uses, or if refinements are made to the route during the preliminary design stage.

These lands must remain frozen pending completion of MTO's work to identify the final confirmation of the preferred route alignment of the corridor. MTO will not permit any development that would constrain the selection of the final corridor alignment within the FAA.

**Area of Reduced Interest (ARI)** - Applications for development within this area can proceed through the municipal development process. All such applications will be reviewed by the Province, but it is anticipated that these applications will not be impacted by the transportation corridor.

## **Corporate Implications:**

### Financial Implications:

There are no financial implications directly associated with this report.

### Other Implications:

No other implication associated with this report have been identified at this time.

### **Term of Council Priorities:**

Living the Mosaic – 2040 Vision: This report is consistent with the Brampton 2040 Vision in relation to supporting the development of the Northwest Brampton Planning Area. Furthermore, it addresses the Term of Council Priorities with respect to complete communities and sustainable growth.

### **Conclusion:**

Through the study of the GTA West Corridor, the lands that must remain frozen pending completion of MTO's work has been reduced to the identified FAA, reducing its influence over Northwest Brampton. Since the Province has identified the Areas of reduced Interest, staff recommend that ICBL 306-2003 be modified to only apply to lands within the FAA as identified by the MTO and as reflected in the draft by-law amendment attached to this report as Appendix 2. The draft by-law amendment would also implement some typographical corrections with respect to previous amendments.

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### **Attachments:**

Appendix 1 Ministry of Transportation – GTA West Preferred Route Map

Appendix 2 Proposed Amendment to Interim Control By-Law 306-2003

