

October 18, 2006

Re: Brampton Official Review 2006 – Adoption of a New Official Plan for the City of Brampton (File P25 OV)

The Council of the Corporation of the City of Brampton passed the following resolution at its Regular Meeting of October 11, 2006:

C298-2006 That the report from D. Waters, Manager of Land Use Policy, Planning, Design and Development, dated October 5, 2006, to the Council Meeting of October 11, 2006, re: **Brampton Official Review 2006 – Adoption of a New Official Plan for the City of Brampton (File P25 OV)** be received; and,

That By-law 358-2006 be passed to adopt the new Official Plan 2006; and,

That it is hereby determined that in adopting the new Official Plan, Council has had regard to all matters of Provincial Interest and the Provincial Policy Statement as set out in Section 2 and 3(5), respectively of the *Planning Act* R.S.O., cP 13, as amended; and,

That the City Clerk be authorized and directed to make application to the Region of Peel for approval of the new City of Brampton Official Plan; and,

That the City Clerk give notice of the adoption of the Plan to those persons and agencies requesting the same or providing submissions, in accordance with Section 17(8) of the *Planning Act, 1990*; and,

That subject to the required public notice and amendment to User Fee By-law 380-2003, as amended, the following fees be approved for copies of the Official Plan 2006:

Color Print Copies \$155.00
Compact Disc (CD) \$20.00

By-law 358-2006 was passed at the Council Meeting and will be circulated in accordance with the *Planning Act*.

Michael Di Lullo
Legislative Coordinator, City Clerk's Office
Tel: 905-874-3829 / Fax: 905-874-2119
michael.dilullo@brampton.ca
/md (CL- H 8-12)



Date: October 5, 2006

File: P25 OV

Subject: Official Plan Amendment Report-Adoption of a New Official Plan for the City of Brampton

Contact: David Waters, Manager, Land Use Policy (905-874-2074)

OVERVIEW:

- This report brings forward a new Official Plan for the City of Brampton Planning Area and the enabling By-law for Council's adoption.
- The revised Official Plan is the culmination of a comprehensive review process that was commenced in 2002 and supported by a communications plan that included extensive public participation. The new Official Plan will further strengthen the sustainability planning framework which will provide a solid foundation for the City to manage the challenges and opportunities of growth that is forecasted over the next 30 years.
- The revised Official Plan has also addressed recent submissions. Further submissions and outstanding matters will be dealt with as part of the Region of Peel approval process of the Brampton Official Plan.
- Following Council's adoption of the new Official Plan, the final phase of the Official Plan Review will start by requesting the Region of Peel to commence its process for approving the Plan.
- To implement the sale of the new Official Plan, amendment to the City's Fee By-Law has to be made as proposed in this report.

RECOMMENDATIONS

1. THAT the report entitled "Official Plan Amendment Report-Adoption of a New Official Plan for the City of Brampton" dated October 5, 2006 and attachments (File: P25 OV) be received;
2. THAT the City Council authorize the passing of the By-law attached hereto as Appendix B to adopt the new Official Plan;
3. THAT it is hereby determined that in adopting the new Official Plan, Council has had regard to all matters of Provincial Interest and the

Provincial Policy Statement as set out in Section 2 and 3(5), respectively of the *Planning Act* R.S.O., cP 13, as amended;

4. THAT the City Clerk be authorized and directed to make application to the Region of Peel for approval of the new City of Brampton Official Plan;
5. THAT the City Clerk give notice of the adoption of the Plan to those persons and agencies requesting the same or providing submissions, in accordance with Section 17(8) of the *Planning Act*, 1990; and,
6. THAT, subject to the required public notice and amendment to User Fee By-Law 380-2003, as amended, the following fees be approved for copies of the Official Plan 2006:

Colour Print Copies	\$155.00
Compact Disc (CD)	\$20.00

BACKGROUND

Strategic Official Plan Review

The current Official Plan (OP) for the City of Brampton was adopted by the City Council on June 28, 1993 and approved by the Ministry of Municipal Affairs and Housing on March 6, 1997. In accordance with Section 26(1) of the *Planning Act*, and input received at a Special Meeting held on June 3, 2002, City staff were directed to undertake a strategic review of the 1997 Official Plan focused on a number of areas including:

- Long term population and employment forecasts
- Retail
- Office
- Environment
- Recreational Open Space
- Cultural Heritage
- Urban Design
- North West Brampton Urban Boundary Review
- General Housekeeping

In addition to the above, implementation of the Transportation and Transit Master Plan (TTMP) as adopted by Council in September 2004 was included as part of the Official Plan Review to provide a means for the comprehensive consideration of all relevant transportation policy issues.

Based on the public input received at the Mayor's Town Hall Meetings, it was decided to expand the scope of the Official Plan Review to include such matters

as sustainability and updating the overall presentation and readability of the Official Plan itself.

Finalization of the Revised Official Plan

The Official Plan Review process has reached the final stage of the “Phase 2 Policy Review” following extensive consultation undertaken for the Draft Official Plan that was released in April 2006. Input received was considered by City staff and recommendations on refining the draft Official Plan are comprehensively documented in the “Recommendation Report: Official Plan Review” dated September 26, 2006. The Report was received by the Planning, Design and Development Committee on October 4, 2006.

Direction was given for staff to proceed with revising the Draft Official Plan in accordance with the recommendations set out in the September 26, 2006 Recommendation Report, specifically the proposed changes as presented in the strikeout version of the Draft Official Plan and the Revised Official Plan Schedules. Direction was also given to staff to submit the new Official Plan to City Council for adoption by By-law on October 11, 2006. To this end, the new Official Plan and adopting By-law attached hereto as Appendix A and Appendix B respectively are brought forward for Council’s review and adoption. The new Official Plan has also addressed further submissions received after the Recommendation Report as discussed below.

The New City of Brampton Official Plan

The new City of Brampton Official Plan represents the culmination of a comprehensive review process involving detailed research, analysis and policy formulation with extensive public participation throughout, which is administered by way of a Communications Plan. Launched under the “Our Brampton, Our Future” branding program, the City has implemented a series of communications initiatives to proactively engage the public in the Official Plan review process. In addition to the requisite Statutory Public Meeting, events hosted by the City included two Mayor’s Town Hall meetings, two stakeholder workshops, two open houses, a special website and email, opinion survey, newspaper and radio advertisement, and a newsletter to all households in the City. The Official Plan Review Communications Plan has been successful in promoting public participation throughout the process and high attendance was recorded at all events held.

Input received from the extensive public consultation undertaken has confirmed that the direction that the new Official Plan is taking to strengthen the systems-based sustainability planning approach is appropriate and has garnered strong support. The key components of the Official Plan sustainable planning framework are comprised of:

- Strengthening of the City's long established ecosystem approach to environmental and natural heritage planning;
- An integrated land use and transportation plan that provides a balanced transportation system giving priority to public transit and pedestrians and creating complete communities;
- Fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycles;
- A robust commercial and employment land use strategy that promotes economic stability, vitality and diversity and caters to the changing needs of the market and the residents of Brampton;
- Priority to preserving and enhancing the City's rich cultural heritage and existing social fabric that is integral to the City's urban design and community revitalization strategies including the Flower City Strategy; and,
- A Growth Management Program that ensures growth takes place in a coordinated and fiscally responsible manner.

The Plan will provide a solid foundation for the City to manage the challenges and opportunities of growth that is forecasted over the next 30 years. The vision of this blueprint for the City's future is to create a distinct, sustainable and liveable urban community that will offer a high quality of life for all its residents.

The new Official Plan is attached as Appendix A of this report. The document will repeal Part One General Plan of the existing Official Plan while Part Two Secondary Plans are maintained. It is the intention that Part Two Secondary Plans will be reviewed and updated to conform with the new Official Plan following its adoption by Council.

CURRENT SITUATION

Recent Submissions

The City received four submissions after the completion of the Recommendation Report. These include further submissions made by the Dufferin-Peel Catholic District School Board, Peel District School Board, KLM Planning and Bell Canada as well as a new submission made by GLB Urban Planners. These submissions are attached in Appendix C.

Dufferin-Peel Catholic District and Peel District School Boards

The Dufferin-Peel Catholic District and the Peel District School Boards have made further submissions dated September 13, 2006 and September 8, 2006 respectively. Their main concern is with the prohibition of redevelopment or infill development for schools within the Lester B. Pearson International Airport Operating Area (LBPIA) (Section 4.2.3.2, 4.3.1 and 4.3.2.2).

The policies in the Official Plan regarding the LBPIA including those in Section 4.2 referred to by the School Boards are based on the various provincial and regional policies as stated in Sections 4.5.15.1.7 to 4.5.1.17. Staff are restating the position of the Greater Toronto Airports Authority (GTAA) and the Region of Peel Official Plan that no alteration should be made to the policy of prohibiting new, infill or redevelopment of school in the LBPIA as stipulated by these policies. However, cross referencing to Section 4.5.15.1 will be included in the abovementioned policies in Sections 4.2 and 4.3 for clarity.

Northview Downs Development Limited

KLM has made a further submission dated September 28, 2006 to state their disagreement to the response provided by City staff. They submit that the only issue that remains with respect to the OMB's decision on the proposal is timing. As such, KLM considers it appropriate that the issue can be addressed through the Official Plan provided that the basis and criteria is appropriately rationalized. Their view is that it is not necessary for the City to require the submission of a private Official Plan Amendment particularly in consideration that the City is taking an approach that designates convenience retail sites within the Official Plan.

Staff note that the Convenience Retail designations on Schedule "A2" (Retail Structure) are based on those in the City's Secondary Plans. As the subject site is still designated "Institutional- Place of Worship" and "Low/Medium Density Residential" in the Fletcher's Meadow Secondary Plan, a proposed land use change will still be subject to a secondary plan amendment process before it can be designated in the Official Plan. Staff also note that the OMB decision was not only on the issue of timing but also on other matters as well including the need to uphold the integrity of the City's planning process notably in respect of considering changes to approved land uses. As such, staff continue to support the position that no alteration to the Official Plan is required in respect of designating the subject site as Convenience Retail.

GLB Urban Planners

The submission by GLB Urban Planners dated September 12, 2006 was made on behalf of the North West Brampton (NWB) Landowners Group Inc.

At this time, staff find it acceptable to incorporate the following comments from GLB's submission:

- Section One Comment # 16 (Section 4.5.2.7), Comment # 30 (Section 4.6.2.1 (ii)), Comment # 36 (Section 4.13.2.9), and Comment # 38 (Section 4.14.2); and,
- Section Two Comment # 13 (Cultural Heritage Map).

Staff consider these changes minor in nature and will assist in the interpretation of the Official Plan policies.

The majority of the comments raised by the September 12, 2006 submission on environmental policies and mapping are very similar to those raised by the Stonybrook submission made on behalf of Trinison dated August 14, 2006. Staff have already responded to the Stonybrook submission in the September 26, 2006 staff report.

Regarding GLB's comments on North West Brampton, staff do not at this time support any change to the Official Plan that modifies the settlement on OP93-245 which was recently reached between the Province, Region of Peel and the City except for Section 4.14.2 to add clarity. Staff will revisit GLB's submission as it relates to North West Brampton during the Region's approval process of the City's Official Plan.

Bell Canada

Bell Canada's submission dated October 3, 2006 requested the City to reconsider their suggestion regarding design requirements for utility installations in residential areas and permitting telecommunication facilities in all land use designations. Bell Canada provided revised policy wording which they believe will better meet the intent of the existing policy (Section 4.7.4.2).

Staff consider Bell Canada's revised wording changes acceptable in principle and will incorporate the revised policies with some text modifications to add clarity. The revised wording has been incorporated into Section 4.7.4.2 and the new policy added as Section 4.7.4.9.

Sale of the Official Plan

As with the current Official Plan, the new Official Plan will be available for purchase. To implement the sale of the new Official Plan, the City's Fee By-law 380-2003 has to be amended to add a charge to Schedule "J" (Planning, Design and Development Fees/Charges).

Amendment to the Fee By-law 380 2003

The new Official Plan (Part One) is a comprehensive document of over 300 pages of text and mapping in full colour. It will be available on the City's website for downloading, and at the Planning, Design and Development Department for review. The Plan will also be available for purchase in both print and electronic (CD) forms at a fee which is proposed to be set at-cost based on the cost-recovery principle adopted for the current Official Plan. The fee for a print copy of the new Official Plan is \$155 and \$20 for each CD.

In order to implement the printing charges for the new Official Plan, it is recommended that the City's Fee By-law 380-2003 be amended subject to required notice.

NEXT STEPS

Region of Peel Approval

Following Council's adoption of the new Official Plan, the final Phase 3 Approval of the Official Plan Review will be initiated. This will entail the City Clerk submitting the new Official Plan and supporting background materials to the Region of Peel for final approval. Staff will report to City Council on the results of the circulation and any modifications to the Official Plan. Under the *Planning Act*, the Region must issue a notice of decision within 180 days after receiving the City's new Official Plan. This is expected to occur in the Spring of 2007.

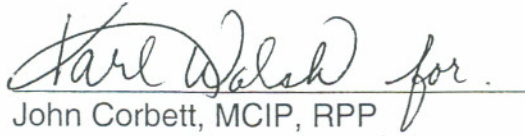
Further Submissions

Submissions received after the October 11, 2006 Council Meeting and related outstanding matters can and will be addressed during the circulation of the Official Plan by the Region of Peel. Some of these comments may necessitate modifications to the Council adopted Official Plan but these are not expected to impact on the overall approach or direction of the Plan itself.

Growth Plan Conformity Review

The strategic direction of the Growth Plan for the Greater Golden Horseshoe ("Places to Grow") has been reflected in the new Official Plan. The City will be embarking on a separate exercise, in cooperation with Peel Region, Mississauga and Caledon to review and bring the Official Plan into full conformity with the Growth Plan. Staff will report to Council on the results of the review and changes to be made to the Official Plan.

Respectfully submitted,

A handwritten signature in cursive script that reads "Karl Walsh for." The signature is written in black ink and is positioned above a horizontal line.

John Corbett, MCIP, RPP
Commissioner, Planning, Design and Development

Authored by: Christina Lo

Attachments:

Appendix A - The New City of Brampton Official Plan
(Provided under separate cover)

Appendix B - Proposed By-Law to Adopt the New City of Brampton Official Plan

Appendix C – Recent Submissions on the Draft Official Plan

Appendix A

The New City of Brampton Official Plan

(Provided under separate cover)

Appendix B
Proposed By-law
to Adopt the New City of Brampton Official Plan



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

A By-law to Repeal Certain Parts of the 1993 Official Plan
of the City of Brampton Planning Area and
to Adopt a New Official Plan of the City of Brampton

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. Section 2 of By-law 120-93, which adopted the text and mapping attached thereto as the Official Plan of the City of Brampton is hereby repealed, save and except for Part Two thereof in its entirety, which contains the Chapters and Official Plan Amendments constituting the Secondary Plans to the Official Plan of the City of Brampton.
2. The text and mapping attached hereto are hereby adopted as the Official Plan of the City of Brampton.
3. The City Clerk is hereby authorized and directed to make application to the Region of Peel for approval of a new Official Plan for the City of Brampton.

Read a first, second and third time and passed this 11th day of October, 2006.



S. Fennell, Mayor

K. Zammit, City Clerk



Approved as to Content
Adrian Smith, M.C.I.P., R.P.P.
Director, Planning & Land Development Services

Appendix C

Recent Submissions on the Draft Official Plan



Dufferin-Peel Catholic District School Board

40 Matheson Boulevard West, Mississauga, Ontario, L5R 1C5 • Tel: (905) 890-1221 • Fax: (905) 890-7610

September 13, 2006

Ms. Christina Lo
Policy Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Lo:

RE: **Staff Responses to Agencies' Comments on Draft Official Plan
City of Brampton, April 10, 2006**

The Dufferin-Peel Catholic District School Board is satisfied with the majority of the responses that the City has provided to our comments, however the Board objects to the following policies:

- Policies 4.2.3.2

The Dufferin-Peel Catholic District School Board is opposed to this policy. As it stands, the policy limits the Board's capabilities to operate and plan for future development of our schools in this area. The Board is also concerned with the policy's limitations for redevelopment of schools due to unforeseen hazards such as fire or flooding.

If an addition was required at a school in the Lester B. Pearson International Airport (LBPIA) Operating Area and the City prohibited this then the children would have to be bussed to another school out of their neighbourhood. The children would be disrupted, there is the added cost of bussing to the Board, and this would increase traffic on already busy streets.

The Board is willing to meet with the City to discuss these issues.

If you have any questions or require any further information please contact me at 905-890-1221, ext. 24163.

Yours truly,

Patrick Lui, Planner

c. S. Hare, Peel District School Board
P. Mountford, Peel District School Board

September 8, 2006

Ms. Christina Lo
Policy Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Ms. Lo:

RE: **Staff Responses to Agencies' Comments on Draft Official Plan
City of Brampton, April 10, 2006**

The Board is satisfied with the majority of the responses that the City has provided to our comments, however the Board objects to the following policies:

- Policies 4.2.3.2, 4.3.1, 4.3.2.2

The addition of a school should not be considered as redevelopment or infill. As the City of Brampton does not define redevelopment and infill in its Official Plan, I use the Region of Peel Official Plan's definitions of the above as this policy is taken from their Plan. Redevelopment is defined as "the creation of new units in existing buildings or on previously developed, serviced land. Redevelopment includes infill, accessory apartments and rooming houses." Redevelopment in this definition refers to residential development only. Infill is not defined in the Region of Peel Official Plan.

If an addition was required at a school in the Lester B. Pearson International Airport (LBPIA) Operating Area and the City prohibited this then the children would have to be bussed to another school out of their neighbourhood. The children would be disrupted, there is the added cost of bussing to the Board, and this would increase traffic on already busy streets.

- Policy 4.10.3.5.3

With respect to this policy the Board would prefer to be opposite residential development so that access to our site is not hampered by the alignment of streets opposite our site.

Trustees

Janet McDougald, Chair
Ruth Thompson, Vice-Chair
Valerie Arnold-Judge
Beryl Ford
Daljit Gill
David Green

Steve Kavanagh
Warren Kennedy
Brad MacDonald
Sue McFadden
Don Stephens
Rick Williams

Director of Education and Secretary
Jim Grieve

**Associate Director,
Instructional Support Services**
Judith Nyman

**Associate Director,
Operational Support Services**
Wayne McNally

- Policy 4.10.3.6.7

The Board does not believe that the word "may" weakens the intent of this policy. The Board will work with the city on sharing parking facilities where it is mutually advantageous for both parties. The word "shall" implies that there is no option.

The Board is willing to meet with the City to discuss these issues.

If you have any questions or require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,

A handwritten signature in blue ink that reads "Paul Mountford".

Paul Mountford, MCIP RPP
Intermediate Planning Officer
Planning and Accommodation Dept.

- c. S. Hare, Peel District School Board
P. Lui, Dufferin-Peel Catholic District School Board



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.A.

September 12, 2006

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

**Our File:
P.N.98.560.00
BOP (*)**

**Attention: Mr. John Corbett, Commissioner of Planning
-and-
Ms. Kathy Zammit, City Clerk**

**Re: Draft Brampton Official Plan
April 10, 2006 Version**

Dear John and Kathy:

We represent the North West Brampton (NWB) Landowners Group Inc. Our group members own approximately 3,000 of the 6,000 acres in North West Brampton. Our clients have been active participants in the ongoing Brampton Official Plan Review. Please accept this correspondence, as well as all previous submissions, as formal input into the process. This submission has been prepared with input from GLB Urban Planners Ltd., BA Group, Stonybrook, Peter Allen and Associates and the NWB Landowners. We would welcome an opportunity to meet with you to discuss the comments, observations and suggestions contained herein.

This submission is divided into two (2) sections. The first section deals with "policy" related matters. The second section deals with "format and structure".

SECTION ONE – POLICY

We suggest that:

1. Section 2.1, addressing "Physical and Environmental Considerations", be amended to delete the reference to the additional major North-South Transportation Corridor being substantially developed within the timeframe of the Official Plan, on the basis that the need and implementation of this facility will be determined by additional studies including detailed Secondary Plan(s) background studies which will, and are being prepared.

2. Section 2.4.2, addressing “The Strategic Plan: Six Pillars Supporting Our Great City”, be amended to elaborate on what is meant by the promotion of a “balanced” approach to land use planning and development, and the accommodation of population and employment growth to 2031. This is important on the basis that given the current financial strength and prosperity of the municipality, it suggests that the current policy regime implemented over the course of the last few years may in fact be the most appropriate strategic course of action to maintain.
3. Section 3.2.4, addressing “Intensification Corridors”, be amended to delete all references to the North West Brampton Urban Development Area on the basis that it is premature to reference this planning area in advance of the preparation of a detailed Secondary Plan(s).
4. Section 3.2.6, addressing “North West Brampton Urban Development Area”, be amended to delete the reference to the area representing the model for the City’s next generation of sustainable “Greenfield” development on the basis that the Secondary Plan(s) for the area have not been prepared as of yet.
5. Section 3.2.6 addressing “North West Brampton Urban Development Area”, be amended to delete the reference to an Environmental Assessment Study, or any similar process in connection with the proposed North-South Transportation Corridor Area on the basis that future proposed infrastructure projects will be governed by applicable future legislation.
6. Section 3.2.6 addressing “North West Brampton Urban Development Area”, be amended to delete any specific references to “unit per net hectare” figures on the basis that such references should be embodied in the local area Secondary Plan and not the primary Official Plan.
7. Section 4.1.1.4, addressing “Residential, General Policies”, be amended to delete the City-wide target density until such time as the municipal and Regional Growth Plan compliance exercises have been completed. In the interim, the development of land within established Secondary Plan Areas should be required to comply with the densities contained within Council Approved Secondary Plans. Applications for amendments to approved densities should be evaluated in the context of the Provincial Policy Statement, the Growth Plan, applicable Secondary Plan and Local/Regional Official Plan policies and the application of sound planning principles.
8. Section 4.4.2, addressing “Road Network”, be amended to delete the reference to the limited number of Credit River crossings on the basis that the Plan should restrict itself to identifying existing crossings, and the general goal and objective of providing additional transportation infrastructure, as may be appropriate and defined through further study.

9. Section 4.4.2.1, addressing “Road Network Policies”, be amended to delete any and all references to the completion of Local, Regional and/or Provincial transportation infrastructure by specific dates, on the basis that the dates themselves are not important in the context of the general Goals and Objectives of the Plan. What is important is the identification of the respective parts of the Transportation Network, ultimate right-of-way widths and lane characteristics; all of which will ultimately be determined through future studies in connection with the preparation of local Secondary Plan(s), the approval of Block Plan(s) and associated individual developments and/or Draft Plans of Subdivision. A further reason for not including specific date references, is that implementation of Regional and Provincial transportation infrastructure is beyond the control of the City of Brampton. References to the study of the North-South Transportation Corridor and the related Bram West Parkway should be deleted on the basis that it is more appropriate that future studies including local Secondary Plan(s) address the need and technical specifications for these facilities.
10. Section 4.4.11, addressing “Implementation and Monitoring Objectives c)”, be revised to reflect the intent of Section 4.4.11.10 on the basis that both are addressing the same issue.
11. Section 4.5, addressing “Natural Areas and Environmental Management, Objectives”, (page 4.5-2) needs to be reviewed on the basis that a number of objectives of this section require clarification; *“Recognizing the environmental/ecosystem benefits, habitat function, microclimates, urban design and general aesthetics that the City’s urban forest provides and in this regard maximize the retention, restoration, enhancement and linkages between existing woodlands, trees, hedgerows and other vegetative features within the City;”*. We suggest that clarification of the following points is necessary;
- What is the City’s urban forest? There is no definition of urban forest in the document.
 - Does this suggest that all “trees” should be retained?
 - What are “other vegetative features”?
 - We suggest that the word “maximize” be placed in the context of balanced community design.
 - Another objective reads, *“Identify, protect and enhance fisheries and wildlife habitat and population (within) the City with a goal towards achieving a net gain of such habitat;”*. We suggest that the words, “where compatible with planning objectives” be added before the word “enhance”.
12. Section 4.5.1.5, addressing “Watershed Plans and Subwatershed Studies”, (page 4.5-3 3) references *“specific sequencing requirements”*. What does this mean?

- 13.**Section 4.5.1.7, addressing “Watershed Plans and Subwatershed Studies Policies” (page 4.5-3), states that, *“The City shall, in conjunction with Secondary Plans and related Official Plan Amendments, require that Subwatershed Studies consider all woodlands and significant vegetative features within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how such woodlands and vegetative features will be accommodated within the development process, where feasible.”* For clarity and consistency, we suggest: 1) that the second reference to vegetative features, read “significant vegetative features”, and 2) “woodlands” be defined in this document.
- 14.**Section 4.5.2, addressing “Environmental Implementation Reports”, (page 4.5-4) uses the terms “Environmental Implementation Reports” (EIR) and “Master Environmental Servicing Plan” (MESP) interchangeably. We understand that these studies involve the same scope of work, but are referred to differently through accepted terminology used by the Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA). Policies 4.5.2.1 to 4.5.2.8 all refer to EIR issues. It is not clear if these also apply to MESP studies or if the terminology MESP is no longer being used, although other policies continue to refer to MESP. Please clarify.
- 15.**Section 4.5.2.5, addressing “Environmental Implementation Reports” (page 4.5-5) states that this policy states that, *“Environmental Implementation Reports shall consider an area adjacent to sensitive areas and shall consider such additional related or linkage features and areas as are appropriate in the circumstances.”* This policy refers to “sensitive areas”. This is not a defined term and appears inconsistent with the use of the terminology “natural areas” in other policies of this section. “Natural areas” is a defined term. We suggest that the term “sensitive areas” in this policy be replaced with “natural areas”.
- 16.**Section 4.5.2.6, addressing “Environmental Implementation Reports” (EIR) Policies, be amended to remove the subjectivity associated with the determination of when an Environmental Implementation Report can be required. It is inappropriate to include a policy which is essentially open ended and which could require an EIR to be provided when a proposed development is, in the words of the Plan “neither within or adjacent to the subject natural areas”. Section 4.5.2.7 should be deleted on the basis that Council should not be given the indiscriminate right to require the preparation of an EIR, failing which given the proposed policy framework could lead to the withholding of approvals.
- 17.**Section 4.5.3, addressing “Storm Water Management”, (page 4.5-5 Policy 4.5.3.3) states, *“The City shall promote the use of Best Management Practices (BMP’s) to achieve a “best fit” of design and technology to promote environmental objectives. To this end and the extent practicable, naturalized methods to mitigate effects of storm water run-off within valley systems will be*

preferred over “hard” engineering solutions.” This policy is difficult to understand and we suggest that the last sentence should be removed.

- 18.** Section 4.5.3.7, (page 4.5-6) notes that the City will assess, “... *the location of storm water management facilities with a preference for source controls where feasible;*” We suggest that the consideration of development form, planning objectives and maintenance are equally as important to technical considerations when assessing various storm water management alternatives. Therefore, we recommend that the words, “... and compatible with planning and engineering objectives” be added to the end of this policy.
- 19.** Section 4.5.3.7, page 4.5 – 6 – What are jurisdictional costs?
- 20.** Section 4.5.4, addressing “Water Supply and Conservation”, (page 4.5–7), Policy 4.5.4.4 states that the City shall consult and cooperate with MNR, MOE, conservation authorities and the Region of Peel to ensure the protection of groundwater resources. The Ministry of Natural Resources has no mandate for the protection of groundwater resources in the context of this policy and we request that they be deleted.
- 21.** Section 4.5.4.1, addressing “Water Supply and Conservation”, Policies, be reworded on the basis that the City cannot dictate to another level of government, (Region of Peel) what policies it should “adopt”.
- 22.** Section 4.5.5.2, addressing “Groundwater Recharge/Discharge”, (page 4.5–8) includes policy references to master drainage plans. For consistency of terminology, we suggest that it reference MESP’s and/or EIRs.
- 23.** Section 4.5.7.3, addressing “Natural Features and Functions”, (page 4.5 –10) notes that an EIR will be required when urban development is proposed within or adjacent to natural features shown on Schedule D, subject to the approval of the City, appropriate conservation authority and the Ministry of Natural Resources. We note that approval of an EIR is not typically required from MNR unless the natural feature is of Provincial Significance. The Ministry of Natural Resources formally stepped out of the development plan review process several years ago. As such, we request that this policy be modified to read, “...and the Ministry of Natural Resources where required under the Provincial Policy Statement.” This is consistent with the wording of policy 4.5.7.5 stating that the City will consult with other agencies *as necessary*.
- 24.** Section 4.5.9, addressing “The Urban Forest”, (page 4.5-13) include a definition of Urban Forest thereby making it easier to understand what these policies apply to.
- 25.** Section 4.5.9.3, addressing “Woodland Mitigation Plan” be amended to confirm if this policy applies only where no EIR or EIS have been completed.

- 26.** Section 4.5.10.2, addressing “Wetlands”, (page 4.5-16) is not consistent with the Provincial Policy Statement. This policy would potentially allow development and site alteration within a Provincially Significant Wetland subject to additional study. The PPS does not allow development and site alteration within a PSW. For consistency with the PPS, policy 4.5.10.2 should read “Development and site alteration are not permitted on lands adjacent to a PSW, unless it can be demonstrated...”
- 27.** Section 4.5.11, addressing “Environmentally Sensitive Areas” and “Areas of Natural and Scientific Interests”, be amended to clarify what is meant in Section 4.5.11.1 in terms of what is implied if all or a part of an Environmentally Sensitive Area is within private ownership. Is it necessary to even include a reference to the lands not being free and open to the general public if they are privately held?
- 28.** Section 4.5.12, addressing “Habitat and Wildlife”, (page 4.5-18) include policies that require the maintenance and enhancement of fish and wildlife habitat and populations. However, such policies should be balanced with other community planning objectives. As a result, we suggest that this be reflected in the introductory statements in this section and that policy 4.5.12.2 be modified to read, “In new developing areas requiring Secondary Plan approval, the prerequisite Subwatershed Studies shall address fisheries and wildlife populations and habitat and measures compatible with other community planning objectives for their maintenance and enhancement”.
- 29.** Section 4.5.13.1, addressing “Environmental Buffers, Setbacks and Linkage Policies”, (page 4.5–19) provide greater clarity in connection with the preparation of Reports meant to address potential land use conflicts and land use compatibility before and after buffers techniques are employed. We understand that this assessment would be completed as part of the EIR or MESP. As well, draft policies require a minimum buffer of 10m from natural features to the limit of development. We suggest that the delineation of appropriate buffer or setback widths be established during MESP or EIR studies versus being set out in the Official Plan. Buffers sizes are influenced by the nature of the areas being protected, intended buffer function and adjacent land uses. As such, they should be established based on site specific analyses. The need for a minimum 10m buffer has not been justified and in fact is larger than current practice in some parts of the municipality.
- 30.** Section 4.6.2.1, addressing “Public Parkland, Policy (ii)”, be amended to delete the reference to City Policy on the basis that the Planning Act governs the dedication of Parkland; provided that the City may at its own discretion ask for less, but not more.

- 31.** Section 4.6.3, addressing “Parks Hierarchy”, be reviewed to ensure that each of the types of parks is clearly defined in terms of locational criteria, the threshold population being served, the range in size, and respective function.
- 32.** Section 4.11.2.3, addressing “Phasing, Policies”, be amended to delete the right on the part of the City to necessitate further phasing once project(s) have been approved. It is impractical and unreasonable to expect that landowners would allow for the subjective, “after the fact” imposition of phasing, especially when the financial consequences of doing so could be disastrous. Recognizing that the City has a Block Plan process and a Growth Management Program, it is feasible for phasing to be identified prior to final approvals being granted.
- 33.** Section 4.11.2.8, addressing “Financial Phasing, Policies (ii)”, be deleted on the basis that it is subjective, arbitrary and simplistic to allocate releases for development to developers who are able to attract a related amount of non-residential assessment in conjunction with residential assessment, with the remaining available residential quota being allocated on a “first come, first served basis” to developers who have not formed such “productive linkages”. If such a policy is included in the Official Plan, it is conceivable that the development community, or specific members thereof, could effectively have a monopoly on when and if development takes place. This has potentially serious repercussions for the industry, local municipal finances, good planning decisions and ultimately the citizens of Brampton.
- 34.** Section 4.13.1.3, addressing “North-South Corridor Protection Area (North West Brampton)”, be amended to indicate in the 4th paragraph that a North-South Higher Order Transportation Corridor “may be” required to facilitate the full build-out of North West Brampton, as opposed to it being needed on the basis that there may be other means to facilitate transportation demand.
- 35.** Sections 4.13.1.4.5 and 4.13.1.4.6 addressing “North-South Corridor Protection Area (Bram West Secondary Plan)”, be amended to clarify what is meant by “as expeditiously as possible”. Also, the references to the prohibition of development within Secondary Plan Areas 51, 52 and 53 should be deleted on the basis that the timing of development within these areas will be governed by the policies which will be contained within the local Secondary Plan(s). A further concern with the policies as proposed, is that they require that the alignment, Environmental Assessment, property and capital budget for the North-South Transportation Corridor be completed and approved. This approach is neither practical, nor reasonable recognizing that: 1) there are three separate and distinct Secondary Plan Areas in North West Brampton, and 2) there is available transportation capacity in the existing and proposed road network which will be available to facilitate development within North West Brampton.
- 36.** Section 4.13.2.9, addressing “Special Policy Area 9: Mount Pleasant”, be amended to include a reference to a combination of “low/medium/high density

residential” development, not just “high density residential” development on the basis that a broader range of residential density and housing types will enhance the attractiveness of the area to a broader cross-section of residents who might be interested in living in the Mount Pleasant area.

- 37.** Section 4.14.1, addressing “North West Brampton Urban Development Area, Policies”, be amended to delete the specific reference to the Bram West Parkway on the basis that transportation capacity may be provided by other transportation facilities which do, or will form part of the future overall transportation network area. In addition, the references to future transportation studies and the limitation of development in other areas should be deleted on the basis that the applicable Secondary Plan(s) will include transportation policies which will reflect the results of future detailed transportation studies. Furthermore, prior to development proceeding, Block Plans, including phasing and staging plans will be required.
- 38.** Section 4.14.2, addressing “North West Brampton Urban Development Area, Policies”, be amended to delete the reference to “the Inverted ‘L’” on the basis that this geographic area is more appropriately identified as the “Mount Pleasant Secondary Plan – Area 51”.
- 39.** Section 4.14.6, addressing “North West Brampton Urban Development Area, Policies”, be amended to delete the reference to the inclusion of a regional retail component on the basis that it is premature to make this determination prior to the preparation of the local Secondary Plan.
- 40.** Schedule D, Environmental Features illustrates valleylands/watercourse, woodlands, provincially significant wetlands, other wetlands, ESAs, ANSIs, Provincial Greenbelt and Special Policy Areas. We note that this schedule also includes thin blue lines that are not shown in the legend but are likely interpreted to be watercourses. There are no policies in the plan to deal with these blue lines. Based on work we have undertaken within Northwest Brampton, many of these areas are farmed-through drainage swales and not watercourses. It appears that these blue lines have been taken from some mapping source that has not been ground-truthed. As such, we suggest that it is inappropriate to show them in an Official Plan and request that they be removed.
- 41.** The “North West Brampton/Mount Pleasant Lands – Environmental and Planning Studies Timeline” be amended to illustrate the most recent draft timeline as discussed with major stakeholders.
- 42.** Section 5.2, addressing “Definitions”, (page 5-2):
 - include definitions for EIR, MESP, Urban Forest and Woodland;

- delete the definition for the MDP since the Official Plan references EIR or MESP studies, not MDPs;
- the reference to Subwatershed Management Plans be changed to Subwatershed Studies.

SECTION TWO – FORMAT and STRUCTURE

We suggest that:

1. The final version of the Plan include “tabs” which clearly label and separate the various chapters and subsections thereby making the document more user friendly.
2. When the Plan is printed, it be printed on non-gloss paper and that varnishes not be used on the text letters. This will make it easier to read.
3. Photographs be placed at the beginning of each chapter, not disbursed throughout the Plan in the margins.
4. If photographs are to be dispersed throughout, that it be clearly noted at the beginning of the Plan that they are included for illustration purposes only. All photographs should be consistently labelled i.e. municipal address and/or general location. Avoid using “corporate trade names” or “project monikers” which are not necessarily recognized by the general public or business community.
5. The references to the Strategic Plan included in the margins, as well as, the logos for such things as Acceleride, Greater Toronto Airport Authority, the Greenbelt, etc. be deleted, as they do not add any particular value to the Plan.
6. The Appendix include a bibliography listing all of the source documents used during the preparation of the Plan, as well as, all the documents which are referenced in the text of the Plan, including for instance: The Strong Communities (Planning Amendment) Act, 2004; Places to Grow Act, 2005; Accessible for Ontarians with Disabilities Act, 2005; Greenbelt Act, 2005 and the Greenbelt Plan; Development Design Guidelines, etc. The bibliography should state the full name of the document, the author/planning authority, applicable date and ideally, contact information.
7. The Definition Section include as many references as possible, thereby eliminating ambiguity and reducing the necessity of referencing other documents i.e. the Growth Plan, in order to clarify the meaning of technical terms used throughout the Plan.

- 8.** All of the Figures and Schedules to the Plan be assigned a separate and distinct alphabetical reference. For example: 1) the “City Concept” does not have an alphabetical reference, 2) the “General Land Use Designations” figure is assigned “Schedule A” and the “Upscale Executive Housing Special Policy Areas” figure is assigned “Schedule A1” (What is the relationship – why A and A1, why not A and B?).
- 9.** The “City Concept” be revised to label the various “Unique Communities” which are identified within various parts of the City. Also, the names of various roads should be shifted to improve legibility where they coincide with other features which are labelled on the Plan, i.e. 1) McLaughlin Road is practically illegible where it is layered on top of the Open Space System; 2) Heart Lake Road is illegible, etc. It would also be helpful if the municipal boundaries between adjacent municipalities were shown on all Schedules thereby making it easier to determine which municipality has jurisdiction within areas bordering the City of Brampton. All roads should be labelled. Employment Areas which have not yet been formally converted to Residential Areas should not be depicted as being included within Residential Communities. The limits of the Open Space System should be qualified as “conceptual” only to be finalized and depicted within the applicable local Secondary Plan(s) and further refined at the time of granting Draft Plan Approval and/or during the processing of Amendment Applications.
- 10.** “Schedule A” General Land Use Designations, be revised to be consistent with applicable comments from Section 8 above. In addition, the limit of North West Brampton should be shown such that they are consistent with the boundary shown on the City Concept Plan.
- 11.** “Schedule B” be revised to delete the reference to the North-South Transportation Corridor as a proposed “Freeway”; on the basis that it has not yet been determined whether it will be a “Freeway”. Furthermore, that the geographic location of the North-South Transportation Corridor be graphically illustrated in the same manner as it is on “Schedule A” on the basis that the need for and location of this facility has not been finalized. In addition, for the same reason, the identification on “Schedule B1”, City Roads Right-of-Way Widths of the potential North-South Transportation Corridor as a 40-45 metre right-of-way is premature.
- 12.** “Schedule D”, Environmental Features should be revised to include a “reference that all environmental features are conceptual only, to be further defined in local Secondary Plan(s) and at the time of granting development approvals.”
- 13.** The Cultural Heritage Map be cross-referenced to an Appendix which lists all of the cemeteries, heritage resources and designated heritage resources. The Map should include a note which states that “unless formally “designated”, the heritage resources depicted are subject to further study and consideration.”

- 14.** Throughout the Plan, where references are made to other Sections of the Plan, that the references include both the section number and section name.
- 15.** The random inclusion of freehand, computer generated design sketches and perspectives be either: 1) removed from the Plan or alternatively, 2) be moved from the margins and enlarged so that they can be presented as formal figures, thereby improving legibility.
- 16.** The Definitions Section include definitions for the following terms: “encourage”, “shall”, “may”, “prohibited”, “superior”, “generally”, “relatively”, “likely”, “significant”, “acceptable”, “ensure”, “small scale”, “avoided”, and “must”. In addition the text of the Plan should consciously apply these terms to avoid confusion as to the Plans true intentions. In all cases, avoid using terms which have a “subjective” meaning and which are prone to individual, subjective and personal interpretation. The objective of an Official Plan is to provide a clear statement of a municipality’s goals and objectives.
- 17.** The use of acronyms i.e. “LBPIA” Operating Area, not be used on any of the Schedules or within the text of the Plan unless first properly defined.
- 18.** Within the Sections of the Plan which include policies governing employment uses (i.e. Industrial, Office and Retail Commercial), delete references to Floor Space Index minimums and maximums, as well as, Gross Floor Area permissions on the basis that these are best defined in local Secondary Plan(s) and Zoning By-laws. A further difficulty with the Plan is that performance standards are not consistently included, applied or defined.
- 19.** The inclusion of “miniature” versions of Maps (i.e. GTA Transit Initiatives Plan located in the margin on page 4.4 – 18) be either: 1) replaced with larger, more legible plans, or alternatively 2) eliminated.
- 20.** The Appendix include generic City of Brampton and Region of Peel guidelines for the preparation of commonly required studies; including: Traffic Impact and Parking Studies, Subwatershed Studies, Noise and Vibration Studies, Urban Design Studies, Functional Servicing Reports, Shadow Studies, etc. This will help streamline the preparation of supporting studies and the review process.
- 21.** If photographs are to be included in the Plan, that they be of “local” Brampton developments and communities, not photographs from other municipalities.

Thank you for this opportunity to provide input. We look forward to reviewing the amended draft Official Plan. We wish to be notified of Council's decision relative to the eventual approval of the Official Plan.

Yours truly,



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

**C.C.: David Waters, City of Brampton
Adrian Smith, City of Brampton
Malik Majeed, City of Brampton
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File: P-476

September 28, 2006

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

**Attention: Mr. John Corbett
Commissioner
Planning Design and Development**

**Re: Draft Official Plan (April 10, 2006)
Northview Downs Developments Ltd.**

Dear Sir:


This letter is in response to the City of Brampton's response received September 13, 2006 to our letter of August 14, 2006 with respect to the City of Brampton draft Official Plan.

In this regard, we disagree with the response of staff. The only issue that the City took with respect to the proposal at the OMB was one of timing. Even if the City is successful in its defense against our court appeal of the OMB decision, the only issue that remains is timing. This remaining issue of timing could be addressed through the Official Plan provided the basis and criteria is appropriately rationalized. Furthermore, there is no need to require the submission of a private Official Plan Amendment, particularly in consideration that the City is taking an approach that designates convenience retail sites within the Official Plan.

Based on the foregoing we would request that staff reconsider their position.

Yours truly,

KLM PLANNING PARTNERS INC.


Mark Yarranton, BES, MCIP, RPP

c: Northview Downs Developments Ltd.

Date: October 3, 2006

Number of pages including this form: 3

To	From
Name: David Waters	Name: Chris Tyrrell
Company: City of Brampton Planning, Design & Development Department	Department: Manager of Planning and Environmental Design
Fax Number: 905-874-2099	Fax Number: 905.477.3309
Phone Number: 905-874-2050	Phone Number: 905.477.7776 ext. 2224
Job Number: 14.05902.03.BR5	Email: tyrrellc@mmm.ca

Urgent Reply as soon as possible Original to follow
 Please comment For your review For your information

Mr. Waters,

Please find attached Bell Canada's follow-up comments on the Official Plan review.

Thank you.

City of Brampton
PLANNING, DESIGN & DEVELOPMENT

DATE: OCT 03 2006 Rec'd

File No. _____

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October 3, 2006

Mr. David Waters, MCIP, RPP
Planning and Land Development Services Manager
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Re: Draft Official Plan Review (April 2006)

Dear Mr. Waters,

Thank you for the opportunity to participate in the review of the City of Brampton Official Plan. We have reviewed the proposed amendments to the Draft Official Plan (April 2006). We are pleased to see that many of Bell's previous comments have been addressed in the proposed Final Draft Official Plan.

We request clarification on two points related to the City's response to our comments, as described in Section 1P, Staff Responses to Agencies Comments on Draft Official Plan (April 10, 2006). Please understand that we have not had the opportunity to review the revised text of the Draft Official Plan, and that the following comments are based solely on the changes proposed in Section 1P.

**SECTION 4.7.4 – HYDRO-ELECTRIC POWER,
TELECOMMUNICATIONS AND OTHER CABLED SERVICES**

Based on staff's response to our initial comment on Section 4.7.4.2, we now understand that the intent of the policy is to ensure utility installations are compatible in scale, function and character with their surroundings. We note; however, that to properly provide residential telecommunication services, above-ground utility remotes and interfaces are required infrastructure. As a result, we would like to offer the following suggested modification to further clarify this policy:

The City shall endeavour to ensure that utility installations for electric power and ~~telephone~~-*telecommunication* services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment, *and are not required to*

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provide service to the residential area. In instances where the utility installations is required to be located in proximity to the residential area, the infrastructure will be located and designed to be compatible with the residential area.

Bell needs to ensure that utilities and the associated infrastructure are available for all types of development. We continue to suggest that this is an important part of achieving the City's objectives with respect to utilities, including telecommunications. It is not clear from the draft Official Plan that utilities and telecommunications will be treated as permitted uses throughout the City. The purpose of our suggested modification to Section 4.7.4 was to clarify this in the Plan. While our suggested language has not been accepted by City staff, it is critical that the issue of utilities and telecommunications as a permitted use be addressed or clarified in the Plan. As such, we would like to offer the following addition to further clarify the intent of the Plan:

4.7.4. x "Telecommunication facilities shall be permitted in all land use designations, except where natural heritage or environmental circumstances otherwise preclude such an installation."

Once again, we would like to thank you again for the opportunity to comment on the City's Draft Official Plan. Should you have any questions, please contact the undersigned.

Yours truly,



John La Chapelle, MCIP, RPP
Planner/Manager - Right of Way Control Centre

cc: Rick Engelhardt, Senior Planner and Regional Manager, Municipal Liaison, Bell Canada
John Bellman, Manager, Municipal Liaison, Bell Canada
Jeff Moncrieff, Regional Manager, Peel, Bell Canada
Chris Tyrrell, Marshall Macklin Monaghan Limited

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