



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 274-84

To adopt Amendment Number 44
to the Official Plan of the City
of Brampton Planning Area.

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 44 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 44 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and Passed In Open Council,

This 12th day of November, 1984.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

OFFICIAL PLAN
ORIGINAL

H. W. 274-84

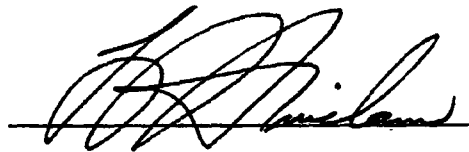
Amendment Number 44
to the
Official Plan
for the City of Brampton
Planning Area

21-0P-0031-044

Amendment No. 44A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
Amendment No. 44 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 44A to the Consolidated Official Plan and Amendment No. 44 to the Official Plan for the Brampton Planning Area.

Date *Feb. 5, 1985*.....





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 274-84

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READ a FIRST, SECOND and THIRD TIME, and Passed In Open Council,

This 12th day of November, 1984.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

1. Basis

This amendment has been prepared to satisfy the requirements of section 28(2) of the Planning Act, 1983 (S.O. 1983, c.1, as amended). Section 28(2) states that a municipality must have provisions relating to community improvement in its Official Plan before it can designate a community improvement policy area. Approved community improvement policies and designated community improvement policy areas are prerequisites for any municipality that wishes, as the City of Brampton does, to participate in provincial funding programs for community improvements.

2. Purpose

The purpose of this amendment is to include in the Official Plan for the City of Brampton Planning Area community improvement policies, and to implement these policies by way of designating community improvement policy areas.

The community improvement policies are to enhance the City's ability to meet its objectives in improving and upgrading the existing community infrastructure where deficiencies are identified. The policies commit the City to a strategy of maintenance and rehabilitation within its built-up areas.

The community improvement policies shall be implemented through the designation of community improvement policy areas, which shall be selected on the basis of a number of criteria, and further, through the designation by the City of community improvement project areas and the preparation and implementation of community improvement plans.

3. Location

The subject lands are located within and comprise a portion of the built-up area of the City of Brampton. More particularly, the subject lands are bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the south and McMurchy Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule A to this amendment.

4. Details of the Amendment and Policies Relative Thereto

The Official Plan for the City of Brampton Planning Area is hereby amended:

(1) by adding thereto, as Schedule L, Schedule A to this amendment;

(2) by adding to PART III - SPECIAL POLICIES the following text:

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COMMUNITY IMPROVEMENT

1.0 Introduction

The purpose of this section is to include into the Official Plan for the City of Brampton Planning Area community improvement policies and to implement these policies by way of designating community improvement policy areas.

The community improvement policies are to enhance the City's ability to meet its objectives in improving and upgrading the existing community infrastructure where deficiencies are identified. The policies commit the City to a strategy of maintenance and rehabilitation within its built-up areas.

The community improvement policies shall be implemented through the designation of community improvement policy areas, which shall be selected on the basis of a number of criteria, and further, through the designation by the City of community improvement project areas and the preparation and implementation of community improvement plans.

2.0 Location

The subject lands are located within and comprise a portion of the built-up area of the City of Brampton. More particularly, the subject lands are bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the south and McMurchy Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule L.

3.0 Objectives

3.1 The City shall endeavour to:

- (a) provide guidelines for the expenditure of public funds on community improvement activities;
- (b) reduce or eliminate deficiencies in municipal social, recreational and physical facilities and services, by bringing them up to an acceptable community standard;
- (c) foster a climate favourable for private investment and provide guidance in the rehabilitation and/or redevelopment of property, and
- (d) stabilize and/or improve the property and business tax bases in commercial areas by upgrading municipal services and therefore stimulating private investment.

4.0 Selection Criteria for Community Improvement Areas

4.1 Areas that exhibit some or all of the following deficiencies shall be considered for designation community improvement policy areas:

- a) older building stock suffering from poor maintenance and decay and hence being in need of rehabilitation;
- b) roads in need of improvement or widening;
- c) sidewalk, walkway and curb replacement or improvements are required;
- d) outdated sanitary sewers, storm sewers and/or water distribution systems;
- e) insufficient or inadequate parks and recreation facilities;
- f) conflicting residential/commercial and/or residential/industrial land uses;
- g) relatively high vacancy rate of existing commercial floor space;
- h) inadequate and/or outdated street-lighting and/or traffic signal system;
- i) lack of adequate emergency services, e.g. police, fire and/or ambulance;
- j) significant aesthetic improvement required;
- k) lack and/or inadequate off-street parking facilities, and
- l) eroded tax base.

5.0 Community Improvement Policy Areas

The above selection criteria were applied to the built-up areas of the City. As a result, one community improvement area was identified. This area exhibits the majority of deficiencies noted in the selection criteria for community improvement areas. Community improvement project areas will be designated at a future date by by-law before community improvement activities are undertaken. The City shall ensure that proper arrangements have been made in respect of the City's share of costs associated with such community improvement projects prior to passing the designating by-laws.

The community improvement policy area is bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the

south, and McMurphy Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule L.

The community improvement policy area outlined on Schedule L is comprised of the historic commercial core of the City of Brampton and the long-established residential neighbourhoods immediately surrounding it. This area meets the selection criteria for community improvement policy areas in terms of the following observed deficiencies:

- . The subject area is the oldest urban area within the City and, hence, has an older building stock in need of rehabilitation.
- . Road, curb, sidewalk and walkway improvements are required.
- . Hard services including water distribution system, sanitary and storm sewers require updating.
- . The north-westerly quadrant of the subject area is deficient in public open space.
- . Due to the age structure of this area's population, the need for a senior citizen recreation centre has been established.
- . Land use conflicts exist between industrial and residential uses as well as between commercial and residential uses.
- . Relative to newer commercial centres in the City, this area displays a high vacancy rate of existing commercial floor space.
- . The area is in need of major aesthetic improvement.
- . Existing off-street parking facilities are becoming inadequate in terms of the number of spaces available and/or are in need of physical improvement.

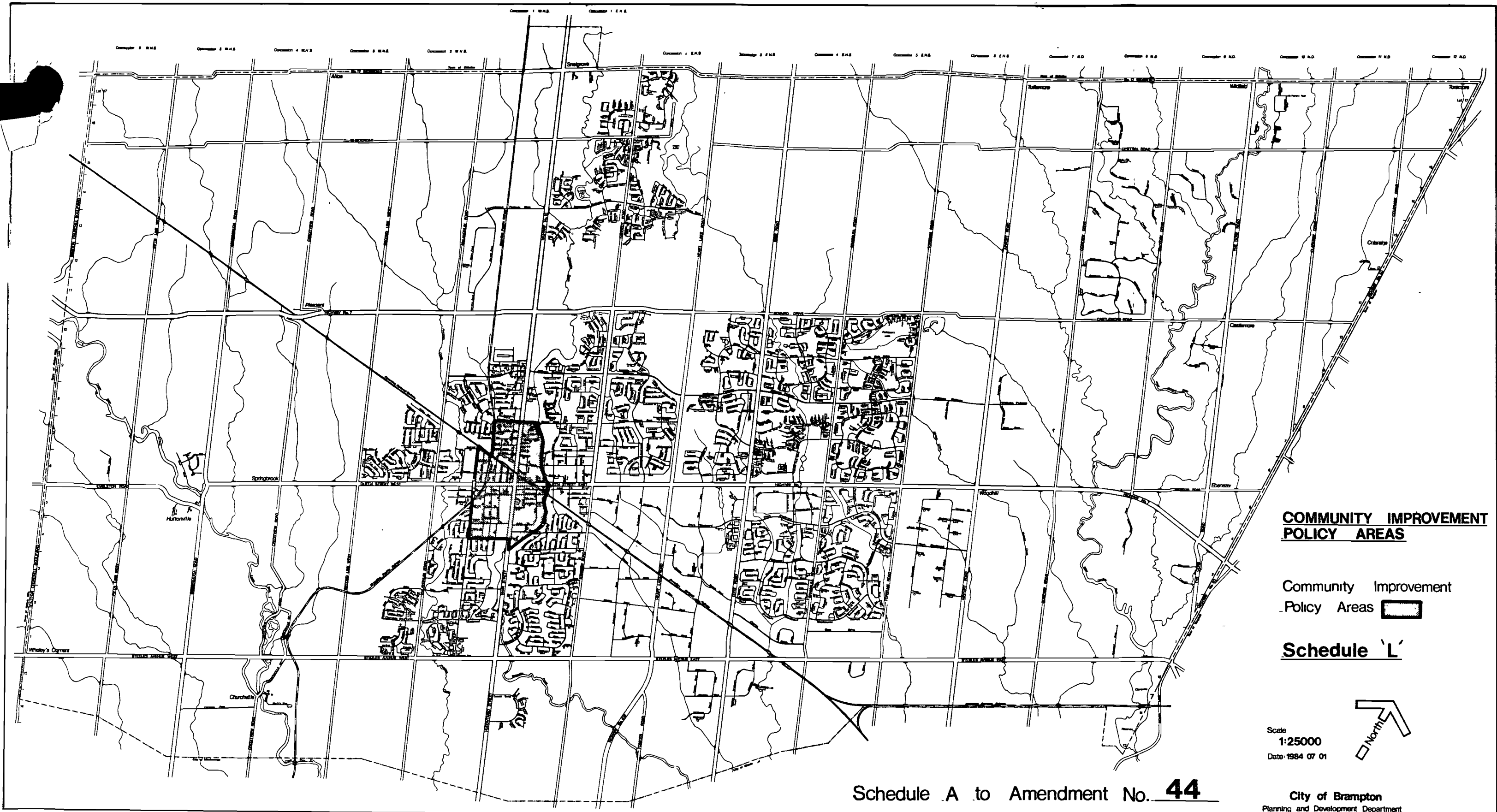
6.0 Implementation

The City intends to achieve the objectives outlined under section 3.0 through measures such as the following:

- . preparation of a new Secondary Plan for the subject area, to encourage and guide the revitalization and redevelopment of the subject area, while respecting its integrity in terms of its traditional functions and historic elements.
- . amendment of existing zoning provisions to implement the new Secondary Plan.

- the designation by by-law of community improvement project areas.
- preparation of plans suitable for adoption by by-law, as community improvement plans for areas within the community improvement policy area and the community improvement project areas.
- encouragement of public involvement in the preparation of community improvement plans.
- acquisition of land as may be required for implementation of community improvement project plans.
- continued enforcement of the Minimum Maintenance and Occupancy Standards By-law.
- support of efforts of the Business Improvement Area to strengthen and revitalize the commercial core of the subject area.
- participation in senior government programs where applicable.

8/12



**COMMUNITY IMPROVEMENT
POLICY AREAS**

Community Improvement
Policy Areas 

Schedule 'L'



Scale
1:25000
Date: 1984 07 01

Schedule A to Amendment No. **44**

City of Brampton
Planning and Development Department

Attached is a copy of a report of the Director of Planning Policy and Research dated July 11, 1984, a copy of the notes of the public meeting held on October 2, 1984 and a notice of the public meeting.

PLANNING ACT 1983

THE CORPORATION OF THE CITY OF BRAMPTON

CANCELLATION AND RESCHEDULING OF PUBLIC MEETING

The public meeting arranged by the Planning Committee of the Council of the City of Brampton for Wednesday, September 26th, 1984 with respect to:

- 1) Brampton Central Concept Plan, and
- 2) Community Improvement Policies

has been cancelled.

An alternate meeting with respect to the above has been scheduled for:

TUESDAY, OCTOBER 2nd, 1984

The meeting will be held in the auditorium of the Brampton Library - Four Corners Branch, 65 Queen Street East, Brampton, Ontario commencing at 7:30 p.m.

For further information, please contact MS. FEODORA YAO at 793-4110, Extension 244.

Dated at the City of Brampton this 27th day of August, 1984.

R. A. Everett
City Clerk
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

E2

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1984 10 10

To: The Chairman and Members of Planning Committee
From: J.A. Marshall, Director of Planning Policy and Research
Re: PROPOSED COMMUNITY IMPROVEMENT POLICIES
Our File: D-10

Attached are the notes of the public meeting held on October 2, 1984, with respect to the proposed Community Improvement Policies.


Approximately 26 members of the public were in attendance at the meeting. No concerns or objections were raised at that time.


RECOMMENDATION:

It is recommended that Planning Committee recommend to City Council that:

- 1) The attached notes of the public meeting held on October 2, 1984 be received, and
- 2) That the attached proposed Official Plan Amendment in respect of Community Improvement Policies be approved.

CONCUR


F. R. Dalzell,
Commissioner of Planning
and Development


J.A. Marshall, M.C.I.P.,
Director of Planning Policy
and Research

JAM/ec
attachment

c2-2

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Tuesday, October 2, 1984, in the auditorium of the Brampton Library - Four Corners Branch, 65 Queen Street East, Brampton, Ontario, commencing at 10:00 p.m. with respect to the Brampton COMMUNITY IMPROVEMENT POLICIES. The proposed Community Improvement Policies are to facilitate implementation of physical improvement projects in the Brampton Central Planning Area and to fulfill one of the requirements for provincial funding of such improvement projects. The policies identify a number of criteria for selecting areas within the City in need of rehabilitation or improvement, and designate the Brampton Central Planning Area as an area eligible for community improvement projects.

Members Present: Councillor D. Sutter - Chairman
Alderman H. Chadwick
Alderman R. Callahan
Alderman C. Gibson
Alderman M. Annecchini
Councillor P. Robertson

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
J. Marshall, Director of Planning Policy
and Research
F. Yao, Policy Planner
E. Coulson, Secretary

Approximately 36 members of the public were in attendance.

The Chairman enquired if notification of the public meeting had been made and was informed that notification pamphlets were distributed to members of the Business Improvement Area, members of the Ratepayer Groups and the Local Architectural Conservation Advisory Committee, as well as notification placed in the local newspapers.

Ms. Yao outlined the community improvement policies and projects. There were no comments and the meeting adjourned.

INTER-OFFICE MEMORANDUM

*Sent to PC
Aug. 71*

Office of the Commissioner of Planning & Development

July 11, 1984

TO: The Chairman and Members of Planning Committee
FROM: Planning and Development Department
RE: Community Improvement Policies
Background Report
(Brampton Central Secondary Plan Area)
Our File Number D10

1.0 Origin

On January 30, 1984 and May 31, 1984, respectively, the City submitted to the Ministry of Municipal Affairs and Housing two separate applications for funding under the Province's Commercial Area Improvement Program (CAIP) for physical improvement projects in the Four Corners Area. Recently, the City's application of January 30, 1984 was approved in principle by the Ministry. However, pre-requisites for final approval of any CAIP funding are the following:

1. that the municipality has amended its Official Plan to include community improvement policies identifying the objectives of community improvement, selection criteria for community improvement policy areas and designating specific areas within the municipality to which the community improvement policies apply;
2. that the municipality designate by by-law specific community improvement project areas, which are to be located within the area designated as a community improvement policy area in the Official Plan, and

3. that the municipality approve by by-law a community improvement project plan which is to outline in considerable detail the specific project(s) to be undertaken in the community improvement project area.

In partial fulfillment of the Ministry's requirements, this report has been prepared to provide the rational basis for the community improvement policies to be incorporated into the Official Plan, and to identify the lands within the Municipality which ought to be designated as a community improvement policy area.

Toward this end, this report outlines the objectives of community improvement, identifies criteria for community improvement area selection, and examines the Brampton Planning Area with a view to identifying specific community improvement policy areas for designation in the Official Plan.

2.0 Objectives of Community Improvement

Community improvement is to achieve the following objectives:

- a) reduce or eliminate deficiencies in the municipal social, recreational and physical facilities and services by bringing them to an acceptable community standard;
- b) provide a framework to guide the expenditure of public funds on community improvement activities;
- c) foster a climate favourable to private investment and provide guidance in the rehabilitation and or redevelopment of property, and
- d) stabilize and/or improve the property and business tax bases in commercial areas by upgrading municipal services and therefore stimulating private investment.

3.0 Selection Criteria for Community Improvement Policy Areas

Criteria for the selection of community improvement areas are necessary to enable the City now and in future, to identify priority areas for investment to enhance or maintain the quality, stability and safety of the community.

Hence, the following criteria have been identified against which the infrastructure of various parts of the municipality can be evaluated.

Criteria

Areas to be considered for community improvement must exhibit not necessarily all but certainly a majority of the following deficiencies:

- a) older building stock suffering from poor maintenance and decay and hence being in need of rehabilitation;
- b) roads in need of improvement or widening;
- c) sidewalk, walkway and curb replacement or improvements are required;
- d) outdated sanitary sewers, storm sewers and/or water distribution systems;
- e) insufficient or inadequate parks and recreation facilities;
- f) conflicting residential/commercial and/or residential/industrial land uses;
- g) relatively high vacancy rate of existing commercial floor space;
- h) inadequate and/or outdated street-lighting and/or traffic signal system;

- i) lack of adequate emergency services, e.g. police, fire and/or ambulance;
- j) significant aesthetic improvement required;
- k) lack and/or inadequate off-street parking facilities, and
- l) eroded tax base.

4.0 Identification of Community Improvement Policy Areas

The above selection criteria have been applied to all of the urbanized area of the City of Brampton in order to isolate those areas which exhibit a concentration of deficiencies and, at the same time, present potentials for improvement.

In doing so, it was found that most urbanized areas within the City are not experiencing deficiencies such as those listed under section 3.0 above. Primarily this is because most of Brampton's urban development occurred after 1962.

However, the long established urban area in and around Brampton's Four Corners was found to exhibit a significant concentration of deficiencies and a need for rehabilitation and improvement. This area is shown as the Brampton Central Planning Area on Attachment 1 to this report and is bounded by Vodden Street to the north, Harold Street to the south, the Etobicoke Creek to the east, and McMurchy Avenue and the Canadian Pacific Railway line to the west.

In the recent past, a number of studies were undertaken by the City to examine the Brampton Central Planning Area in great detail with a view to establishing the nature and degree of area deficiencies and alternative avenues for improvements. A list of these studies together with respective study summaries is attached to this report as Attachments 2 and 3.

A synopsis of deficiencies as observed in these background studies is provided below as follows:

4.1 Deficiencies in the Brampton Central Planning Areas

1. Age of Building Stock

The Brampton Central Planning Area is the oldest urban area within the City. Most buildings are at least 35 years old, and a great number were constructed before the turn of this century.

The life expectancy of buildings generally depends on the original quality of construction and their market appeal for rehabilitation or conversion.

Most of the government/institutional buildings have been recycled with sufficient investment to ensure their extended useful life. By contrast, the stores on Main Street and Queen Street in the Four Corners Area have endured major floods at regular intervals between 1854 and the middle of this century, and may have been undermined to the point where future investment will only achieve a cosmetic improvement but not increase the longevity of the building. In these cases, replacement of buildings may be considered necessary, provided that the original scale and character of the Four Corners are respected.

2. Housing Inventory

The vast majority of residential buildings in the Planning Area are single and semi-detached dwellings. An increased supply of accommodation for special groups such as small or single person households, young professionals or senior citizens is desirable, particularly within and near the commercial core to ensure the area's attractiveness as a residential environment for a great number and variety of people, and hence, ensure the continued vitality of the area as a whole.

3. Commercial Development

Traditionally, the vitality of the downtown is measured against the performance and growth of its retail businesses. Of grave concern therefore is the past decline in the retail commercial sector in the Planning Area (i.e. a 11.6% decline of actively used retail space between 1977 and 1981).

Of equal concern is the 12 percent vacancy rate of office commercial space observed in 1981 in the Four Corners, which traditionally has been one of the major office centres in the City.

4. Industrial Development

Industry is a remnant of the past in the Brampton Central Planning Area. Eight industrial firms are located in the study area occupying a total of 16,342.87 square metres (175,919 square feet) of industrial floor space on a total land area of 3.62 hectares (9.05 acres).

Each of these industrial parcels is isolated from the other and abutting low density residential development.

Over the past twenty years, new industrial areas have opened up in other parts of the City where rail and road access is superior and conflicts with residential or commercial development have been minimized or avoided altogether.

Existing industries in the Brampton Central Planning Area should therefore be encouraged to relocate to these new industrial areas and new industrial development or major expansion of existing industries in the Planning Area should be discouraged in order to protect the predominantly commercial and residential character of the downtown.

5. Community Services

The area located north-west of the Main Street/Queen Street intersection has the greatest number of residents and the greatest portion of pre-school aged children and children ages 5 to 11 years. The observed deficiency in this area of junior type recreation facilities (i.e. playgrounds, open play areas, junior baseball fields) is a major concern, particularly as youngsters cannot be expected to walk long distances or cross busy arterial roads such as Main or Queen Streets to reach such facilities elsewhere in the Planning Area.

A 1980 City survey revealed that there is a perceived deficiency in senior citizen recreation facilities (e.g. a senior citizen centre) in the old part of the City. The observed concentration of senior citizens in the Planning Area would support arguments for locating a permanent senior citizens centre in the Brampton Central Planning Area rather than elsewhere in the City.

There appears to be a deficiency in day care centres in the Planning Area, which ought to be of concern given the number of pre-school aged children in the area.

6. Transportation and Parking

The Marshall Macklin Monaghan study of 1983 identified capacity deficiencies in the road and traffic signal systems serving the Brampton Central Planning Area. In addition, the existing parking facilities in the downtown area are at or near capacity. (see Attachment J(d) for detail)

The Marshall Macklin Monaghan study also identified concerns regarding the future balance of long versus short term parking supply, the degree to which new development ought to be required to provide parking and whether through-traffic ought to be encouraged or discouraged.

Furthermore, the existing transit terminal at George Street was found to be at capacity and lacking in passenger amenities. Expansion/improvement of the existing George Street facilities or relocation of the transit terminal to another downtown location will therefore have to be considered.

Finally, the potential that the commuter rail system provides for the commercial core particularly in conjunction with street transit systems has not been realized to date, due to the relative isolation of the train station from the downtown core.

7. Underground Services

Sanitary and storm sewers in the area are presently being reconstructed and the subject of a seven year work program for upgrading the entire system to accommodate existing and future demands.

Existing 4 inch water mains are in the process of being upgraded to 6 inch water mains.

To accommodate major redevelopment or new development in the area, hydro facilities may require upgrading.

8. Emergency Services

Background studies related to the Brampton Central Planning Area, revealed no deficiencies with regards to such emergency services as police, fire and/or ambulance services.

9. Aesthetic Improvements including Sidewalk, Walkway and Curb Replacement

The Stark Temporale report (see Appendix 3a) noted that street furniture and graphics do not have a uniform and appealing style in the Four Corners Area in particular, and that there is

a deficiency in pedestrian resting areas. The study further noted that although the planning area has several attractive major open space (park) areas, these are not well linked to the existing walkway system.

Recognizing the need for aesthetic improvement, the Business Improvement Area (BIA) has been instrumental in commencing (but by no means completing) much needed aesthetic and functional improvements such as the installation of stylized street lighting, benches, and hanging flower baskets.

Beyond that, sidewalk, walkway and curb replacements identified in the past as necessary in the City's yearly upgrading programs were undertaken in some parts of the Four Corners. For purposes of aesthetic appeal, such replacement has taken the form of interlocking paving stone in the Four Corners area. Due to budgetary constraints, however, a significant portion of the sidewalk/walkway system in the Four Corners remains to be improved to this standard.

5.0 Implementation of Community Improvement

It is noted here that the City has for some time, recognized the need for improvements in the Central Brampton Planning Area. Evidence of this are the existing policies of the new Official Plan regarding rehabilitation and renewal in the Four Corners area, and the various studies which were undertaken in the recent past in an effort to guide community improvement efforts in the Brampton Central Planning Area (see Attachment 2 to this report for a list of pertinent studies). Furthermore, the City is in the process of developing a new Secondary Plan for the Brampton Central Planning Area in order to provide a comprehensive policy framework for future public and private investments in the area.

It is also noted that a Business Improvement Area was established for the Four Corners Area as early as 1977 which, with City Council's support, has contributed successfully to the process of downtown revitalization and beautification.

In addition to these measures, it is necessary, however, that Council adopt an Official Plan amendment to incorporate Community Improvements Policies into the Official Plan and, consequently, to become eligible for provincial funding for public downtown improvement projects.

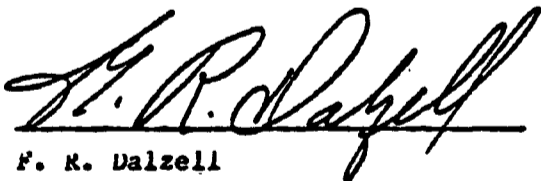
Accordingly, staff has prepared an Official Plan Amendment (Attachment 4 to this report) which incorporates the aforesaid community improvement policies (i.e. objectives and selection criteria) and designates the Brampton Central Planning Area as a community improvement policy area.

6.0 Recommendation

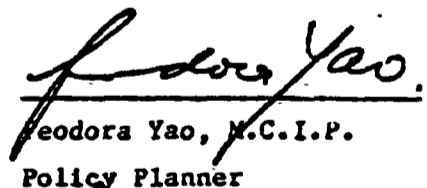
It is recommended that Planning Committee recommend to Council that:

1. this report together with the proposed Official Plan Amendment attached hereto as Attachment 4 be approved in principle;
2. a copy of this report and attachments be forwarded to the Ministry of Municipal Affairs and Housing for their review and comments, and
3. a public meeting be held in accordance with usual Council procedure.

CONCUR:



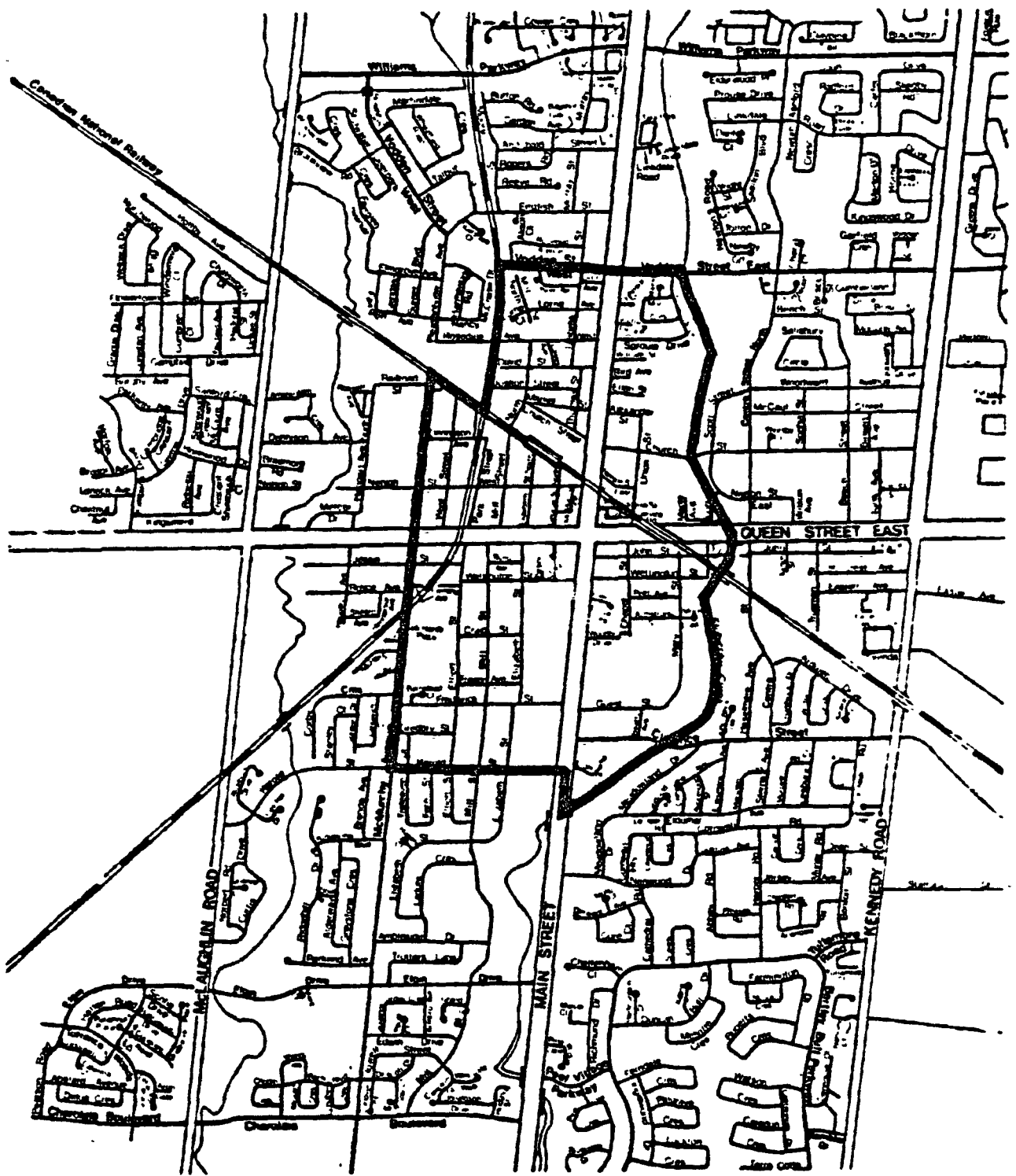
F. R. Dalzell
Commissioner of Planning
and Development



Feodora Yao, M.C.I.P.
Policy Planner

Attachments: Attachment 1 (Location Map)
Attachment 2 (List of Background Studies)
Attachment 3 (Summaries of Background Studies)
Attachment 4 (Proposed Official Plan Amendment)

FY/thk/15



Attachment 1

— Brampton Central Planning Area

Location Map



1:25 000

CITY OF BRAMPTON
 Planning and Development

Date: 84 06 25

Drawn by: RB

File no.

Map no.

ATTACHMENT 2

Studies undertaken since 1981 regarding the Brampton Central Planning Area.

- a) Four Corners Revitalization study prepared by Stark Temporale in 1981.
 - b) Technical Background Report for the Four Corners Revitalization Study by the firm of Woods Gordon, 1982.
 - c) Background Report for a Secondary Plan Concept for the Brampton Central Planning Area by the Planning and Development Department, City of Brampton, 1982.
 - d) Transportation/Transit Terminal Study by Marshall, Macklin and Monaghan, 1983.
-

NOTE:

See Attachments J a, b, c and d for summaries of the above studies.

Attachment 3(a)

Summary of the Four Corners
Revitalization Study
by Stark Temporale
1981

SUMMARY

In Ontario, there has been increasing evidence of renewed interest in downtown areas for some time. One of the basic factors is one of heritage: heritage in terms of a sense of place, quality of life, and quality of environment.

Downtowns have the fundamental corner stones to restore a sense of community and a sense of place.

Life and vitality of the Downtown is judged by performance of its retail businesses. Like many Ontario communities, Brampton has seen peripheral shopping malls take retail business from the central area. The shopping malls provide controlled conditions, variety and selection of retail shopping, clean and attractive environments and ample parking.

Downtowns have lacked the central authority to provide the same amenities as the shopping mall. Once the slide begins, the common response of reduced inventory, less maintenance, advertising and display, simply speeds deterioration. Real issues are frequently ignored. Parking and traffic control become the whipping post of merchant frustration.

This study seeks to identify those issues and to come to terms with recommendations for action.

1a) MIXED USE

Goals

1. To stimulate revitalization by development of a greater population base within the downtown.
2. To stimulate increased investment in the downtown.

3. To promote a variety of housing types to support a mixed population in a variety of social and economic categories.
4. To promote a close live/work environment within the Four Corners.
5. To rejuvenate street life quality.
6. To promote energy efficient development in the downtown.
7. To promote mutually supportive roles within the downtown among retail, office, service commercial, and residential uses.

Recommendations

1. To encourage new residential development within the Four Corners.
2. To develop a variety of housing types including luxury condominiums.
3. To introduce residential components through mixed use format to provide office and retail employment for new residents.
4. To introduce compacted mixed use development to achieve energy efficiency through layering of uses with parking at lowest levels, retail and service commercial at grade and office commercial and residential above.

With reference to the revitalization plan, the George Street and Nelson Street site is a mixed use project with potential for immediate development. Central to the Main Street business district, the project occupies a prime site near the future transit terminal. The development is compact for energy efficiency and reinforces the existing streetscape by creating new mid-block urban spaces. The Queen's Square parking lot site is another mixed use project which creates new internal urban spaces and reinforces the Main/Queen intersection to support street life quality.

1b) INFILL DEVELOPMENT

Goals

1. To further the spirit, scale and imagery of the downtown as initially perceived by the fore fathers of Brampton in developing the Four Corners as a place to live, work and shop.
2. To respond to the delicate balance of the remaining historic fabric.
3. To introduce new development without the necessity of taking a giant leap back to a particular period of the past.

Recommendations

1. To introduce a layering of old and new development together.
2. To construct contemporary buildings that have the consistent urban edge three storeys in height in sympathy with the historic fabric of the existing Four Corners.
3. To design all infill buildings by applying ten criteria as outlined in the development guidelines of the report as guidelines for design.
4. A series of redevelopment projects should be introduced along Main Street to enhance this major street and north-south access to the Four Corners. Refer to the section on Seeding Projects of the report.

1c) RENOVATION

Goals

To renovate and recycle existing historic buildings in the downtown to achieve the following:

1. Improve energy conservation.
2. Intensify uses.
3. Provide additional floor space.
4. Conserve valuable nineteenth-century building stock.
5. Preserve Brampton's heritage.

Recommendations

1. To renovate and recycle existing store fronts and other buildings through application of the guidelines for design contained within the study.
2. To renovate major institutional buildings such as the Peel County Courthouse and Jail in order to improve and expand the existing community facilities and programs.
3. To encourage recycling of buildings into new uses compatible with the overall goals of this study.

1d) OPEN SPACE

Goals

1. To link existing open space areas into a network of public spaces complimentary to proposed development.
2. To give special emphasis to the quality of the traditional spaces and pedestrian links as development intensifies.
3. To attract retail shoppers through enhancement of quality and maintenance of pedestrian streets.

4. To reinforce the identity and heritage of the area through design of pedestrian street scheme.

Recommendations

1. To design pedestrian links and streetscape through use of the guidelines and criteria contained within the report.
2. To develop a historic walking tour utilizing streetscape elements to portray symbolically and graphically the history and identity of the Four Corners.
3. To develop the market and the Civic Square site as a dynamic public gathering point.
4. To develop the Main and Wellington Streets intersection into a public square.

1e) THE CULTURAL ROLE

Goals

1. To make the Four Corners the centre of cultural and entertainments facilities for the entire community.
2. To make the Four Corners a social gathering point for Brampton residents.

Recommendations

1. To expand and develop the facilities in the Peel Museum and Art Gallery.
2. To renovate the Odeon Theatre for live performances.

3. to encourage community facilities such as churches to be better utilized by the community.

1f) PARKING

Goals

1. To ensure that the Four Corners remains safe, comfortable and enjoyable for use by both pedestrians and vehicular traffic.
2. To ensure ease of accessibility by both public and private transportation.

Recommendations

1. To revive landscaping improvements to existing on-grade parking lots.
2. To establish parking standards specifically for the Four Corners.
3. To encourage co-operation between the City and private development in the creation of parking structures as development takes place.
4. To further provide municipal parking for the public as a municipal investment in the revitalization of the Four Corners.

1g) TRANSPORTATION

Goals

1. To reduce congestion.
2. To improve transit service.
3. To improve accessibility to public transit.

4. To reduce conflict between private and public transit.
5. To encourage excellent public transit in order to stimulate growth and development in the Four Corners.

Recommendations

1. To conduct a feasibility study to determine the viability of reorganizing the existing street network, and creation of a loop system to by-pass the Main and Queen Street intersections.
2. To carry out a two phase development program for a transit terminal in the Four Corners in conjunction with the GO commuter rail service.

1n) ENERGY

Goals

1. To improve energy efficiency of existing buildings.
2. To ensure excellent energy conservation features of proposed development.
3. To encourage maintenance of existing buildings with energy efficiency a consideration.

Recommendations

1. Basic guidelines for energy conservation contained within this report be applied to the maintenance and design of new development.
2. The same guidelines be utilized in assessment of existing buildings within the fabric.

Attachment 3(b)

Summary of the two
Technical Background Reports
to the
Four Corners Revitalization Study
by Woods Gordon, 1981

Key Conclusions

1. The analysis shows the following growth possible for the Four Corners. Note that these are estimates of the likely order of growth, rather than specific predictions. For details as to assumptions and methodology, see the main body of the study.

<u>TYPE OF SPACE</u>	<u>CURRENT (1981) PROVISION IN FOUR CORNERS*</u> (square feet)	<u>POSSIBLE ADDITION (1991) TO CURRENT BUDGET</u> (square feet)	<u>% INCREASE</u>	<u>ABSORPTION PER YEAR (NEW SPACE)</u> (sq. feet)
Retail	134,000	68,000	50%	7,000
Service Commercial	141,500	72,800	51%	7,000
Office	332,500	336,000	101%	34,000

*Note that figures have been rounded.

2. Expected population growth in and around the Four Corners is in the order of 2,000 representing the difference between the existing and capacity populations for the area. If all of these persons were housed in higher density apartment type units, this would imply at least 725 dwelling units, either in, or near to, the Four Corners.
3. Developer suggestions for alternative development concepts in the Four Corners include:
 - small-scale specialty goods and service developments
 - larger scale office, residential and retail developments
 - office buildings
 - luxury condominiums
 - adaptive re-use

- senior citizens' centre
 - community centre
 - entertainment facilities
 - food store
 - discount retail areas
4. The proposed "seeding project" is an eleven storey mixed use development containing a total of 50,800 square feet of office space, 22,800 square feet of retail/service space, and 163 high-quality residential units. The approximate anticipated construction costs of the project are \$12,418,000 (1982). Additional expenses for land and "soft costs" are estimated to total \$3,725,000, for a total development cost of \$16,143,000.
 5. Our estimate of the total net annual income from the "seeding project" as described is on the order of \$1,118,600. Assuming a typical debt coverage ratio of 1.20, the size of the mortgage that could be obtained at 15% over a 25 year amortization period will be \$6,234,000 (e.g. assuming an annual repayment of \$932,200).
 6. The annual net income (after debt service) is the total estimated net annual income of the project (\$1,118,600) minus the debt service figure (\$932,200). This amount is \$186,400.
 7. The difference between the actual cost of the project and the amount of the mortgage the developer is able to obtain represents the amount of money the developer must invest in the project. The ratio of the annual net income after debt service to this amount represents the developer's return. Given the estimated cost of the seeding project (\$16,143,000), the first year rate of return on the cash invested is on the order of 1.91%.
 8. This level of cost implies a first year rate of return on cash invested to the developer of only 1.91%; this is unlikely to be sufficiently high to interest a potential developer in the project.

Even assuming that the developer is somehow able to obtain a mortgage at only 10% (thus reducing the equity that the developer must sink into the project) this rate of return increases to only 2.24%.

9. Our analysis indicates that of the three components of retail, office and residential in the seeding project, it is the residential component that is primarily responsible for this low rate of return. We therefore examined the feasibility of a smaller scale project, containing only two stories of residential development (rather than eight) and the same amount of retail and office floor space.

Under the same assumptions involved in the analysis of the full-scale seeding project, it appears that the rate of return on equity to the developer would be somewhat better under this smaller scale scenario. Assuming the developer is able to obtain a mortgage at 15% over a 25 year period, his return on cash invested will be 4.18%. If he were able to obtain a mortgage at 10% over the same period, this return would increase to an estimated 9.26%.

10. There are various methods by which the City can contribute towards reducing the cost of the project to the developer, and thereby encourage its construction. The most common include:

- the designation of a Redevelopment Area and subsequently:
 - acquiring and preparing land
 - constructing or repairing buildings
 - giving loans or grants to developers
- entering into joint agreements with developers
- construction of infrastructure (servicing, parking garages, etc.)
- various forms of tax incentives (e.g. deferred payment for a specified period)

11. Our analysis shows that the developer's return on the smaller scale project will increase substantially if the City were to pursue these options, as the following table shows:

<u>Strategy</u>	<u>Estimated First Year Return on Cash-In to Developer</u>
. City provides parking for office, retail and residential components of the development (assuming a mortgage of 15%)	6.37%
. City provides parking for office, retail and residential components of the development. City also subsidizes the mortgage so that the cost to the developer is effectively 10%	39.17%
. City provides the land for the seeding project (assuming a mortgage at 15%)	5.13%
. City provides the land for the seeding project. City also subsidizes the mortgage so that the cost to the developer is effectively 10%	15.74%
. City provides parking for office, retail and residential components. City also provides the land for the development (assuming a mortgage at 15%)	9.36%

- . City provides parking for office, retail and residential components. City also provides the land for the development. City also subsidizes the mortgage so that the effective cost to the developer is 10% no equity required

12. All of the options outlined above require some financial outlay on the part of the City. Ways in which the City could pay for the above include:

- payment out of general taxes
- establishment of a benefitting levy on the local area (e.g. those businesses in the immediate area that could expect to benefit by the development)
- special fund-raising for the project (e.g. posting municipal bonds)
- obtaining provincial or federal grants
- project revenues (e.g. parking)

13. Alternatively, there are a number of ways in which the project can be designed and marketed in order to minimize City participation of the type outlined above. These options, and the various considerations involved for each, are outlined below:

Condominium: Marketing the residential component of the seeding project as condominium units is one means of avoiding the problem of rents not covering costs in the residential component of the project. Our analysis indicates that in order for the developer to make a reasonable profit (assuming 25%) the average price of a condominium unit would have to be \$92,000, which may be slightly high for the Brampton market.

MURB: Marketing the seeding project as a Multiple Unit Residential Building (MURB) could result in a higher return for the developer,

who would sell shares in the development to individuals or corporations desirous of obtaining a tax shelter. In order to qualify as a MURB, however, 80% of the development must be residential, which would indicate that the design would have to be altered somewhat.

Condominium/MURB: Combining the condominium and MURB options as outlined above could mean that the condominium units could be marketed at a somewhat lower cost (the developer would in essence obtain his higher return through selling off the project as a MURB). This option may well be the most viable way of realizing residential development in the core area.

Non-Profit Housing: Another alternative consists of providing the residential component of the seeding project under the Peel Non-Profit Housing Corporation. Under this scheme, the housing position of the seeding project is paid for by the City, using grants obtained under the federal Non-Profit Housing Programme for that purpose. This possibility, of course, would have to be fully discussed with the Peel Non-Profit Housing Corporation.

Attachment 3(c)

Summary of Findings of the
Background Report
prepared by the Planning and
Development Department in 1982

Summary of Findings*

Historic Buildings

- In its December, 1983 inventory, the Brampton Heritage Board has identified 108 buildings of historic and architectural merit within the entire Brampton urban area. Of this, 100 buildings or 95% are located in the Brampton Central Planning Area (see Attachment 1, Location Map), the majority of which are residences in private ownership.
- As of December 1983, 7 buildings in the Planning Area have been designated under the Ontario Heritage Act.

Designation under the Ontario Heritage Act facilitates protection of historic buildings by enabling Council to impose a 180 day stay on their demolition. This is to provide time to arrive at and implement ways of preserving historic structures. Also, designated buildings qualify for provincial financial assistance under the BRIC program for their rehabilitation and improvement.

Housing Inventory

- In 1983, there were slightly over 2,100 dwelling units in the Brampton Central Planning Area.
- Of the 1,314 residential buildings, 1,301 or 99% are single or semi-detached homes (211 of these are residential conversions) and 13 or 1% are either apartments, row houses or multiple unit buildings containing less than 4 units (plexes).

*This summary has been updated wherever possible. Unless otherwise indicated, however, the data reflects conditions observed in 1981.

- . Almost 52% of the dwelling units are single detached or semi-detached dwelling units.
- . 15.5% of the dwelling units are apartment units located in only six buildings.
- . The remaining 32.5% include flats, rooms, and converted apartments in single or semi-detached dwellings, plexes, row houses and mixed commercial/residential developments.

Population

- . In 1981, 6,310 persons resided in the study area.
- . Close to 14.4% of the study area population are aged 65 and over, which compares with 3.6% for the population of the entire City of Brampton Planning Area.
- . 10.9% of the area population are aged between 20 and 24, which compares with 8.7% for the population of the entire City of Brampton Planning Area.
- . Close to 24% of the area population are younger than 20 years which compares with 37.7% for the population of the entire City of Brampton Planning Area.
- . From the above it may be concluded that a large proportion of the City's senior citizens population is resident in the Brampton Central Planning Area, that a relatively low proportion of the City's teenaged or younger population lives in this area and that a relatively large proportion of the City's young adults reside in the study area.

Commercial Development

- . Commercial development is concentrated in the vicinity of the Four Corners extending along Queen Street west to McMurchy Avenue.
- . In 1981, there was a total of approximately 65,494.5 square metres (705,000 square feet) of commercial floor space in the Brampton Central Area, of which 86% was located at the Four Corners.
- . Over 55% of the commercial floor space is used for office commercial purposes, with the remainder divided almost equally between retail and service commercial uses.
- . The service commercial uses are characterized by restaurants (about 33% of floor area), banks (about 15%) and personal service uses (about 41%).
- . The primary trade area for the retail commercial uses is restricted to the Brampton Central Area, therefore most of the retail uses are of a local convenience nature.
- . The retail commercial uses are characterized more by convenience commercial uses as opposed to comparison or department store type merchandise.
- . Between 1977 and 1981, the study area experienced a 16,885 square feet or 11.6% decline on the amount of actively used retail space.
- . The service commercial uses have experienced a significant increase in the area between 1977 and 1981.
- . The Brampton Central Planning Area includes over 50% of the

total competitive office floor space in the City of Brampton.

- A 12% vacancy rate in office space was observed in the study area in 1981.

Industry

- 8 industrial firms are located in the study area occupying a total of 16,342.87 square metres (175,919 square feet) of industrial floor space on a total land area of 3.62 hectares (9.05 acres).
- Only 2 of these firms occupy newer buildings, while the remaining 6 are located in old or converted buildings.

Employment

- Traffic zones 148 to 151, which essentially reflect the Brampton Central Planning Area, had a 1980 employment of approximately 2,700 persons, of which the majority (68.5%) were employed in service and service related activities.
- 21% of the employment was related to the retail sector.
- Only 10% of the 1980 employment was related to manufacturing and warehousing.

Community Services

(1) Parks and Open Space

- The north-westerly quadrant of the Planning Area was found to be deficient in neighbourhood park and parkette facilities (i.e. junior softball, tennis

courts, open play areas and playgrounds).

- The north-west quadrant has, compared to the other three quadrants, the largest number of residents and the greatest proportion of pre-school aged children and children aged 5 to 11 years.
- A need has been expressed by senior citizens for senior citizen accommodation as well as a senior citizen recreation centre.

(ii) Day Care

- A deficiency in day care facilities was observed. Only one private commercial day care facility exists now, whereas a total of 13 facilities would be required given the Region's ratio of 14 pre-school aged children per day care centre and assuming that 50 percent of the total 1981 population of 366 children aged 4 years or less were to attend day care centres.

Underground Services

- Sanitary and storm sewers are presently reconstructed and the subject of a seven year work program for upgrading the entire system to accommodate existing and future demands.
- Existing 4 inch water mains are presently being upgraded to 6 inch water mains.
- Hydro facilities may require upgrading to 27.6 KV.
- Brampton Hydro's required lead time to accommodate changes in the existing system is in excess of one year.

Transportation and Parking

(i) Railways

- The ultimate right-of-way for the CN rail lines will be for 4 tracks.
- CN daily rail movements will increase from 60 in 1981 to 104 in 1996.
- Ridership per day on the CN GO train increased from 850 to 1,000 between 1980 and 1981.
- The ultimate right-of-way for the CP line will be to accommodate 2 tracks.

(ii) Traffic, Transit and Parking Conditions

The Transportation/Transit Terminals Study by Marshall Macklin Monaghan Limited found as follows:

- In general, intersections on Queen and Main Streets operate better than or near capacity during the P.M. peak hour. However, several turning movements on Main Street are currently at capacity.
- Approximately 50 percent of all traffic in the downtown area during the peak period is through traffic, with neither an origin, nor destination in the study area; however, it is possible that some may stop in the downtown enroute.
- The George Street Transit Terminal is serving a significant number of passengers who begin or end their trip in the downtown as well as acting as a major

transfer point for passengers connecting with other Brampton Transit routes or other transit services.

- During the peak parking utilization (mid day) approximately 94 percent of all spaces are occupied indicating that the downtown parking facilities are at capacity.
- At least 55 percent of the peak parking demand consists of all day parkers.
- About 50 percent of the all day parkers have access to Brampton Transit for their trip to the downtown area.
- Within the study area, a total of 1,063 parking spaces are located, 905 of which are off-street parking spaces, whereas 158 spaces are metered on-street parking.

Attachment 3(d)

Summary of Recommendation
from
Transportation/Transit Terminals Study
by Marshall Macklin Monaghan
September 1983

SUMMARY

Introduction

The City of Brampton Transportation/Transit Terminals Study was initiated in December 1982 with the objectives:

- to assess the existing traffic operations in downtown Brampton, identifying the need for improvements and/or additions to the road network
- to assess the impact on the transportation system resulting from two alternative development strategies in the Brampton Central Planning Area
- to identify alternative transportation requirements (including parking) to accommodate each development strategy
- to assess the existing terminal operations, and alternative terminal concepts, including a multi-modal terminal

Marshall Macklin Monaghan Limited were selected to conduct the study under the direction of a Steering Committee comprised of representatives from the City Planning and Development, Public Works, and Transit Departments, Region of Peel, GO Transit, and the Ministry of Transportation and Communications.

This summary presents a synopsis of the key elements of the Transportation System Strategy development.

Existing Travel Characteristics

A number of surveys were conducted to ascertain the current transportation and travel characteristics in the downtown area of the City of Brampton.

As a result of the extensive data collection program, a number of significant transportation system characteristics were determined:

- in general, intersections on Queen and Main Streets operate at level of service D or better during the p.m. peak hour except at the Queen Street/Main Street intersection. However, several turning movements on Main Street are currently at or near capacity
- approximately 50 percent of all traffic in the downtown area during the peak period is through traffic, with neither an origin nor destination in the study area, however, it is possible that some may stop in the downtown enroute
- the Brampton Transit terminal serves a significant number of passengers who begin or end their trip in the downtown, as well as acting as a major transfer point for passengers connecting with other Brampton Transit routes or other transit services
- during the peak parking utilization (mid day) approximately 94 percent of all spaces are occupied indicating that the downtown parking facilities are at capacity
- at least 55 percent of the peak parking demand consists of all day parkers
- about 50 percent of the all day parkers have accessibility to Brampton Transit for their trip to the downtown area

Future Travel

Two land use options were prepared by the City of Brampton Planning and Development Department, as summarized in the following table to assess the impact of a range of potential development.

Land Use	Existing Development (1981)	Proposed Additional Development	
	Brampton Central Planning Area	Option 1	Option 2
Commercial (Retail and Service) (ft. ²)	311,500	+265,000	+215,000
Office Commercial (ft. ²)	393,000	+195,000	+385,000
Residential (Units)	2,100	+1,950 - 2,650	+1,150 - 1,900

Based on the travel characteristics exhibited in this study's surveys and those results of other area transportation surveys, an estimate has been made of the future traffic resulting from the proposed new development. In addition, an assessment has been made of the growth in the through traffic. This growth is influenced by the increase in regional population and employment and not by the growth in the downtown area.

The proposed development was estimated to take approximately thirty years to reach the forecasted levels, and since this study has limited its scope to the twenty year horizon, it has been assumed that two thirds of the projected development will take place in proportion to the ultimate development throughout the Brampton Central Planning Area.

Problem Identification

Based on the existing traffic patterns and the estimated growth in through traffic combined with the projected development during the twenty year horizon, there are a number of capacity deficiencies in the road system serving the Brampton Central Planning Area. In addition, the existing parking facilities in the downtown area are at or near capacity with limited opportunity for expansion.

The existing downtown transit terminal is at capacity and lacking in the amenities which would encourage an increase in the transit modal split and support the present parking strategy.

Alternative Assessment

Alternatives to alleviate the anticipated road capacity deficiencies were developed under several major categories:

- operational improvements to existing intersections
- new road links in the network
- parking policy alternatives
- modifications in travel characteristics:
 - vehicle occupancy
 - modal split
 - distribution of peaking
- diversion of through traffic
- one-way street concepts

During the course of the development and assessment of alternatives, a public open house was conducted to solicit opinions and input from the public to be used in the evaluation assessment.

Recommendations

Based on the analysis of the existing transportation system characteristics, the assessment of the impact of the proposed development in the Brampton Central Planning Area and the evaluation of alternative transportation improvements, a comprehensive transportation strategy has been developed for the City of Brampton.

The recommendations for consideration by Council are categorized into four categories, namely policies, administration, road improvements and transit terminal improvements and are detailed in the subsequent sections of this chapter.

Policies

It is recommended that Council aggressively pursue a more restrictive parking supply strategy - the managing of the parking supply in the downtown area should ensure an adequate supply for the short term demand, while limiting the parking facilities for all day parking. Therefore, the strategy ensures sufficient parking facilities for the retail/commercial/business activities in the downtown area, while limiting the supply for downtown employees. It is recommended that the supply be increased by 200-300 spaces over the twenty year period, assuming development proceeds as planned.

In support of this parking strategy, it is recommended that Council strongly endorse and support improvements to the transit system which improve accessibility and improve service to the downtown area.

In addition, it is recommended that Council consider the following policies in support of the parking and transit strategies.

- . increase long-term parking charges
- . implement a staged reduction in long-term parking permits
- . improve transit use through greater public information and promotion
- . encourage use during low demand periods
- . encourage car pooling through advertising, preferential parking locations, preferential charges

Administration

In order to provide an acceptable level of service (volume/capacity less than 1.00), the operational improvements listed in the subsequent sections will be required. However, it should be noted that determination of the timing for these improvements and confirmation of their need must be based upon continuous monitoring of land use and traffic, for the following reasons:

1. the traffic assessment is based upon available single day traffic counts
2. uncertainty as to the precise location and timing of development
3. the capacity analysis is based on the Metro Toronto Method, using typical CBD saturation flow values. The actual saturation flows at some intersections, particularly those on the periphery of the downtown area, may be somewhat higher, thus resulting in higher levels of service
4. the recommended improvements and their timing are based on the current travel characteristics which are expected to change over time.

Therefore, it is recommended that the Council adopt a comprehensive monitoring program of the land use and traffic characteristics in the Brampton Central Planning Area.

Road Improvements

The recommended road improvements were reviewed to determine the appropriate staging of the improvements. They are categorized as follows:

1. immediate - where current operations are at level of service E
2. short-term - improvements required to respond to traffic growth in the 1 to 10 year time frame and can be considered necessary

regardless of the rate of development. The estimates are based upon one-third of the ultimate development occurring over the 10 year period, and on the assumption that the development is distributed in the same pattern within the study area

3. long-term - improvements required in the 10 to 20 year period to respond to the projected traffic growth (two-thirds of total development within 20 years)

As previously noted, the improvements and staging do not reflect the possible reductions in traffic volumes which could result from changes in travel characteristics.

It is recommended that Council approve and implement the following immediate and short-term improvements and approve in principle the long-term improvements, subject to confirmation of need through the monitoring program.

Immediate Improvements

- provide 4 lanes on Main Street from south of Church Street to north of Vodden Street, with exclusive left turn lanes at Vodden Street (under construction 1983)
- prohibit all parking on the north side of Queen Street
- eliminate the southbound flashing advanced green during the p.m. peak period on Main Street at Clarence Street
- widen Main Street to provide for a northbound right turn lane at Clarence Street

Short-Term Improvements

- prohibit left turns eastbound, northbound and southbound at the Queen Street/Main Street intersection

- provide exclusive left turn lanes on Queen Street at Centre Street
- prohibit all parking on the south side of Queen Street at least during the p.m. peak period
- the possible provision of flashing advanced green signals on Main Street northbound at Wellington Street and on Queen Street eastbound at both Mill Street and George Street to facilitate the left turns diverted from the Queen/Main Street intersection
- prohibit parking (at least during peak hours) on Main Street
- widen Main Street to 4 lanes from south of Wellington Street to Etobicoke Creek

Long-Term Improvements

- prohibit northbound left turns from Main Street to Nelson Street
- provide exclusive left turn lanes on Main Street at Church Street
- provide exclusive left turn lanes on Main Street at Wellington Street

Transit Terminal Improvements

Based on the current development in the downtown and the economic climate, it is recommended that the existing transit terminal location be utilized for a period of approximately 10 years. Clearly, Brampton Transit has a significant role to play in the transportation system serving the downtown, particularly in support of the restrictive parking strategy.

It is recommended that the existing facility be expanded both in platform space and passenger amenities to extend the life of the current site for a considerable period of time. The design should be initiated in 1984 with construction in 1984/85.

If the development of the downtown occurs as forecasted, then a multi-modal terminal bounded by Nelson street, George Street, Main Street and the CNR line in conjunction with other development, such as office/commercial will be a reasonable and desirable long-term strategy.

In order to ensure that the City can react to a major thrust in development in the downtown, it is recommended that the City embark immediately on a strategy of land acquisition for the purposes of developing the multi-modal terminal in the 10-20 year period.

Amendment Number _____
to the
Official Plan
for the City of Brampton
Planning Area

1. Basis

This amendment has been prepared to satisfy the requirements of Section 28(2) of the Planning Act, S.O., 1983. Section 28(2) states that a municipality must have provisions relating to community improvement in its Official Plan before it can designate a community improvement policy area. Approved community improvement policies and designated community improvement policy areas are prerequisites for any municipality that wishes, as the City of Brampton does, to participate in provincial funding programs for community improvements.

2. Purpose

The purpose of this amendment is to include in the Official Plan for the City of Brampton Planning Area, community improvement policies and to implement these policies by way of designating community improvement policy areas.

The community improvement policies are to enhance the City's ability to meet its objectives in improving and upgrading the existing community infrastructure where deficiencies are identified. The policies commit the City to a strategy of maintenance and rehabilitation within its built-up areas.

The community improvement policies shall be implemented through the designation of community improvement policy areas, which shall be selected on the basis of a number of criteria, and further, through the designation by City Council of community improvement project areas and the preparation and implementation of community improvement plans.

3. Location

The subject lands are located within and comprise a portion of the built-up area of the City of Brampton. More particularly, the subject lands are bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the south and McMurchy Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule A.

4. Details of the Amendment and Policies Relative Thereto

The Official Plan for the City of Brampton Planning Area is hereby amended:

- (1) by adding thereto, as Schedule L, Schedule A to this amendment;
- (2) by adding thereto the following text to PART III - SPECIAL POLICIES:

COMMUNITY IMPROVEMENT

1.0 Introduction

The purpose of this amendment is to include into the Official Plan for the City of Brampton Planning Area community improvement policies and to implement these policies by way of designating community improvement policy areas.

The community improvement policies are to enhance the City's ability to meet its objectives in improving and upgrading the existing community infrastructure where deficiencies are identified. The policies commit the City to a strategy of maintenance and rehabilitation within its built-up areas.

The community improvement policies shall be implemented through the designation of community improvement policy areas, which shall be selected on the basis of a number of criteria, and further, through the designation by City Council of community improvement project areas and the preparation and implementation of community improvement plans.

2.0 Location

The subject lands are located within and comprise a portion of the built-up area of the City of Brampton. More particularly, the subject lands are bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the south and McMurchy Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule L.

3.0 Objectives

3.1 The City shall endeavour to:

- (a) provide a framework to guide the expenditure of public funds on community improvement activities;
- (b) reduce or eliminate deficiencies in municipal social, recreational and physical facilities and services by bringing them to an acceptable community standard;
- (c) foster a climate favourable to private investment and provide guidance in the rehabilitation and/or redevelopment of property, and
- (d) stabilize and/or improve the property and business tax bases in commercial areas by upgrading municipal services and therefore stimulating private investment.

4.0 Selection Criteria for Community Improvement Areas

4.1 Areas that exhibit some or all of the following deficiencies shall be considered for designation community improvement policy areas:

- a) older building stock suffering from poor maintenance and decay and hence being in need of rehabilitation;
- b) roads in need of improvement or widening;
- c) sidewalk, walkway and curb replacement or improvements are required;
- d) outdated sanitary sewers, storm sewers and/or water distribution systems;
- e) insufficient or inadequate parks and recreation facilities;
- f) conflicting residential/commercial and/or residential/industrial land uses;
- g) relatively high vacancy rate of existing commercial floor space;
- h) inadequate and/or outdated street-lighting and/or traffic signal system;
- i) lack of adequate emergency services, e.g. police, fire and/or ambulance;
- j) significant aesthetic improvement required;
- k) lack and/or inadequate off-street parking facilities, and
- l) eroded tax base.

5.0 Community Improvement Policy Areas

The above selection criteria were applied to the built-up areas of the City. As a result, one community improvement area was identified. This area exhibits the majority of deficiencies noted in the selection criteria for community improvement areas. Community improvement project areas will be designated at a future date by by-law before community improvement activities are undertaken. Council shall ensure that proper arrangements have been made in respect of the City's share of costs associated with such community improvement projects prior to passing the designating by-laws.

The community improvement policy area is bounded by Vodden Street to the north, the Etobicoke Creek to the east, Harold Street to the

south, and Merivale Avenue and the Canadian Pacific Railway line to the west, as outlined on Schedule L.

The community improvement policy area outlined on Schedule L is comprised of the historic commercial core of the City of Brampton and the long established residential neighbourhoods immediately surrounding it. This area meets the selection criteria for community improvement policy areas in terms of the following observed deficiencies:

- The subject area is the oldest urban area within the City and, hence, has an older building stock in need of rehabilitation.
- Road, curb, sidewalk and walkway improvements are required.
- Hard services including water distribution system, sanitary and storm sewers require updating.
- The north-westerly quadrant of the subject area is deficient in public open space.
- Due to the age structure of this area's population, the need for a senior citizen recreation centre has been established.
- Land use conflicts exist between industrial and residential uses as well as between commercial and residential uses.
- Relative to newer commercial centres in the City, this area displays a high vacancy rate of existing commercial floor space.
- The area is in need of major aesthetic improvements.
- Existing off-street parking facilities are becoming inadequate in terms of the number of spaces available and/or are in need of physical improvement.

6.0 Implementation

Council intends to achieve the objectives outlined under section 3.0 above through measures such as the following:

- Prepare a new Secondary Plan for the subject area to encourage and guide the revitalization and redevelopment of the subject area while respecting its integrity in terms of its traditional functions and historic elements.
- Amend existing zoning provisions to implement the new Secondary Plan.

- The designation by by-law of community improvement project areas.
- Prepare plans suitable for adoption by by-law as community improvement plans for areas within the community improvement policy area and the community improvement project areas.
- Encourage public involvement in the preparation of community improvement plans.
- The acquisition of land as may be required for implementation of community improvement project plans.
- Continue to enforce the Minimum Maintenance and Occupancy Standards By-law.
- Support efforts of the Business Improvement Area to strengthen and revitalize the commercial core of the subject area.
- Participation in senior government programs where applicable.