Monday, March 4, 2019
7:00 p.m. – Regular Meeting

Council Chambers – 4th Floor – City Hall

Members:
Regional Councillor M. Medeiros – Wards 3 and 4 (Chair)
Regional Councillor P. Fortini – Wards 7 and 8 (Vice-Chair)
Regional Councillor P. Vicente – Wards 1 and 5
Regional Councillor R. Santos – Wards 1 and 5
Regional Councillor M. Palleschi – Wards 2 and 6
Regional Councillor G. Dhillon – Wards 9 and 10
City Councillor D. Whillans – Wards 2 and 6
City Councillor J. Bowman – Wards 3 and 4
City Councillor C. Williams – Wards 7 and 8
City Councillor H. Singh – Wards 9 and 10

For inquiries about this Agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:

Shauna Danton, Legislative Coordinator
Telephone (905) 874-2116, TTY (905) 874-2130, cityclerksoffice@brampton.ca

Note: Meeting information is also available in alternate formats upon request.

Note: Any difficulty accessing meeting rooms, buildings, elevators, etc. please contact security at 905-874-2111.
1. **Approval of Agenda**

2. **Declarations of Interest under the Municipal Conflict of Interest Act**

3. **Consent**

   The following items listed with an asterisk (*) are considered to be routine and non-controversial by the committee and will be approved at one time. There will be no separate discussion of these items unless a committee member requests it, in which case the item will not be consented to and will be considered in the normal sequence of the agenda.

   (7.1, 7.2, 8.1, 13.1)

4. **Statutory Public Meeting Reports**

4.1. Report from C. LaRota, Policy Planner, Planning and Development Services, dated January 29, 2019, re: City-Initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, implementing the Springbrook Tertiary Plan

   Presentation by Bobby Gauthier, WSP Canada and Claudia LaRota, Policy Planner, Planning and Development Services

5. **Delegations**

6. **Staff Presentations**

6.1. Presentation from D. VanderBerg, Central Area Planner, Planning and Development Services, re: **Update on the use of a Development Permit System (DPS) in the Downtown as a Tool to Implement a Planning Vision and Help Expedite Development.**

7. **Planning**

   * 7.1. Report from D. VanderBerg, Central Area Planner, Planning and Development Services, dated February 8, 2019, re: **Application to Amend the Official Plan and Zoning By-law – Glen Schnarr and Associates Inc. – 13335338 Ontario Ltd., William Hewson and 6602142 Canada Ltd. – 174, 178, 180 & 184 Queen Street East – Ward 1** (File C01E06.053)

   *Recommendation*
7.2. Report from C. LaRota, Policy Planner, Planning and Development Services, dated January 30, 2019, re: Bramalea Mobility Hub Land Use Study – Ward 7

Recommendation

8. Minutes

8.1. Minutes – Brampton Heritage Board – February 19, 2019

To be approved

9. Other/New Business

10. Referred Matters

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City’s website.

11. Deferred Matters

12. Notice of Motion

13. Correspondence

13.1. Correspondence from S. Snider, Turkstra Mazza Associates, dated February 13, 2019, re: Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision – Part of Lot 7 and 8, Concession 5 W.H.S – Proposed Amendment to Remove the Subject Lands from the Huttonville North Secondary Plan Area 52 and add it to the Huttonville Secondary Plan 29(b) – Four X Development Inc. (File C05W07.006)

To be received
14. **Councillor Question Period**

15. **Public Question Period**
   
   15 Minute Limit (regarding any decision made at this meeting)

16. **Closed Session**

17. **Adjournment**

   Next Meeting: Monday, March 25, 2019, at 1:00 p.m.
Date: 2019-01-29

Subject: Information Report
City-Initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, implementing the “Springbrook Tertiary Plan”

Contact: Claudia LaRota, Policy Planner, Planning & Development Services, (905) 874-3844, claudia.larota@brampton.ca

Recommendations:

1. That the report from Claudia LaRota, Policy Planner, Planning & Development Services Department, dated January 29, 2019, to the Planning & Development Services Committee Meeting of March 4, 2019, re: Information Report, City-Initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, implementing the “Springbrook Tertiary Plan”, be received; and,

2. That Planning & Development Services Department staff be directed to report back to Planning & Development Services Committee with the results of the Public Meeting and a staff recommendation, following receipt of comments resulting from the circulation of the amendments.

Overview:

- The Springbrook Settlement Area is a historic hamlet located at the intersection of Queen Street West and Creditview Road.

- In 2007, the City retained a consultant team to undertake the Springbrook Settlement Area Study; however, the study was paused in 2008 to deal with issues related to the widening of Queen Street and the potential presence of Redside Dace in Springbrook Creek.

- The City has received development applications in parts of the settlement area, and there is a need for a comprehensive Tertiary Plan that ensures an efficient and logical development pattern that contributes positively to the Springbrook Settlement area, recognizing the existing settlement pattern and environmental constraints.
In 2018, the City retained a consultant to undertake a Tertiary Plan for the Springbrook Settlement area.

The objectives of the Tertiary Plan are to develop a comprehensive land use plan that will assist the City in assessing future development applications, while ensuring that new uses are compatible with existing uses in the hamlet, and to identify guidance for the provision of infrastructure to support proposed development, such as road connections, access, and stormwater management.

The consultant’s report and proposed Tertiary Plan was presented to Planning and Development Committee on January 28, 2019.

The purpose of this report is to present the draft City-initiated Official Plan Amendment to the Credit Valley Secondary Plan, which proposes to implement the recommendations from the Springbrook Report and Tertiary Plan.

This Information Report and the associated public meeting facilitate compliance with the Strategic Plan’s “Good Government” priority, with respect to educating and engaging citizens in an open and accountable way.

Background:

The Springbrook Settlement Area (“the Settlement Area”) is a historic hamlet located at the intersection of Queen Street West and Creditview Road, within the Credit Valley Secondary Plan Area 45.

In 2007, City Council adopted a resolution to initiate a study for the Settlement Area before final approval of Block Plan 45-2 (Springbrook Executive Community). Although the study was initiated in 2007 and 3 land use scenarios were prepared for public consideration, work was paused due to a number of factors including the proposed widening of Queen Street West to 6 lanes, and the potential presence of Redside Dace, an endangered species, in Springbrook Creek.
Land Use Scenarios presented at an Open House in 2008

Land Use Scenario 1

Land Use Scenario 2

Land Use Scenario 3
Once the Region confirmed the widening of Queen Street to 4 lanes, and the issue regarding the presence of Redside Dace was addressed, staff presented a status report in August 2013. Based on the new information and feedback received from the public and agencies following an open house held in June 2008, a Preferred Land Use option was prepared by the City for public consultation.

However, the study was then paused again to assess the impacts of Committee of Adjustment applications for commercial uses, and the construction of custom homes in the study area.

In light of increased development interest in the settlement area, the City retained a consultant in January 2018 to undertake a Tertiary Plan that will guide future land use and development proposals within the Springbrook Settlement Area.

It is noted that the boundaries for the Tertiary Plan have been expanded from the original 2007 study area to allow consideration for potential developable land adjacent to the settlement area. See Figure 1 for boundaries of the Study Area.
On January 28, 2019, staff presented the Springbrook Tertiary Plan Report to Planning & Development Services Committee.

The purpose of this staff report is to present the proposed City-initiated amendments to the Credit Valley Secondary Plan at a statutory public meeting for public review and comments.

Current Situation:

Draft Official Plan Amendment

Current policies in the Credit Valley Secondary Plan for the Springbrook Settlement Area are very general and do not provide the necessary guidance to assess development applications in the area.

The proposed Official Plan Amendment will introduce a policy framework that will ensure the comprehensive development of the settlement area in a manner that is compatible with the existing pattern of the hamlet. The proposed Official Plan Amendment will introduce the Tertiary Plan as a new schedule to the Credit Valley Secondary Plan and create new land use designations and policy provisions that will apply to the Springbrook Settlement Area as follows:

Hamlet Mixed Use Area

The Hamlet Mixed Use Area represents the core of the community, at the historic crossroads at Queen Street West and Creditview Road. The emphasis for this designation is on creating commercial and active uses that frame the streetscape and contribute to a community centre.

Small scale commercial uses should be located at ground level with residential uses above or at the rear of the property. Parking and loading is to be located at the rear, or at the side of the building.

It is noted, that the property located at 9035 Creditview Road is currently being developed with a private school, in conformity with existing zoning. Consideration will be given to add private schools as a permitted use in the Mixed Use Area.

Hamlet Residential Area

Uses within the Hamlet Residential designation should front onto Queen Street with rear lane/road access. The Hamlet area should be developed with a variety of unit types, including townhouses, with a variety of architectural styles, lot sizes and setbacks.

Commercial uses may be appropriate within the Hamlet Residential Area designation, provided they are small-scale in nature, oriented to face Queen Street and compatible
with the surrounding residential area. Commercial uses may be permitted as live-work units or stand-alone buildings with a maximum gross floor area of 500 square metres and up to two-storeys in height.

**Low Density Residential**

Low Density Residential uses should be developed with detached and semi-detached dwelling units only to ensure a transition in density and compatibility with the existing Credit Valley community.

**Low Medium Density Residential**

Low Medium Density Residential uses should be developed with a mix of detached, semi-detached and townhouse units.

**Natural Heritage and Storm Water Management**

A natural heritage system has been identified as part of the Tertiary Plan, however, the detailed delineation of any natural heritage features will occur through the development approval process in accordance with applicable policies. The Tertiary Plan is intended to serve as a guide to illustrate potential development constraints of the area, and opportunities for natural heritage feature enhancement.

The final delineation of natural features and required setbacks will be undertaken through the approval of an Environmental Implementation Report to the satisfaction of the City and Credit Valley Conservation prior to the approval of any development application within the Springbrook Tertiary Plan area.

Three conceptual storm water management ponds are being proposed as a reference only. The need for any of these ponds, and their actual location and size will be determined as part of the development approval process for each specific application.

It is noted that the development approval process for properties west of Creditview Road and north of Queen Street will be required to address issues that have been raised with respect to flooding on some properties in the vicinity of the Springbrook Creek West tributary.

The Springbrook Creek and its tributaries are regulated habitat for Redside Dace. The west tributary, north of Queen Street is a contributing habitat for this species at risk. Consultation with the Ministry of Natural Resources and Forestry will be required as part of the development approval process to determine appropriate development setbacks.
**Transportation**

A significant role of the Tertiary Plan is to ensure that a coordinated road network and approach to access is provided, prioritizing opportunities to extend and connect to the existing road network.

To limit the access to both Queen Street and Creditview Road, the Tertiary Plan recommends the consolidation of accesses and the creation of internal local road networks, including rear lanes.

**Cultural Heritage**

Enhancing vegetation is an element of maintaining the rural character of the Springbrook community.

The maple tree rows and other mature trees fronting Creditview Road are of local significance. Existing trees are to be preserved and protected to the extent possible.

**Public Meeting Notification Area**

Notice of the Public Meeting was given by prepaid mail to property owners within 240 metres of the study area, by public notification in the Brampton Guardian and on the City’s website: www.brampton.ca/Springbrook.

**Corporate Implications:**

**Financial Implications:**

There are no financial implications associated with this report.

**Strategic Plan**

This Information Report and the associated public meeting facilitate compliance with the Strategic Plan’s “Good Government” priority, with respect to educating and engaging citizens in an open and accountable way.

**Living the Mosaic – 2040 Vision:**

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

The City-initiated draft Official Plan Amendment to the Credit Valley Secondary Plan, which implements the recommendations of the Springbrook Tertiary Plan Report are being presented by the City for formal public review and comment.

Staff will be reporting back to Planning Committee with a final recommendation on the proposed secondary plans.

Conclusion:

In compliance with the requirements of the Planning Act, the City is holding a statutory public meeting to present the draft Official Plan Amendment for the Springbrook Settlement Area.

Approved by: Pam Cooper, MCIP, RPP
Manager, Land Use Policy
Planning & Development Services

Approved by: Bob Bjerke
Directory, Policy Planning
Planning & Development Services

Attachments:

Appendix A: Draft Official Plan Amendment for the Credit Valley Secondary Plan, Area 45

Report authored by: Claudia LaRota, Policy Planner, RPP, MCIP
DRAFT

AMENDMENT NUMBER ________

To the Official Plan of the

City of Brampton Planning Area
AMENDMENT NUMBER _____

To the Official Plan of the
City of Brampton Planning Area

1. PURPOSE

The purpose of this amendment is to establish a policy framework to guide future development and redevelopment within the Springbrook Settlement Area in accordance with the Springbrook Tertiary Plan prepared by WSP and dated January 7, 2019. This amendment sets out land use designations, a local road network, a natural heritage system and related policies to achieve a vision for the historic hamlet.

2. LOCATION

The lands subject to this amendment are approximately 30.3 hectares (74.9 acres) in size and are located at the intersection of Queen Street West and Creditview Road, extending westerly to Elbern Markell Drive and easterly towards Springbrook Creek.

3. AMENDMENT AND POLICIES THERE TO

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

   1. by adding to the list of amendments pertaining to Secondary Plan Area Number 45: Credit Valley as set out in Part II: Secondary Plans thereof, Amendment Number OP 2006-__________.

3.2 The portions of the document known as the 1993 Official Plan of the City of Brampton Planning Area which remain in force, as they relate to the Credit Valley Secondary Plan, being Chapter 45 of Part II: Secondary Plans, as amended, are hereby further amended:

   1. by adding as Schedule SP45(b), the “Springbrook Tertiary Plan” as shown on Schedule A to this amendment.

   2. by deleting Sections 5.2.6.1 and 5.2.6.2 in their entirety and replacing them with the following:

      “The Springbrook Settlement Area is a historical crossroad hamlet located at the intersection of Queen Street West and Creditview Road.”
5.2.6.1 Planning Vision

The vision for the settlement area is to maintain Springbrook as a distinct and recognizable community with a mixed-use core centred at the intersection of Queen Street East and Creditview Road.

The vision directs proposed development to be efficient and well-integrated with the existing community in a manner that protects the area's natural heritage features and hamlet character.

5.2.6.2 Principles and Objectives

The objectives of the Springbrook Settlement Area policies are to develop a comprehensive land use plan that ensures that proposed development within the Springbrook area is of a scale and built form compatible with existing uses in accordance with the Tertiary Plan identified as Schedule 45(b) of this plan, and the *Springbrook Tertiary Plan: Background, Analysis and Recommendation Report* prepared by WSP Canada Group Ltd. and dated January 7, 2019.

The Tertiary Plan is also intended to ensure the protection and conservation of existing natural heritage features in the area.

To limit the number of accesses to both Queen Street and Creditview Road, the Tertiary Plan contemplates the consolidation of accesses between neighbouring properties, and the creation of internal local roads, including rear lanes that extend and connect to the existing road network in the area.

To retain a pedestrian friendly environment and public realm, streetscape enhancements and tree planting on both Queen Street and Creditview Road are encouraged.

5.2.6.3 Development Policies

a. *Hamlet Mixed Use*

i. The emphasis for this designation is on creating active uses that frame the streetscape and contribute to a strong sense of place.

ii. Uses identified as Hamlet Mixed Use at the intersection of Queen Street East and Creditview Road are to be developed as small-scale commercial uses at grade, including retail, restaurants, service uses, private schools and offices, with residential uses above or behind. Buildings are to be oriented close to the public
streets to create a consistent street edge, with parking and loading located at the rear of the buildings. A maximum building height of three stories will be permitted.

iii. Built form and materials shall reflect the historic character of the Springbrook Hamlet.

b. Hamlet Residential

i. Buildings within the Hamlet Residential designation shall be oriented to front Queen Street and accessed by rear lanes. A variety of architectural styles and unit types are encouraged, including detached, semi-detached, townhouses and live-work units.

ii. Commercial uses may be appropriate within the Hamlet Residential designation, provided they are small-scale in nature, oriented to face Queen Street and compatible with the surrounding residential area. Commercial uses may be permitted as live-work units, or stand-alone buildings with a maximum gross floor area of 500 sq. m. and up to two storeys in height.

iii. Architectural treatment within areas designated as Hamlet Residential shall contribute to the rural quality of the Springbrook Settlement Area. Treatments should aim to be visually distinct from other residential uses and should evoke a sense of uniqueness to the area.

c. Low Density Residential

i. Low Density Residential uses will provide a transition from the existing stable low density residential uses and the Hamlet Residential area, and shall only be developed with detached and semi-detached dwelling units.

ii. A high quality architectural treatment and streetscape is to be incorporated, in keeping with the existing built form and character of the adjacent Executive Residential area.

d. Medium Density Residential

Lands within the Medium Density designation may be developed for a range of detached, semi-detached and townhouse units.
e. **Natural Heritage System**

i. Schedule 45(b) of this plan designates a conceptual natural heritage system which identifies potential development constraints. The Tertiary Plan identifies potential development constraints and opportunities for natural heritage feature enhancements.

ii. The final delineation of natural features and required setbacks will be undertaken through the approval of an Environmental Implementation Report to the satisfaction of the City and Credit Valley Conservation prior to the approval of any development application within the Springbrook Tertiary Plan area.

iii. The Springbrook Creek and its tributaries are regulated habitat for Redside Dace. The west tributary north of Queen Street is a contributing habitat for this species at risk. Consultation with MNRF will be required as part of the development approval process to determine appropriate development setbacks.

f. **Transportation**

i. One role of the Tertiary Plan is to ensure that a coordinated road network and approach to access is provided to meet the City’s and Region’s standards, and to ensure optimization of development opportunity.

ii. It is the intent of the Tertiary Plan to minimize site access to/from both Queen Street and Creditview Road and to consolidate accesses between neighbouring properties to the extent possible. The proposed conceptual local roads within the Tertiary Plan area will connect with the existing Springbrook road network, in particular through the extension of Hosta Street, Haywood Drive and Classic Drive.

iii. The creation of a rear lane network within the Hamlet Residential designation will facilitate the development of buildings fronting to Queen Street, with parking at the rear of the lots.

iv. As a condition of development approval, applicants will be required to convey the necessary property, construct and/or provide financial contributions to the City’s satisfaction, towards the development of new roads to facilitate the development of the local road network as shown conceptually on Schedule SP45(b).
v. To ensure that future development within the Tertiary Plan area has an opportunity to front onto a public road, and accesses between neighbouring properties are consolidated, as part of the development approval process, applicants shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City.

vi. The final road alignment of the proposed local road network will be determined by the City as part of approval of development applications within the Springbrook Settlement area.

vii. Pedestrian connectivity should be prioritized through trail connections and pedestrian walkways.

g. *Storm Water Management*

The location and sizing of the future storm water management ponds are conceptual and will be subject to further review as part of the development approval process, in accordance with policies in Section 8.0 of this Plan.

h. *Cultural Heritage*

i. Enhancing existing vegetation is an element of maintaining the rural character of the Springbrook community.

ii. The maple tree rows and other mature trees fronting Creditview Road are of local significance. These trees are a prominent, unified natural feature that create a strong street edge definition and canopy that should be preserved and enhanced.

iii. All mature trees within the Springbrook Settlement Area are to be preserved and protected to the extent possible.”
Development Permit Systems

Presentation to Planning and Development Committee

March 4, 2019
WHAT IS A DEVELOPMENT PERMIT SYSTEM?

• Optional land use planning tool available for municipalities (now also called Community Planning Permit System)

• Replaces Zoning By-law and Site Plan Control By-law - combines zoning, minor variance and site plan into one streamlined approval process

• Provides more tools to address local issues
KEY BENEFITS

• Sets clear planning vision for an area

• Streamlined approval process and reduced processing times

• Focusing public participation and appeal process at front end of process helps expedite development

• More options for regulating development:
  • Broadened definition of development
  • Flexible standards
  • Discretionary uses
  • Conditions of approval
MAIN STREET NORTH DPS (APPROVED 2015)

- Council approved in 2012 / OMB approved in 2015

- DPS was considered to be the best tool to encourage redevelopment while protecting heritage character

- Intent was to apply the DPS to a small area to test its effectiveness, while designing by-law to allow for expansion to other areas in the future
Key Objectives:

• Retain area’s heritage character
• Support a range of mixed land-uses and appropriate redevelopment
• Green the street and improve landscaping
• Support pedestrians and transit
• Establish the northern gateway to Downtown
KEY FEATURES OF MAIN ST. N. DPS

• Integrates policy, regulations and design guidelines into one document

• “Pre-zones” Main Street North area to expedite development

• Tailored and streamlined approval process

• Flexible standards to encourage development (e.g. parking, permitted uses)
COMPLEMENTARY PROGRAMS

• Façade Improvement Grant Program
• Building Improvement Grant Program
• Development Charge Incentive Program
• Heritage Grant Incentive Program
EXPERIENCE TO DATE

• Applications to date have focused on conversions and improvements to existing buildings

• Flexible DPS standards combined with grant programs makes for attractive package to businesses

• Have had some initial inquiries about larger expansions
QUEEN STREET WEST DPS (IN PROGRESS)

Urban Structure Plan (from completed Visioning Study):
QUEEN STREET WEST DPS - WORK COMPLETED TO DATE

• Visioning study is complete

• Built form is generally to be mid-rise with high-rise in select locations

• Work on DPS By-law is ongoing

• Targeted completion: 4th quarter 2019
WHAT’S NEXT

• Planning staff will continue to investigate the potential for the use of a DPS by-law in other areas of the city, such as Queen Street East Corridor

• Any additional expansion areas would be added as chapters to the existing DPS by-law
Date: 2019-02-08

Subject: Supplementary Recommendation Report
Application to Amend the Official Plan and Zoning By-law
Glen Schnarr & Associates Inc. - 13335338 Ontario Ltd, William Hewson and 6602142 Canada Ltd.
(To permit a mixed-use development of up to 20 storeys in height)
174, 178, 180 & 184 Queen Street East
File: C01E06.053
Ward: 1

Contact: David VanderBerg, Central Area Planner, Development Services,
905-874-2325, david.vanderberg@brampton.ca
Bernie Steiger, Manager, Development Services, 905-874-2097,
bernie.steiger@brampton.ca

Recommendations:

1. THAT the report from David VanderBerg, dated February 8, 2019 to the Planning and Development Committee Meeting of March 4, 2019, re: Supplementary Recommendation Report – Application to Amend the Official Plan and Zoning By-law, Glen Schnarr & Associates Inc. - 13335338 Ontario Ltd, William Hewson and 6602142 Canada Ltd., 174, 178, 180 and 184 Queen Street East – Ward 1, File: C01E06.053, be received;

2. THAT the Official Plan and Zoning By-law Amendment applications submitted by Glen Schnarr and Associates, Ward 1, File: C01E05.063 be approved on the basis that they represent good planning, including that they are consistent with the Provincial Policy Statement, conform with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel's Official Plan and the City’s Official Plan;

3. THAT the Mayor and City Clerk be authorized to execute the development agreement based on terms and conditions approved by the Commissioner, Planning and Development Services and in a form acceptable to the City Solicitor;

4. THAT a by-law be passed to adopt the Official Plan amendment attached as Appendix 1;
5. **THAT** a by-law be passed to amend Comprehensive Zoning By-law 270-2004 as amended, as contained in Appendix 2;

6. **THAT** no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 (17) of the Planning Act, R.S.O. c. P. 13, as amended; and,

7. **THAT** the by-law attached as Appendix 3 to this report amending ICBL 246-2017, be adopted.

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**Overview:**

- This Report recommends that Council approve the subject applications to amend the Official Plan and Zoning By-law for a site comprised of four individual properties that are municipally known as 174, 178, 180 and 184 Queen Street East.

- The site specific Official Plan and Zoning By-law amendments will permit a mixed-use building of up to 20 storeys in height consisting of residential and commercial uses.

- The Zoning By-law and Official Plan amendments are generally consistent with Council’s decision on June 20, 2012 to approve the application “in principle.”

- The proposed Official Plan and Zoning By-law amendments represent good planning because they are consistent with the Provincial Policy Statement, and are in conformity with the Growth Plan for the Greater Golden Horseshoe, as well as the Region’s Official Plan.

- The subject property is within the area subject to the Queen Street Corridor Interim Control By-law (ICBL). That ICBL is intended to protect the area while the Queen Street Corridor Land Use Planning Study is ongoing from new development that may impair the City’s ability to achieve the planning objectives for the area. The proposed development will help implement those planning objectives, and it is recommended that the subject property be removed from the ICBL.

- The proposal complies with the Strategic Plan’s “Smart Growth” priority with respect to building complete communities.
Background:

This application to amend the Official Plan and Zoning By-law was submitted on September 9, 2010. The applicant is proposing a mixed-use building of up to 20 storeys in height on a site comprised of four individual properties that are municipally known as 174, 178, 180 and 184 Queen Street East. The conceptual site plan, rendering of the proposed building, and maps depicting the land use and planning context are attached as Appendices 4 to 11.

On June 18, 2012, the Planning and Development Committee endorsed a Recommendation Report dated May 9, 2012 to approve the application “in principle.” Council ratified the decision on June 20, 2012 (Resolution No. PDD125-2012). The application was approved with a “sunset clause” requiring that the decision be considered null and void unless a zoning by-law amendment was passed within 18 months of the Council decision. Council has approved extensions to the “sunset clause”, including on May 16, 2018 pursuant to PDC058-2018, which affirmed the recommendations in PDD125-2012 until June 20, 2019.

Current Situation:

Attached for Council’s consideration is an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed development. All “prior to” conditions listed in the June 20, 2012 decision of Council (Resolution No. PDD125-2012) have been completed and found satisfactory, as follows:

- Completion of an Urban Design Brief to the satisfaction of the Commissioner of Planning and Development Services;
- Notification from the School Boards that satisfactory arrangements regarding the provision and distribution of educational facilities has been received;
- Confirmation of the filing of a Record of Site Condition has been provided; and,
- Execution of a Rezoning Agreement by the applicant.

The applicant has confirmed in writing that the attached Official Plan and Zoning By-law amendments are satisfactory.

The Council resolution approving the application “in principle” includes proposed zoning regulations, and states that the regulations in the final zoning by-law must generally be in accordance with them. The applicant has requested one change to the proposed regulations. The regulations proposed in the resolution included a requirement that there must be commercial uses lining the front of the parking garage for all three storeys of the podium. The applicant is requesting that this requirement only apply to the first storey, and that there be flexibility to provide either residential or commercial uses in this space on the second or third storeys.
Staff has reviewed this requested change, considers it to be appropriate and is of the opinion that further public notice of this change is not required. Regardless of whether commercial or residential uses are provided in the upper floors of the podium, the application remains consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel’s Official Plan and the City’s Official Plan. Furthermore, the amount of commercial space in question is small as the bulk of the podium is devoted to the parking garage. There is also an ample supply of lands in the area that could be redeveloped for office uses, so the City’s economic objectives for the area are not significantly affected. Finally, the Zoning By-law would permit office uses, and they could be incorporated into the development.

Planning Analysis:

The proposed Official Plan and Zoning By-law amendments are consistent with the Provincial Policy Statement and are in conformity with the Growth Plan for the Greater Golden Horseshoe as well as the Region’s Official Plan. This analysis is supplementary to the analysis provided in the Planning Recommendation Report that was before the Planning and Development Committee on June 18, 2012.

Matters of Provincial Interest:

This development proposal has regard for the following matters of provincial interest as set out in Section 2 of the Planning Act:

- The orderly development of safe and healthy communities.
- The adequate provision of a full range of housing.
- The adequate provision of employment opportunities.
- The appropriate location of growth and development.
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- The promotion of a built form that is well designed and encourages a sense of place.

Provincial Policy Statement:

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” the policy statements issued under the Act. The applications are consistent with the Provincial Policy Statement in terms of:
- Section 1.1.1b) - accommodating an appropriate range and mix of residential, employment, and other uses to meet long-term needs;

- Section 1.1.1e) - promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

- Section 1.1.3.2a)1, 2, 4 and 5 – promoting land use patterns within a settlement area based on densities and a mix of land uses which:
  - Efficiently uses land and resources;
  - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - Support active transportation; and
  - Are transit-supportive, where transit is planned, exists or may be developed.

- Section 1.1.3.2b) – promoting land-use patterns within a settlement area based on a range of uses and opportunities for intensification and redevelopment;

- Section 1.1.3.3 – providing redevelopment within an area that has been identified as an appropriate location for intensification and redevelopment;

- Section 1.1.3.4 – promoting appropriate development standards that facilitate intensification, redevelopment and compact form;

- Section 1.1.3.5 – providing redevelopment that will contribute to the achievement of minimum targets for intensification;

- Section 1.1.3.6 – promoting new development to occur adjacent to the existing built-up areas with a compact form, and a mix of uses;

- Section 1.3.1a) – providing an appropriate mix and range of employment to meet long-term needs;

- Section 1.3.1c) – encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities;

- Section 1.4.3c) – directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and

- Section 1.4.3d) – promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed.
Growth Plan for the Greater Golden Horseshoe

The applications are consistent with the Growth Plan for the Greater Golden Horseshoe in terms of:

- Section 2.2.1 – directing growth to settlement areas and supporting complete communities that feature:
  - A diverse mix of land uses;
  - Provide a diverse range and mix of housing options;
  - Provide convenient access to transportation, and public service facilities; and
  - The development of high quality compact built form.

- Section 2.2.2 - focusing growth within the City’s urban boundary and encouraging intensification;

- Section 2.2.3 – providing intensification within an Urban Growth Centre, which will contribute to meeting the identified density target of 200 residents and jobs combined per hectare;

- Section 2.2.4 – planning lands to support active transportation, and to be transit-supportive by providing for a mix of uses and activities;

- Section 2.2.5 - directing retail and office uses to locations that support active transportation and have existing or planned transit service; and

- Section 2.2.6 - contributing toward the development of complete communities by providing a range and mix of housing options.

Region of Peel Official Plan

The property is designated “Urban System” and is within the “Urban Growth Centre” in the Region of Peel Official Plan. The proposed Official Plan and Zoning By-law amendments to implement the proposed mixed-use development conform to the following “Urban System” designation objectives:

- Section 5.3.1.4 – Achieves intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, and infrastructure;

- Section 5.3.1.5 - Achieves an urban structure, form, and densities which are pedestrian friendly and transit supportive;

- Section 5.3.2.2 – Directs urban development and redevelopment to locations within the urban boundary;
• Section 5.3.2.3 – Efficiently uses existing services and infrastructure; and,

• Section 5.3.3.1.3 – Achieves a range and mix of residential and employment opportunities.

Section 5.3.2.6 of the Region’s Official Plan directs area municipalities to include policies in their respective official plans that support the Urban System objectives and policies, support pedestrian-friendly and transit-supportive urban development and provide opportunities for redevelopment and intensification and mixed land use, while taking into account the characteristics of existing communities. The City’s Official Plan and Queen Street Corridor Secondary Plan implement this policy. The proposed development is pedestrian-friendly and transit-supportive and provides for intensification along the Queen Street Corridor.

Section 5.3.3.2.1 direct area municipalities to designate and delineate Urban Growth Centres in their official plans and to provide opportunities within them for compact forms of urban development and redevelopment. Section 5.3.3.2.4 encourages area municipalities to prepare policies for Urban Growth Centres that address matters such as the location, type and density of land uses, the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier, and compatibility with the characteristics of existing communities. The City’s Official Plan implements these policies. The application conforms to the policies applicable to the Urban Growth Centre and will help meet the minimum density target for it.

Official Plan

The property is designated “Central Area” and is located in the “Urban Growth Centre” and along a “Primary Intensification Corridor”. The proposal conforms to the City’s Official Plan by:

• Section 3.2.1 – accommodating a significant portion of population and employment growth by providing a diverse mix of land uses including residential and employment uses that optimizes the use of existing infrastructure and services in the Central Area.

• Section 3.2.6 – accommodating significant growth through higher residential and employment densities, supporting higher order transit services, and accommodating a mix of residential, office, institutional, employment and commercial development;

• Section 3.2.6.1 – accommodating intense mixed-use development at higher densities on a “Primary Intensification Corridor” that is supported by the City’s highest level of transit service;
Section 4.1.1 – helping achieve a minimum gross density target of 200 residents and jobs per hectare in an “Urban Growth Centre”; and

Section 4.1.2 – permitting a full range of office, retail and service activities.

Queen Street Corridor Secondary Plan

The property is designated “Central Area Mixed Use” in the Queen Street Corridor Secondary Plan (Area 36). The proposal conforms to the Secondary Plan by:

- Section 4.0 - promoting the intensification and improvement of the Central Area and its component areas, and promotes the character of Queen Street as a strong pedestrian and transit environment;

- Section 5.0 – helping achieve the land use principles established for the Secondary Plan Area by providing for a mixed-use development that combines high density residential and/or office uses in combination with street-related business uses fronting Queen Street; and,

- Section 5.1.2.1 – accommodating mixed-use development and incorporating any combination of commercial, retail, office residential and other land uses.

Community Consultation

Comments from the public related to traffic, active transportation and proposed number of units were addressed in the staff Recommendation Report before Planning and Development Committee on June 18, 2012.

One person spoke at the public meeting for the application and one written submission was received on it. The concerns raised included the appropriateness of the proposed building for the site and surrounding neighbourhood, traffic impacts, adequacy of the proposed parking provisions, and impacts on Brampton Cemetery. All of the concerns related to this application have been taken into consideration, and were addressed in the Recommendation Report that was before Planning and Development Committee on June 18, 2012.

A full circulation has been undertaken and there are no outstanding planning issues to be resolved as it related to the Official Plan and Zoning By-law amendments. Staff recommends approval of the Official Plan amendment and Zoning By-law amendment as the proposal represents good planning and is in the public interest.

Queen Street Interim Control By-law (ICBL)

At its November 8, 2017 meeting, Council enacted ICBL 246-2017 to protect lands along Queen Street East between Etobicoke Creek and Highway 410 from new uses or
development that may prejudice the outcome of the Queen Street Corridor Land Use Planning Study being undertaken for the area. On September 12, 2018, Council approved ICBL 183-2018 to extend the expiry date of the Queen Street ICBL for an additional year until November 8, 2019.

The intent of the Queen Street ICBL is to protect the area from new development that may impair the City’s ability to achieve the planning objectives for the area as set out in the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City Official Plan and the Queen Street Corridor Secondary Plan.

As described in detail in the Planning Analysis Section of this report, the proposed development conforms to the planning policies applicable to the area and will help implement them. Therefore, staff recommends the ICBL 246-2017 be amended to remove the property from the ICBL area.

**Corporate Implications:**

**Economic Development Implications:**

Economic Development staff has no objection to the application. In addition to office use permissions remaining on the site, there are other lands along the Queen Street corridor that can potentially develop for office uses once market conditions are there in support. Attractive development in the form of high density residential with commercial at grade uses will contribute to the vitality of the Queen Street corridor and could point to further economic development growth in the future.

**Financial Implications:**

There are no financial implications associated with this application. Revenues collected through development application fees are accounted for in the approved operating budget.

**Other Implications:**

There are no other implications associated with this proposal.

**Strategic Plan:**

The proposal is consistent with the City’s Strategic Plan, in particular the “Smart Growth” priority, as the proposal supports the building of complete communities by supporting growth for people and jobs.
Living the Mosaic – 2040 Vision:

The proposal is consistent with the City’s 2040 Vision, in particular the “Neighbourhoods” theme. The development will help establish the central Queen Street corridor as Brampton’s grand urban boulevard, hosting full provisions for comfortable, sustainable living.

Conclusion:

The Development Services division undertook a circulation of the application to ensure that all technical matters have been satisfactorily addressed. Staff recommends approval of the Official Plan amendment and Zoning By-law amendment as the following requirements have been satisfied:

- The proposed Official Plan and Zoning By-law amendments represent good planning. They are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe (2017) and the Peel Region Official Plan. Further, the applications are consistent with the principles and overall policy direction of the City of Brampton Official Plan.

- The proposed development takes advantage of the site’s location by providing a mix of higher density residential and commercial uses to be built in a transit supportive form.

Respectfully submitted by:

David VanderBerg
Central Area Planner
Planning and Development Services

Allan Parsons, MCIP RPP
Director, Development Services
Planning and Development Services

Attachments:
Appendix 1: Proposed Official Plan Amendment
Appendix 2: Proposed Zoning By-law Amendment
Appendix 3: Proposed Amendment to ICBL 246-2017
Appendix 4: Concept Site Plan
Appendix 5: Proposed Building Elevation
Appendix 6: Location Map
Appendix 7: Official Plan Designations
Appendix 8: Secondary Plan Designations
Appendix 9: Zoning
Appendix 10: Aerial & Existing Land Use
Appendix 11: Heritage Resources
THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number __________ - 2019

To Adopt Amendment Number OP 2006- 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 Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2019.

Approved as to form.
20__/month/day
[insert name]

______________________________
Patrick Brown, Mayor

Approved as to content.
20__/month/day
[insert name]

______________________________
Peter Fay, City Clerk

(C01E06.053)
AMENDMENT NUMBER OP 2006 -
to the Official Plan of the
City of Brampton Planning Area
1.0 **Purpose:**

The purpose of this amendment is to establish site specific policies to permit the development of the subject lands for mixed-use, high density purposes and to provide specific policies for the development of the subject lands.

2.0 **Location:**

The lands subject to this amendment are located on the north side of Queen Street East, approximately 58 metres (190 feet) west of Beech Street. The property has a frontage of approximately 75 metres (246 feet) on Queen Street East, and is located in part of Lots 23, 24, 25, 26, and 27, Plan BR-13, Concession 1, E.H.S., in the City of Brampton.

3.0 **Amendments and Policies Relative Thereto:**

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended by adding to the list of amendments pertaining to Secondary Plan Area Number 36: Queen Street Corridor Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP 2006-______.

3.2 The portions of the document known as the 1993 Official Plan of the City of Brampton Planning Area which remain in force, as they relate to the Queen Street Corridor Secondary Plan (being Part Two Secondary Plans, as amended) are hereby further amended:

(1) by adding the following Section 5.1.2.6 to Chapter 36: Queen Street Corridor Secondary Plan of Part II: Secondary Plans:

"5.1.2.6 Notwithstanding policy 5.1.2.2, the lands on the north side of Queen Street East known municipally as 174, 178, 180 and 184 Queen Street East may be developed for a high-density, mixed-use building subject to the following policies:

(i) The maximum floor area shall be 22,600 square metres (exclusive of the parking garage) and the maximum height shall be 69 metres, except that if the building is used exclusively for commercial uses, the maximum floor area shall be 16,600 square metres (exclusive of the parking garage).

(ii) The building shall demonstrate a high level of design, including a strong definition of the podium and tower, high quality building materials, a well articulated
façade, and the incorporation of building and site elements that contribute to a strong pedestrian streetscape.

(iii) A landscaped buffer shall be provided between the building and the Brampton Cemetery.

Approved as to Content:

Allan Parsons, MCIP, RPP
Director, Development Services
The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

   (1) by changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

   | From: Service Commercial - Section 3453 (SC – Section 3453) | To: Downtown Commercial One – Special Section 2913 (DC1- Section 2913) |

   (2) by adding thereto the following section:

   “2913 The lands designated DC1 – Section 2913 on Schedule A to this By-law:

   2913.1 Shall only be used for the following purposes:

   (1) An apartment dwelling

   (2) An office

   (3) The purposes permitted in Section 28.2.1 (a) of the Downtown Commercial - One Zone only if in conjunction with an apartment dwelling or an office use within the same building.

   (4) Purposes accessory to the other permitted purposes.

   2913.2 Shall be subject to the following requirements and restrictions:

   (1) Maximum Gross Floor Area:
i. Overall Gross Floor Area (exclusive of above and below grade parking): 22,600 square metres

ii. Commercial Gross Floor Area: 16,600 square metres

iii. Gross Floor Area for Medical Office Uses: 10% of the total gross floor area of the building

(2) Minimum Gross Floor Area: 12,000 square metres

(3) Commercial Uses at Grade:

i. The portion of the floor area within 6.0 metres of the front lot line within the first floor shall only be used for commercial purposes.

ii. Notwithstanding the above, entrances and lobbies accessory to residential uses are permitted on the first floor provided that no more than 30% of the wall facing the front lot line may be occupied by entrances and lobbies.

(4) Minimum Building Height: 15.0 metres

(5) Maximum Building Height: 69.0 metres including the mechanical penthouse

(6) Minimum Ground Floor Height: 4.5 metres

(7) Minimum Front Yard Depth:

i. For any portion of the building equal to 4.5 metres or less above grade: 2.0 metres

ii. For any portion of the building greater than 4.5 metres above grade: 0 metres

(8) Maximum Front Yard Depth: 3.0 metres

(9) Minimum Side Yard Width:

i. For any portion of the building equal to 12.0 metres or less above grade: 0 metres

ii. For any portion of the building greater than 12.0 metres above grade: 5.0 metres

(10) Minimum Rear Yard Depth:

i. For any portion of the building equal to 12.0 metres or less above grade: 3.0 metres

ii. For any portion of the building greater than 12.0 metres above grade: 10.0 metres
grade:

iii. Any storey greater than 12.0 metres above grade and containing a residential dwelling unit: 20.0 metres

(11) Minimum Setback for Underground Parking Garage:

i. Front: 0 metres
ii. Side: 0 metres
iii. Rear: 3 metres

(12) Continuous Street Wall: A building wall with a minimum height of 11.5 metres must occupy at least 75% of the available frontage facing a public street.

(13) Ground Floor Arcade: The second and third storeys must be a minimum of 2.0 metres closer to the front lot line than the first storey.

(14) Maximum Residential Footprint: Any storey greater than 12.0 metres above grade and containing a residential dwelling unit shall have a maximum floor area of 800 square metres.

(15) Maximum Tower Width: The width of any portion of the building greater than 12.0 metres above grade shall not exceed 50% of the width of the building at grade.

(16) Windows and Doors at Grade: On the wall adjacent to the front lot line and the portion of both side walls within 6.0 metres of the front lot line, a minimum 70% of the gross area of the portion of the wall that is less than 4.0 metres above grade shall have windows and/or doors.

(17) Building Materials: A minimum of 80% of the gross area of the portion of the front wall that is greater than 4.5 metres above grade shall have glazed surfaces.

(18) Minimum Landscaped Open Space:

i. A minimum 3 metre wide landscaped strip shall be provided along the rear lot line.

ii. A minimum of 1200 square metres shall be provided on a rooftop terrace on the podium.

iii. If residential uses are provided, an additional 500 square metres of amenity area shall be provided exclusively for use by residents.
(19) Garbage, Refuse and Waste: All garbage, refuse and waste containers for any use shall be located within the same building containing the use.

(20) Rooftop Mechanical Equipment: Rooftop mechanical equipment shall be located a minimum of 5 metres from any front or side exterior wall and occupy no more than 35% of the area of the roof.

(21) Motor Vehicle Parking and Loading:
   i. All motor vehicle parking shall be provided within a parking garage located below or above grade, which may include surface parking located within a parking garage.
   ii. Except for areas used for vehicular and pedestrian access, no part of the parking garage shall be located within 6.0 metres of the front lot line. Notwithstanding this requirement, no setback from the front lot line is required for any portion of the parking garage that is below grade.
   iii. On-site parking shall be provided in accordance with the following:
       1. Residential Uses A minimum of 1.35 spaces per unit inclusive of visitor parking.
       2. Commercial Uses 1.0 space per 30.0 square metres of gross commercial floor area
   iv. A minimum of 1 loading space shall be provided.

(22) Section 28.2.3 (b), (g) and (j) shall not be applicable.

(23) All lands zoned DC1-Section 2913 shall be considered as one lot for zoning purposes.”

ENACTED and PASSED this [enter date] day of [enter month], 2019.

______________________________
Patrick Brown, Mayor

______________________________
Peter Fay, City Clerk
Appendix 3: Proposed ICBL Exemption By-law

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number __________- 2019


The Council of the Corporation of the City of Brampton ENACTS as follows:

1. By-Law 246-2017, as amended, is further amended as follows:

   (a) Schedule A is deleted and replaced with Schedule A attached to this By-law.

ENACTED and PASSED this [enter date] day of [enter month], 2019.

Approved as to form.
20 __/month/day
[insert name]

______________________________
Patrick Brown, Mayor

Approved as to content.
20 __/month/day
[insert name]

______________________________
Peter Fay, City Clerk

(C01E06.053)
APPENDIX 6
LOCATION MAP
Glen Schnarr & Associates Inc. - 6602142 Canada Limited

0 50 100 Metres

Author: ckovac
Date: 2019/02/13

CITY FILE: C01E06.053
APPENDIX 3
OFFICIAL PLAN DESIGNATIONS

EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN
SUBJECT LANDS

EXTRACT FROM SPA 36 OF THE DOCUMENT KNOWN AS THE QUEEN STREET CORRIDOR SECONDARY PLAN

COMMERCIAL
- Central Area Mixed Use

PUBLIC OPEN SPACE
- Neighbourhood Park
- Cemetery

RESIDENTIAL
- Low Density
- Medium Density
- High Density

TRANSPORTATION
- Major Arterial Road
- Minor Arterial Road
- Collector Road
- Local Road
- Grade Separation
- Major Rail Line

INSTITUTIONAL
- Institutional
- SPA 36 Boundary

APPENDIX 8
SECONDARY PLAN DESIGNATIONS
Glen Schnarr & Associates Inc. - 6602142 Canada Ltd.

CITY FILE: C01E06.053
APPENDIX 8

HERITAGE RESOURCES

Cassandra Jasinski : 905-874-2618

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator for more information: Cassandra Jasinski : 905-874-2618

Author: ckovac
Date: 2019/02/13
CITY FILE: C01E06.053
Recommendations:

1. **THAT** the report from Claudia LaRota, Policy Planner, Planning & Development Services, entitled “Recommendation Report, Bramalea Mobility Hub Land Use Study”, dated January 30, 2019, to the Planning & Development Services Committee meeting of March 4, 2019, be received;

2. **THAT** staff be directed to hold a statutory public meeting to present for public consultation a City initiated amendment to the Bramalea Road South Gateway Redevelopment Area Secondary Plan 38 and the Comprehensive Zoning By-Law, and;

3. **THAT** a copy of the staff report and resolution be forwarded to the Region of Peel for information.

Overview:

- The Bramalea GO station and surrounding area is designated as a Gateway Mobility Hub in the Official Plan and 2017 Growth Plan because of its existing and planned level of regional rapid transit service. Mobility Hubs are intended to accommodate a concentration of higher density mixed uses that support higher order transit.

- The Bramalea Mobility Hub represents an opportunity for the City to plan for jobs in accordance with the employment forecast and contribute towards Council’s resolution to achieve a 40% activity rate by 2041.

- Interim Control By-law 224-2017 (the “ICBL”) was adopted in October 2017 to prohibit any new development or expansions to existing uses within the area known as the Bramalea Mobility Hub (the “BMH”) in order to identify
intensification opportunities, and recommend appropriate land use
designations and zoning permissions compatible with the transit oriented
development typical of mobility hubs.

- In 2018, the City retained a consultant team to undertake a study for the
  Bramalea Mobility Hub area, and recommend an appropriate policy
  framework in accordance with the Provincial policy.

- This report presents the recommendations of the Bramalea Mobility Hub

- A public meeting will be scheduled in the second quarter of 2019 to present
  the proposed amendments to the Official Plan and Zoning By-Law, in
  accordance with the results of the Study, prior to the expiry of the ICBL on
  October 11, 2019.

Background:

The Bramalea GO station, located at Steeles Avenue and Bramalea Road, and the
surrounding area are designated as a Gateway Mobility Hub and a Major Transit Station
Area (MTSA) in Brampton’s Official Plan, the 2017 Growth Plan, and Metrolinx’s
Regional Transportation Plan (RTP) because of its existing and planned level of regional
rapid transit service. By virtue of its function and location, this area offers opportunity for
accommodating future growth through revitalization and infill/intensification that is
transit-oriented.

In addition, the Bramalea Road South Gateway Secondary Plan which was approved by
the OMB in 2001, designates the Bramalea Road and Steeles Avenue corridors for
office and retail uses. The Bramalea Road South Gateway area is planned as a mixed-
use office centre that functions as an urban gateway into the City from the south. The
policies provide an opportunity to redevelop the area with higher order office and retail
uses in highly visible and accessible locations abutting Bramalea Road and Steeles
Avenue.

The area surrounding the Bramalea GO station is currently developed as a low-intensity
employment area, including manufacturing, processing and warehousing, in accordance
with the existing zoning for this area. Staff was concerned that these permissions might
compromise the long-range planning objectives for the mobility hub as they did not
appear to align with the Official Plan’s intensification policy direction and current
Provincial policy. As a result, staff recommended that a planning study be initiated for
lands located within the Bramalea Mobility Hub (BMH) as a component of the “Gateway
Mobility Hubs and Intensification Corridors Study” that was initiated as part of the Official
Plan Review, and that an Interim Control By-law (ICBL) be enacted to freeze
development in the area until the planning framework could be updated.
On October 11, 2017, City Council passed Interim Control By-law 224-2017 to protect the lands within the BMH area from uses that are incompatible with a mobility hub designation. The ICBL prohibits the establishment of any new uses, or the expansion of any existing use on any land, building or structure within the “Interim Control By-law Area Boundary”, as of the date of the enactment of the by-law. The ICBL is currently under appeal to the Local Planning Appeal Tribunal (LPAT), and will expire on October 11, 2019. Staff intend to bring forward new planning instruments before then.

The boundary for the ICBL was identified in accordance with Metrolinx’s Mobility Hub Guidelines, and it is generally defined as an 800 metre radius around the GO station, as shown on Figure 1.

**Figure 1. ICBL Boundary**
A team led by Perkins + Will, the same consultants currently undertaking the Mobility Hubs and Intensification Corridors Study for the Official Plan Review, was retained to undertake this study for the BMH. The purpose of the study was to assess the full potential of the mobility hub area in line with the strategic direction of the Official Plan and Secondary Plan policies. The Study evaluated among other things, the appropriateness of existing industrial zoning permissions in the context of a mobility hub designation.

An open house was held in April 2018, in addition to meetings held with relevant stakeholders in the area to present preliminary recommendations.

It is noted that the Bramalea Mobility Hub Land Use Study provides the necessary policy framework to facilitate the future undertaking of a comprehensive master plan for the Bramalea Mobility Hub, as required by Brampton’s Official Plan. In addition, the Region of Peel is also undertaking a Major Transit Station Area (MTSA) Review Study in accordance with Growth Plan policies, which will also impact future planning around the Bramalea GO station.

The purpose of this staff report is to present the Bramalea Mobility Hub Land Use Study, prepared by Perkins + Will on behalf of the City, and to request direction to present the amendments proposed by the Study to the Bramalea Road South Gateway Secondary Plan and Zoning By-law - to expand the boundaries of the secondary plan, and remove zoning permissions for certain heavy industrial uses.

Current Situation:

A team led by Perkins + Will has submitted a report entitled “Bramalea Mobility Hub Land Use Study”, attached as Appendix A.

The report provides an overview of applicable planning policies and a market outlook, and provides recommendations to help shape the future policy framework for this strategic area of the City.

Market Outlook

Review of market conditions for residential, office, retail and industrial uses suggest that, over the medium and long-term, there will be market opportunity to accommodate the higher density residential and office uses necessary to achieve the types of densities envisioned in the 2017 Growth Plan and City of Brampton Official Plan.

The BMH is one of several identified nodes and intensification corridors that are available to accommodate growth over the forecast horizon of 2041. While there are many locations within Brampton’s built boundary that are theoretically available to accommodate development in the coming decades, the BMH has a number of key locational advantages that could help establish the area as an emerging office node in Brampton and the western GTA and accommodate a share of the 2041 employment...
forecast for the City. These advantages include access to RER along the Kitchener GO Transit line, access to Highway 407 and a location near Pearson International Airport.

The amount of population and employment growth that is anticipated for the BMH will influence the amount of retail space that can ultimately be accommodated in the area to serve these residents and employees. Based on the number of persons and jobs envisioned for this area of Brampton, as well as commuter traffic to the GO station, there will need to be a significant increase in the amount of retail space.

Overall, the establishment of large-scale transportation and warehousing uses, which typically are characterized by low employment densities, do not represent an efficient use of land or public transit infrastructure investment. These types of uses which require extensive land areas are not encouraged within the BMH.

The Bramalea Mobility Hub area is located within a proposed designated “Provincially Significant Employment Zone” included as part of the draft Amendment 1 to the 2017 Growth Plan. Staff will monitor the results of the Growth Plan public consultation process and any implications it might have for this employment area of the City.

Transportation Context

Bramalea GO is a major station on the Kitchener Rail Corridor that is the home stop of over 2,375 daily riders. Today, the station is served by frequent peak direction rail service in the morning and evening weekday rush hour as well as hourly bi-directional service during the weekday mid-day period. Express bus service is provided during periods without rail service.

The station is planned to be served by electrified, bi-directional, all-day service with trains arriving every 15-minutes or better by 2024. The station is also planned to be a transition point between local and express services, increasing its service levels and network importance. Home ridership from the station is expected to grow to as high as 8,000 daily riders by 2031.

Within the study area, there is a CN Rail Spur Line that serves the surrounding employment area, and operates at an on-demand frequency with unscheduled services. Currently, CN does not have any plans to decommission or remove this line. The spur line will impact pedestrian connectivity at the northeast intersection of Steeles Avenue and Bramalea Road and may limit opportunities to improve the streetscape along the Steeles frontage over the short term.

Emerging Directions

The study area has been divided into three zone categories, as shown on Figure 2:

Zone 1 – Immediate Influence Area: Lands located directly at the intersection of Steeles Avenue and Bramalea Road with direct exposure to the GO station, where the highest densities are encouraged, primarily for office uses.
Zone 2 – *Transition Areas*: Lands with proximity to the intersection, within a short walking distance to the GO station, with permissions for a mix of office and prestige industrial uses.

Zone 3 – *Established Areas*: Lands that have minimal exposure to the intersection where no change is anticipated over the medium term. Existing industrial uses to remain.

*Figure 2. Proposed Zone Categories*
Based on the findings of the study, and with consideration to the existing current planning context for the area, the following key recommendations are proposed by the study:

1. Over the short term, prior to the expiry of the ICBL, there is a need to update existing secondary plan and zoning framework to conform with Provincial directions and Official Plan policies, with a particular focus on lands at and in close proximity to the Steeles Avenue/Bramalea Road intersection and the Bramalea GO Station.

A review of the Bramalea Road South Gateway Redevelopment Area Secondary Plan Area 38 will include expanding the boundaries of the secondary plan to include lands within an 800m radius of the station as shown on Figure 2, to optimize compatibility with the surrounding established residential and industrial areas, by creating opportunities for transition in land use and intensity.

2. For lands within Zone 1 and 2 areas, remove zoning permissions for specific heavy industrial uses, not considered compatible with the vision for the study area, especially on lands with direct access to the GO Station. The proposed amendments will recognize the continued use of existing industrial uses that have been legally established prior to the passing of the by-law. It is also recommended to add office uses to lands immediately adjacent to the GO Station, within Zone 1.

3. Over the medium term, following the completion of Peel Region’s Major Transit Station Areas (MTSA) Review Study there will be a need to develop a renewed policy and development framework within the enlarged Secondary Plan boundary that will establish new minimum density targets in accordance with Growth Plan policies. Policies will be introduced to ensure that future development provides for a mix of uses and activities that are transit-supportive. Priority will be given to develop higher density street-oriented office uses with accessory service and retail uses, however, opportunities to introduce higher density residential uses may be explored through a more detailed mobility hub planning study.

4. In accordance with Official Plan policy, a Mobility Hub Master Plan will be undertaken, which will guide land uses, the distribution of intensity and urban form. The Master Plan will also develop a finer grain street network that optimizes access to and from the GO station, providing detailed directions for improving pedestrian connectivity and a high quality design including public realm improvements.

Corporate Implications:

Financial Implications:

There are no direct financial implications identified with this report.

However, in accordance with the Official Plan policies, a Mobility Hub Master Plan will be undertaken in the future. Sufficient funding has been requested in the 2019-2023 Capital
Budget under Project 237003-001-Mobility Hub Master Planning, pending Council approval.

**Strategic Plan:**

The recommendations identified within the Bramalea Mobility Hub Land Use Study are consistent with the Smart Growth priority of the 2016-2018 Strategic Plan.

**Next Steps:**

The proposed amendments to the Bramalea Road South Gateway Secondary Plan and Zoning By-law will be presented at a statutory public meeting for review and input.

Following the statutory public meeting and receipt of comments from the circulation of the amendments, staff will bring forward an Official Plan and Zoning By-Law Amendment for Council’s adoption prior to the expiry of the ICBL in October 2019.

**Living the Mosaic – 2040 Vision:**

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

**Conclusion:**

Staff is seeking direction to hold a statutory public meeting to present a City initiated Official Plan and Zoning By-Law Amendment in order to update the policy framework for the area in accordance with the findings of the Perkins & Will Land Use Mobility Hub Study.

Approved by: Pam Cooper, MCIP, RPP
Manager, Land Use Policy Planning & Development Services

Approved by: Bob Bjerke
Directory, Policy Planning Planning & Development Services

**Attachments:**

Appendix A: Bramalea Mobility Hub Land Use Study prepared by Perkins + Will and team, dated January 2019
ACKNOWLEDGEMENTS

PERKINS+WILL

Sean Hertel
Urban Planning Consultant

urbanMetrics inc.

WSP
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INTRODUCTION

1.1 STUDY PURPOSE
Perkins+Will, in conjunction with Sean Hertel, WSP and urbanMetrics were retained to complete a Land Use Planning Study for the Bramalea GO Mobility Hub. This study is being prepared in response to the Interim Control By-law 224-2017 (ICBL) covering the Bramalea Mobility Hub Area, passed in October 2017 by the City of Brampton Planning Committee. The purpose of our Land Use Study is to help shape the future policy framework for this area of the City.

The Bramalea GO Mobility Hub is made up of the Bramalea Rd South Gateway Secondary Plan Area (SPA) 38, as well as parts of SPA 20, 21 and 25. The existing policy framework for the Brampton GO Mobility Hub dates back to the year 2000, prior to the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”). With the Metrolinx plan to extend Regional Express Rail (RER) to the Bramalea GO Station, and the policy framework in the new 2017 Growth Plan, which emphasizes higher residential and employment densities near Major Transit Station Areas, it is both prudent and necessary for the City of Brampton to take a “long-term” view for this area of the City in terms of its ability to accommodate higher densities and potential changes in land use.

1.2 STUDY TIMELINE
The Land Use Study commenced in early 2018 and comprises of a high level background review of the existing policy, transportation and real estate conditions in the area. As part of the Land Use Study, the consultant team conducted two key stakeholder workshops and one open house to collect feedback and inform the surrounding community of the work completed to date.

Following the completion of this Land Use Study, recommendations from this Study will inform a Staff Report which is anticipated to be presented to City Council early 2019. Amendments to municipal policies will be identified as necessary and a comprehensive master plan for Bramalea GO will be required to further establish policy directions for the area.

Section 3.2.5.1.5 of the Official Plan directs the City to prepare a comprehensive master plan for Gateway Mobility Hubs, together with a review of relevant secondary plans, to guide land use, the distribution of intensity, and urban form. Prior to the completion of the comprehensive master plan, individual development applications may proceed provided that they are in keeping with the intent of the Official Plan and do not compromise the outcome of the master planning process.

PLANNING POLICY CONTEXT

2.1 GROWTH PLAN
Section 2.2.4 of the 2017 Growth Plan for the Greater Golden Horseshoe (the Growth Plan) provides guidance for municipalities in planning for Major Transit Stations Areas, such as the Bramalea GO Mobility Hub. Policy 2.2.4. states:

- 3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Schedule 5 of the Growth Plan identifies the section of the Kitchener GO Transit line at the Bramalea GO Station as a priority transit corridor and a Major Transit Station Area. Therefore, based on the Growth Plan, the Bramalea GO Mobility Hub must be planned for a minimum density of 150 residents and jobs per combined hectare. The existing low-density industrial uses located within the Bramalea GO Mobility Hub currently do not meet the density targets established by the Growth Plan, however it should be acknowledged that each Major Transit Station Area has different growth potential and density may occur in the longer term.

2.2 MOBILITY HUB GUIDELINES
The Bramalea GO Station is identified as a Gateway Mobility Hub in the Metrolinx Regional Transportation Plan. Mobility Hubs are envisioned as locations of focused development intensification and public realm investment at key intersections in the regional transit network. The Metrolinx Mobility Hub Guidelines identify several approaches to area planning which are relevant to the future transportation plans at Bramalea Mobility Hub.

The guidelines focus on encouraging active transportation to and throughout mobility hubs by providing complete streets that include priority measures for pedestrians, cyclists and transit vehicles that emphasize the movement of people. This generally includes the provision of new streets to create a greater intersection density and retrofitting existing streets. Transit priority measures are identified as particularly important in providing access to major station areas. The guidelines also describe the need for careful planning at mobility hub sites to safely accommodate goods movement and to prevent an over-supply of parking which can undermine walkability and transit accessibility.
Objective 2 outlines the 'safe and efficient movement of people with high-levels of pedestrian priority'. Guideline 2.3 states: “Build or retrofit a network of complete street to create a balance between the movement of pedestrians, cyclists, transit and vehicles. Adopt road design standards that ensure safe movement of all road users”. Approaches under the guideline include:

- 2.3.1 Create a network of complete street which are designed to accommodate the most people, rather than vehicles
- 2.3.2 Retrofit existing roadways to improve the accommodation of pedestrians, transit, and cycling
- 2.3.3 Adopt pedestrian-friendly vehicular geometry/design standards
- 2.3.4 Improve pedestrian safety when crossing at intersections mid-block
- 2.3.5 Provide priority measures and segregation for cyclists
- 2.3.6 Develop an interconnected streets and blocks system

Further guidelines that are particularly applicable to the Bramalea site include those relating to goods movement and parking. With regards to goods movement, approach 2.6.1 calls for ‘identifying a strategic network for goods movement and deliveries to reduce potential conflicts between trucks, personal vehicles, transit, pedestrians and cyclists’. With regards to district parking policies, guideline 2.4 states: “Develop a short and long-term area-wide parking strategy with maximum and minimum parking standards and shared-use parking practices.”

2.4 CITY OF BRAMPTON OFFICIAL PLAN
The current Official Plan (the Plan) was adopted by City Council in 2006 and partially approved by the Ontario Municipal Board in 2008. A majority of the appeals have been settled since that time. The September 2015 Consolidated version of the Plan, incorporating approved amendments made to the Plan up until that time, is being referenced for the purpose of this planning report.

PLANNING FRAMEWORK
The policies of section 3.1 direct at least 26,500 new residential dwelling units between 2006 and 2013 within the built up area, to be concentrated within the designated intensification areas including Mobility Hubs. However, there is no finer-grain allocation of units across the different intensification areas. Section 3.1 further highlights transportation goals related to the provision of a balanced and integrated multi-modal transportation system that gives priority to transit and pedestrians.

Section 3.2 policies identify Mobility Hubs as an element that characterizes the City’s physical structure. Mobility Hubs are described as intense concentrations of employment, living and shopping which are focused around the intersection of two or more regional rapid transit lines, which allude to the ZUM bus rapid transit and Kitchener GO Rail Line respectively.

Policies under Section 3.2.1.1 state that development of greatest mass and highest densities must be located within specific intensification areas, which includes mobility hubs. These areas shall:

- i) Accommodate a significant portion of population and employment growth;
- ii) Provide a diverse and compatible mix of land uses, including residential and employment uses
- iii) Provide high quality public open spaces;
- iv) Support transit, walking and cycling for everyday activities;
- v) Develop in a compact form that will efficiently use land and resources;
- vii) Achieve an appropriate transition of built form to adjacent areas.

GATEWAY MOBILITY HUBS
Under Section 3.2.5.1, Gateway Mobility Hubs are planned to accommodate a concentration of higher density residential and/or commercial, institutional and employment development and have regional significance due to their connection to centres outside the region. Section 3.2.5.1.1 directs lands within a Gateway Mobility Hub, which are lands within walking distance to the station, to be generally planned to accommodate 100 to 150 people and jobs combined per hectare. Section 3.2.5.1.2 further identifies that development within Gateway Mobility Hubs shall generally be designed to achieve a floor space index (FSI) of 3.0 over the entire Mobility Hub area within buildings 3-25 storeys in height.
LAND USE

Under Schedule A General Land Use Designations, the study area lands that make up the Bramalea Road South Gateway Secondary Plan are currently designated as Office. Office designations under Section 4.4.3.1 permit a full range of Office uses ranging from small professional offices to large scale headquarters. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses. Section 4.4.3.2 further encourages Major Offices to be located in Office designations that are within Mobility Hubs. Office development should be designed to facilitate pedestrian access, and developed at a scale that maximizes the use of existing and planned road networks and transit systems.

Lands approximately 400 metres to the north and south of Steeles Avenue East are designated as Business Corridor. Business Corridor designations under Section 4.4.1 permit a broad range of employment and employment-related uses and are subject to a superior level of urban design.

2.5 BRAMALEA ROAD SOUTH GATEWAY SP38

The Bramalea Road South Gateway Redevelopment Area Secondary Plan envisions the study area to become a mixed-use centre that will function as an urban gateway, and create a distinct identity and role within the City of Brampton and the larger Region of Peel. The Secondary Plan aims to minimize the impact on industrial operations within the Bramalea Business Park, while providing the opportunity for the redevelopment of higher order office and retail uses in highly visible and accessible locations abutting Bramalea Road and Steeles Avenue.

The commercial designations of the Secondary Plan include Office and Mixed-Use designations as identified on Schedule SP38(A). These commercial designations are intended to accommodate office and associated business development. The Secondary Plan indicates that development should primarily be in the form of mixed-use office/retail projects abutting Bramalea Road and Steeles Avenue.

Section 5.1.2.1 indicates that the principal permitted uses within the Office designation include business, professional or administrative office buildings. Furthermore, Section 5.1.2.2 indicates that Office uses may be developed at a Maximum Floor Space Index (FSI) of 3.0 and to a maximum building height of 12 storeys (36 metres) within the Office designations at the immediate four corners of the intersection of Steeles Avenue and Bramalea Road, whereas the remaining portion of the Office designation on the lands north of the CNR line between the westerly limit of the redevelopment area and Bramalea Road is subject to a Maximum FSI of 0.6.

Uses permitted in Mixed-Use (Office and Retail) designations include businesses, professional and administrative offices and related ancillary uses as indicated under Section 5.1.3. Mixed Industrial/Commercial designations permit a range of uses from manufacturing, warehousing, offices ancillary to industrial uses and commercial uses. The Mixed Industrial/Commercial designations are subject to a maximum overall intensity of 0.5 FSI and a maximum building height of 4 storeys (12 metres). Lands within the Secondary Plan area are subject to a higher degree of urban design standards to promote the development in an orderly and consistent manner.
Figure 1. Bramalea Rd South Gateway SP38

Land Use Designations

- \( \text{SECONDARY PLAN No.38 BOUNDARY} \)
- \( \text{OFFICE} \)
- \( \text{MIXED - USE (OFFICE & RETAIL)} \)
- \( \text{MIXED INDUSTRIAL / COMMERCIAL} \)

Transportation

- \( \text{COLLECTOR ROAD} \)
- \( \text{MINOR ARTERIAL ROAD} \)
- \( \text{MAJOR ARTERIAL ROAD} \)
- \( \text{TRANSPORTATION CORRIDOR} \)
## 2.6 ZONING BY-LAW

<table>
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<th>Current Permitted Uses (under Brampton Comprehensive Zoning By-law, No. 270-2004, as amended)</th>
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| **1 – Immediate Influence Area**<br>Properties centred on the intersection of Steeles Avenue and Bramalea Road | Northeast and northwest corners are currently zoned M2 – Industrial Two:  
- Predominant uses are heavy/major industrial including manufacturing, material processing including waste, and warehousing; and  
- Non-industry uses such as offices, retail, and services are permitted but only as accessory (i.e. are minor, small-scale).  
Southeast corner is zoned HC1 – Highway Commercial One:<br>  
- Predominant uses are auto-oriented uses and services including restaurants (e.g. take-out), service stations and gas bars, banquet facilities, and motor vehicle or boat sales. |
| **2 – Transition Area**<br>Properties fronting Bramalea Road and Steeles Avenue, beyond the intersection | Currently zoned M1, M2 and M3 – Industrial One, Two and Three. Overall, these categories permit a wide range of industrial uses:<br>  
- Predominant uses are heavy/major industry including manufacturing, material processing including waste, and warehousing; and  
- Non-industrial uses such as offices, retail, and services are permitted but only as accessory (i.e. are minor, small-scale) |
| **3 – Established Area**<br>Properties located within the study area, but not included within the Bramalea Road South Gateway Redevelopment Area Secondary Plan (SP38). | Currently zoned M1 and M2 – Industrial One and Two. Overall, these categories permit a wide range of industrial uses:<br>  
- Predominant uses are heavy/major industry including manufacturing, material processing including waste, and warehousing; and  
- Non-industrial uses such as offices, retail, and services are permitted but only as accessory (i.e. are minor, small-scale) |

See Appendix I for detailed Brampton Zoning By-Law
7.2-17
2.7 RELATED STUDIES

BRAMPTON 2040 PLANNING VISION
The Brampton 2040 Planning Vision (Vision), led by Larry Beasley, is a visionary planning document for the City of Brampton. Through a six month public consultation process, the Vision captured the voices of the people of Brampton and their aspirations on how they would like to see their community develop and grow. The Vision was unanimously endorsed by City Council on May 7th, 2018.

The Vision introduced a set of target vision statements, growth frameworks, concept plans and visionary illustrations of what Brampton could look like in 30 years. As part of the Vision, Bramalea GO Mobility Hub has been designated as a new Town Centre. Town Centre designations are defined as a consolidation of local-oriented live/work business nodes that are complete, full-service, mixed use areas that provide work space and nearby multiple-family housing options. The Vision further states that the “Bramalea GO Town Centre will ultimately evolve on developable lands owned by Metrolinx”.

GATEWAY MOBILITY HUB AND INTENSIFICATION CORRIDORS (2016)
The Gateway Mobility Hub and Intensification Corridors Background Study (Background Study) is one part of Brampton’s Official Plan review process and designed to examine and update the location, form and function of the City’s current system of Major Transit Station Areas (MTSA), Gateway Mobility Hubs and the hierarchy of connecting Intensification Corridors. As part of the scope of the study, Bramalea GO and the surrounding mobility hub area was examined.

The purpose of the Background Report was to conduct a thorough analysis of existing planning and transportation policies and initiatives, as well as review the other Official Plan component studies such as the Retail Study, Office Study and Employment Lands Study. In addition, the Background Report also provided an overview of the emerging planning and development trends in the Western GTA, their impact on the City of Brampton, as well as population and employment forecasts for the City.

The review of the current conditions and future trends revealed that the City will be experiencing significant growth beyond the timeframe of the 2006 Official Plan, including population growth and anticipated development in retail, office and employment uses. With the recent update of the Growth Plan (2017), there is an increased emphasis on accommodating growth through intensification in strategic growth areas such as transit corridors and hubs. Final recommendations from the Gateway Mobility Hub and Intensification Corridors Study will be incorporated into a planned Official Plan review.

BRAMALEA PROOF OF CONCEPT
As part of the Brampton Mobility Hubs and Intensification Corridors Study, Perkins+Will prepared an emerging concept for the Bramalea GO Mobility Hub. The purpose of the emerging concept was to identify the types of land uses and transit supportive densities that are appropriate for this area of the City, which can leverage the proximity to the Bramalea GO Station. Furthermore, the analysis included a high-level review of the existing real estate conditions and road functions, which will subsequently inform a future streets and block network for the Mobility Hub. The emerging concept defined various character areas that ranged from active retail, mixed use, low industrial, parkway and highway office uses with an integrated streets network that supported a mix of these uses. The types of land uses identified in the emerging concept are identified in Figure 2 and include retail, residential, office and limited industrial uses.

Figure 2. Bramalea Proof of Concept
As shown, the emerging concept identifies retail and mixed-use buildings located along the Steeles Avenue East and Bramalea Road frontages. The high-density office uses are located along the Highway 407 frontage and industrial uses are located behind the mixed-use buildings to provide an appropriate transition to the existing industrial parks in the area.

As this area of the City is in the early stages of transition away from large-scale warehousing and distribution uses to higher density and potentially residential uses, it will also be important to plan for appropriate interim uses that are compatible with the existing land uses. The purpose of the Real Estate Analysis undertaken for this Study is to determine the types of land uses that are appropriate in the Bramalea GO Mobility hub from a real estate market perspective, as well as a policy perspective, given the significant transit investments that will be made in this area of the City.

The development of the Bramalea GO Mobility Hub is likely to occur over the next 10 to 30-years and beyond. Therefore, in determining land uses that can be accommodated in the future, it is important to examine real estate trends that will likely influence the types of land uses that could be accommodated in the Brampton GO Mobility Hub over this timeframe. As part of the analysis, future market opportunity for residential, retail, office and industrial uses have been considered.

In determining the market outlook for these real estate asset classes, the analysis has relied, in part, upon long-term population and employment forecasts used in the City’s Municipal Comprehensive Review (“MCR”). Longer-term demographic and development trends that are likely to influence the form, scale and location of development across the Greater Toronto Area, including the City of Brampton have also been examined.

3.1 RESIDENTIAL

As highlighted in the Brampton Mobility Hubs and Intensification Corridors Study, there are a number of variables that have, and will continue to influence the type and location of residential development in Brampton. These variables include:

- Population growth;
- An aging population;
- Strong house price appreciation;
- Intensification and density policies in the Growth Plan; and
- Changing commuting patterns and modes of transportation.

Each of these factors will increase the need for high-density apartments (both condominium and rental) to accommodate growth in the GTA in the coming decades. The shift to condominium apartments has been materializing over the past decade. As shown in Figure 3 condominium apartment units have almost consistently accounted for over half of all new homes sales in the GTA.

Growing demand for apartment units reflects two emerging demographic factors. The millennial generation is now reaching its theoretical home-buying age, and for many people, their point of entry into the housing market is a condominium apartment. At the same time, the leading edge of the baby-boomer generation is
reaching the point where some households choose to downsize to a smaller housing unit, which for some, is a condominium apartment.

These demographic factors, combined with a declining supply of developable land and Growth Plan policies, which put an emphasis on intensification and higher densities in Greenfield Areas, means that the strong demand for apartment units in recent years are unlikely to abate in the coming decades as the Bramalea GO Mobility Hub is developed.

In Brampton, there has been a slower shift towards demand for apartment units in comparison to other large cities in the GTA. While apartment construction has increased as a share of all residential development in Brampton, it still only represents about 10% of all new housing units built in the municipality, which is well behind the GTA average.

Increased demand for apartment units is anticipated to materialize over the coming decades. This is a natural progression that occurs in all municipalities, as the supply of vacant Greenfield land available for ground-related housing is absorbed. In Brampton, this progression will be accelerated by policies in the Growth Plan, which put an increased emphasis on intensification and higher densities in the Designated Greenfield Area (DGA).

However, in determining the amount of residential development that can ultimately be accommodated in the Bramalea GO Mobility Hub, it will be important to consider factors that could impact the location of development, including Provincial planning policy, as identified in Figure 4. Within Brampton, residential development will occur in both the DGA as well as within the built-up area, through intensification.

Within the built-up area, the Bramalea GO Mobility Hub is one of several identified nodes and intensification corridors that are available to accommodate growth over the forecast horizon. In addition, the Downtown Brampton Urban Growth Centre and Central Area are anticipated to accommodate a large share of housing growth within the built-boundary, which is consistent with policies in the City’s Official Plan, and the Growth Plan. Based on policies in the Growth Plan, the Downtown Brampton Urban Growth Centre must be planned to accommodate a density of 200 residents and jobs per hectare.
While there are many locations within Brampton’s built boundary that are theoretically available to accommodate development in the coming decades, few of these locations have the locational advantages possessed by the Bramalea GO Mobility Hub. The Bramalea GO Station will be the only GO Transit station in Brampton included in the first phase of Regional Express Rail (RER). This connectivity could act as a catalyst in promoting apartment development in this area of Brampton. However, it is important to acknowledge the existing conditions of the area and understand that the planned horizon is a long term vision.

3.2 OFFICE

The Ontario economy, once dominated by large-scale manufacturing, has undergone a transformation over the past two decades. Globalization and automation have transformed the landscape for industrial lands and given way to increased demand for office space to accommodate employees in Ontario’s knowledge-based economy.

The trends that are occurring in the labour market across the broader Ontario economy will also influence demand for office space in Brampton. In 2016, the City of Brampton retained Cushman & Wakefield to prepare an Office Strategy to establish and implement policies to attract and retain office development in the City. The Office Strategy identifies that over the short-term (next 10-years) office development will likely continue to locate in existing office concentrations in the GTA, such as Downtown Toronto, Highway 7 & Highway 404 and Meadowvale in Mississauga.

The findings in the Office Strategy are consistent with broader office market trends. As shown in Figure 5, the vacancy rates for Class A office space in the GTA have generally decreased throughout the most recent 10-year period. However, over this period, suburban communities have experienced notably higher vacancy rates than Downtown Toronto. These different rates reflect the significant demand for office space in areas that are centrally located and well served by public transportation, and in locations in close proximity to the young and well-educated workforce who reside in the central part of Toronto’s core. Overall, the Office Strategy anticipates that over the next 10-years, office demand in Brampton will likely mirror the pace of development experienced over the past decade, about 100,000 square feet of new office space per year.
However, over the longer-term (next 10 to 30 years), office development in Brampton is anticipated to improve, as transit infrastructure improvements such as RER could act as a catalyst in attracting office development, particularly to Downtown Brampton and the Bramalea GO Mobility Hub. Based on forecasts by Cushman and Wakefield in the Office Strategy and forecasts prepared by Hemson Consulting for the City, Brampton could add between 100,000 and 250,000 square feet of new office space per year.

The Office Strategy identified many of the site selection priorities considered by developers and corporations when considering a new office location. These locational characteristics include:

- Good highway access;
- Public transit access
- Reasonable commuting times;
- Proximity to a suitable labour pool;
- Proximity to clients and service providers;
- Established amenities; and,
- Good visibility and signage potential.

The Brampton GO Mobility Hub has a number of key locational advantages that could help establish the area as a new office node in Brampton and the western GTA and accommodate a portion of the office space growth envisioned for the City. These advantages include access to RER along the Kitchener GO Transit line, access to Highway 407 and a location near Pearson International Airport.

Overall, while there is potential to accommodate office development in the Bramalea GO Mobility Hub, this demand is unlikely to materialize over the next 10-years. Over this period, office development will likely occur in the existing office nodes of Bram West, Fletcher’s Creek and Hurontario Corridor. Accommodating new office space within the Bramalea GO Mobility hub will be dependent on the timing of transit investments in this area of the City and the transition away from existing industrial land uses, such as land extensive distribution facilities located in the surrounding employment area.

3.3 RETAIL

One of the strongest predictors of retail development activity is population and employment growth in a local municipality. Therefore, it is no surprise that Brampton, one of the fastest growing municipalities in the GTA, has experienced strong retail development activity to serve local residents and employees. Data from CoStar Realty Data Inc. supports the strong demand for retail space in Brampton. As shown in Figure 6, the City of Brampton added approximately 1.5 million square feet of retail space in the municipality in the last 5-years. Over the same period, the vacancy rate for retail space has declined from nearly 5% to approximately 3%. It is important to note that we consider a vacancy rate between 5% and 7% to be indicative of a competitive retail market.

![Figure 6. City of Brampton Retail Space and Vacancy Rate](image)

Strong population and employment growth forecast for Brampton will continue to result in demand for new retail space. Based on the Retail Policy Review, prepared on behalf of the City of Brampton by J.C. Williams Group, Hemson Consulting and McCaulay Shiomi Howson, the City of Brampton is forecast to add between 7.3 million and 8.8 million square feet of retail space by 2041 to support its growing population and employment base.

The success of retail in the Bramalea GO Mobility Hub will be predicated on the successful development of residential and office uses. This is particularly true for the mixed-use retail that is envisioned at the base of buildings located along
Bramalea Road and Steeles Avenue East. Therefore, the amount of population and employment growth that is anticipated for the Bramalea GO Mobility Hub will influence the amount of retail space that can ultimately be accommodated in the area to serve these residents and employees. Data from CoStar Realty Data Inc. indicates that there is only about 50,000 square feet of retail space within the boundary for the Bramalea GO Mobility Hub. Based on the number of persons and jobs envisioned for this area of Brampton, as well as commuter traffic to the GO station, there will need to be a significant increase in the amount of retail space to serve these new residents and employees.

The mixed-use retail format that is envisioned in the emerging concept for the Bramalea GO Mobility Hub is consistent with real estate trends identified in the Retail Policy Review. The Retail Policy Review identifies that many retailers are moving towards developing smaller scale store formats in urban areas. While developers have traditionally been more hesitant to bring these formats to suburban locations, such as Brampton, the scale and form of residential and employment development being proposed in the Bramalea GO Mobility Hub could result in the success of mixed-use retail formats. There are already locations in Brampton that have adopted these formats. For example, the Mount Pleasant Village, which is adjacent to the Mount Pleasant GO Station has incorporated retail uses into the ground floor of residential buildings, however struggles with the lack of daytime traffic of workers and residents.

The development of ground floor retail space in mixed-use buildings is likely to occur in the Bramalea GO Mobility Hub over the long-term. In the interim, it is possible to accommodate standalone retail uses, as a first step in the transformation of this area of the City. The establishment of RER at the Bramalea GO station will also bring increased commuter traffic to the area. Therefore, the addition of standalone retail space in the Bramalea GO Mobility Hub can serve commuters as well as existing employees working in the local employment area.

3.4 INDUSTRIAL
Industrial growth will remain an important part of the Brampton economy. As shown in Figure 6, the City of Brampton accounts for approximately 13% of all industrial space in the GTA that is tracked by Cushman and Wakefield. Access to 400-series highways, a goods movement corridor along Steeles Avenue, proximity to Pearson International Airport and a skilled labour force make Brampton a desirable location for industrial users. These advantages are evident from the low and declining vacancy rate in Brampton. In the 4th quarter of 2017, the industrial vacancy rate in Brampton was 1.6%, which was lower than both the GTA West and GTA average.
However, Brampton’s reliance on Employment Land related employment, such as manufacturing, transportation and logistics is expected to wane in the future. Employment forecasts prepared for the City of Brampton demonstrate that Employment Land Employment (ELE) is anticipated to go from being the primary form of employment growth during the current 2011 to 2021 period to the lowest share of growth over the 2031-2041 period (Figure 8). At the same time, Major Office Employment (MOE) is anticipated to go from accounting for the lowest share of employment growth over the 2011-2021 period to the largest share of employment growth over the 2031-2041 period.

From a policy planning perspective and given the significant investment being made by the Province in RER to the Bramalea GO Station, priority should be given to office uses at the immediate intersection of Steeles Avenue and Bramalea Road. However, there are opportunities to accommodate higher intensity, flex industrial uses in the Bramalea GO Mobility Hub. As shown in Figure 8, the market opportunity for flex spaces has improved in recent years in Peel and Halton Regions. Flex spaces are broadly defined as industrial space that can be subdivided into smaller units, some of which are used for denser types of employment such as office, medical, industrial, warehousing, quasi-retail and research and development space.

The vacancy rate for flex spaces has declined by more than half since the beginning of 2013 and is now in line with the vacancy rate for industrial space. Flex spaces also commands higher net rents than industrial space and the spread between the two building types has increased in recent years. Declining vacancy rates and increasing spreads between lease rates suggest that there may be opportunity to accommodate flex industrial space within the Bramalea GO Mobility Hub as an interim land use.
Overall, the establishment of large-scale transportation and warehousing uses, which typically are characterized by low employment densities, do not represent an efficient use of land or public transit infrastructure investment. These types of land extensive are not encouraged within the Bramalea GO Mobility Hub. That being said, there may be an opportunity to accommodate flex industrial space in certain locations within the Mobility Hub as an interim use, as demand for office uses materializes over the next decade.

3.5 MARKET OUTLOOK SUMMARY

Development trends occurring across the GTA are positive for the type of transit-oriented development envisioned for the Bramalea GO Mobility Hub. There are a growing number of projects across the City which demonstrate that the types of mixed-use formats being proposed in the Bramalea GO Mobility Hub will be successful.

Review of market conditions for residential, office, retail and industrial uses suggest that, over the long-term, there will be market opportunity to accommodate the higher density residential and office uses necessary to achieve the types of densities envisioned in the Growth Plan and City of Brampton Official Plan. That being said, these forms of development will be dependent, in part, on the extension of RER to the Bramalea GO Mobility Hub. Based on assessment of real estate market trends, as a first step in the transformation of this area of the City, there may be opportunities in the interim to accommodate standalone retail uses to serve commuters, subject to employment conversion policies as per the Growth Plan. There may also be opportunities to accommodate flex industrial space, that can be redeveloped as higher density forms of development materialize.
Bramalea GO is a major station on the Kitchener Rail Corridor that is the home stop of over 2,375 daily riders. It is the 18th busiest line station in the GO Rail network. The station also accommodates several GO Regional Bus services and provides transfers with Brampton Transit. Today, the station is served by frequent peak direction rail service in the morning and evening weekday rush hour as well as hourly bi-directional service during the weekday mid-day period. Express bus service is provided during periods without rail service.

Because the station is somewhat removed from the mixed-use and residential areas of east Brampton, most riders come from relatively far away. Data from the 2015 GO Rail Passenger Survey shows that 52% of customers come from between 5-10km of the station. Approximately 9.5% of passengers come from further than 10km away from the station. Very few customers start their trips within proximity to the station. These customer origin characteristics limit the number of people who can bike or walk to the station. Rail passengers originate from across eastern Brampton with the most concentrated areas to the north along the Bramalea Rd corridor.

The area around the station is currently characterized by low density industrial and logistics employment uses. Although a small bike trail exists along the north side of Steeles Ave, active transportation facilities are limited and poorly connected. The Metrolinx Mobility Hub profiles describe the current state of each hub site based on several metrics. The Bramalea mobility hub scores poorly under the accessibility and urban pattern metrics. Bike infrastructure is relatively limited and intersection density is low, creating longer walking distance for pedestrians as reflected in a relatively low walk-score rating of 27%. Partially because of the GO station site itself, 13% of the area in the mobility hub is devoted to surface parking; a further challenge to walkability.

As part of the GO expansion program currently underway, the station is planned to be served by electrified, bi-directional, all-day service with trains arriving every 15-minutes or better by 2024. The station is also planned to be a transition point between local and express services, increasing its service levels and network importance. Home ridership from the station is expected to grow to as high as 8,000 daily riders by 2031. Importantly, with the start of bi-directional service, the station is also anticipated to become a busy destination as well as origin, accommodating up to 2,000 daily riders. The use of the station as both an origin and destination during both peak periods will be a significant change from its historic role as peak direction commuter facility.

### 4.1 GO RAIL STATION ACCESS PLAN

To prepare for the dramatic GO Rail service increases currently under development, Metrolinx updated its GO Rail Station Access Plan in 2016. The plan articulates a broad vision to increase station access mode shares from walking, cycling and local transit and reduce the system’s historic reliance on park and ride. The plan includes several specific recommendations and mode share targets for Bramalea station. The park and ride mode share is targeted to decrease from 70% today to around 50% by 2031 despite a significant planned increase in the amount of parking provided at the station. Access by walking is envisioned to increase modestly from around 1% today to between 4-6% by 2031. Much of the mode share displaced from parking is planned to be replaced by local transit access, targeted to increase from 9% to as much as 20% and by pick-up and drop-off which is targeted to increase from 13% today to as much as 24% by 2031.

<table>
<thead>
<tr>
<th>Access Mode</th>
<th>2015 Actual Mode Share</th>
<th>2031 Target Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>1%</td>
<td>4-6%</td>
</tr>
<tr>
<td>Local Transit</td>
<td>9%</td>
<td>18-20%</td>
</tr>
<tr>
<td>Cycling</td>
<td>0%</td>
<td>1-2%</td>
</tr>
<tr>
<td>Pick up/Drop off</td>
<td>13%</td>
<td>22-24%</td>
</tr>
<tr>
<td>Drive and Park</td>
<td>70%</td>
<td>50-52%</td>
</tr>
<tr>
<td>Carpool Passenger</td>
<td>4%</td>
<td>5-7%</td>
</tr>
</tbody>
</table>

*Figure 10. Actual and Target Future Station Access Mode Shares (2016 GO Rail Station Access Plan)*
The forecast increase in ridership is likely to significantly increase traffic to the site throughout the day. Peak period congestion from commuters egressing the parking facilities is likely to increase along with the amount of parking provided. Improved transit facilities, planned for the station site will need to be expanded to the surrounding road network to accommodate the planned increases in volume of local transit riders. Pick-up and drop-off traffic activities are also likely to increase vehicle traffic in the surrounding area as these trips are significant generators of vehicle kilometers travelled.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Recommended 2031 Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Facilities</td>
<td>North: 14 bay bus-loop with dedicated access from Steels Ave, priority access to Bramalea Rd</td>
</tr>
<tr>
<td>Bike Parking</td>
<td>North: Add 12 secure spaces. Total: 60 spaces</td>
</tr>
<tr>
<td>Pick up/drop off Facilities</td>
<td>North: Modify facility to improve vehicular circulation.</td>
</tr>
</tbody>
</table>

4.2 CURRENT STATION IMPROVEMENT PROJECT
Metrolinx is currently beginning construction on a significant station improvement project at Bramalea GO. The project will add over 1,300 new parking spaces to the station and will significantly alter its site plan. A new parking structure is planned for the southeast side of the site connected to a new station building and pedestrian overpass bridge. Significantly expanded pick-up/drop-off facilities are planned as well as expanded access driveways to Steeles Ave and Bramalea Rd. A large new bus facility is planned to run along the south of the site immediately adjacent to the rail corridor. This expanded facility will provide access for Brampton Transit including Züm buses to enter the station site. Construction on the project is scheduled to begin in fall 2018 and will proceed in several stages.
4.3 METROLINX REGIONAL EXPRESS RAIL (RER) EXPANSION

As part of the GO RER program, Metrolinx is implementing significantly improved service on the Kitchener Corridor. The service plan for RER has not been finalized but an indicative concept was released in the 2014 Initial Business Case. By 2024 the service is envisioned to be fully electrified and running every 15 minutes in each direction between Bramalea and Union Station. Every fourth train is envisioned to continue as far as Mt Pleasant, providing hourly service between that station and Union Station.

The electrified frequent service was planned to terminate at Bramalea because of CN ownership of the rail corridor through central Brampton where the GO corridor merges with the CN mainline. Passenger rail services in this area are restricted by the volume of freight trains using the line. The RER Initial Business Case estimated that an additional track would be required along the mainline of the Halton Subdivision between Bramalea station and a point just east of Brampton station. Since the initial announcement of RER, the Province has also committed to providing all-day GO service to Kitchener although the service plans for this project have not yet been released. Consultation with Metrolinx is required to properly plan for the current state of the RER program and rail network planning.

4.4 OTHER RAPID TRANSIT PROJECTS

The Metrolinx Regional Transportation Plan (RTP) coordinates regional transportation planning across the Greater Toronto and Hamilton area between the Province and local municipalities. The plan was recently updated and approved by the Metrolinx Board in September 2017 and provides the vision for the future transit network to 2041. Aside from the RER program described above, the RTP also identifies two priority bus corridors in the study area. Steeles Ave is identified as a priority bus corridor between Lisgar GO and Jane Street. Bramalea Rd is identified as a priority bus route beginning at Bovaird Dr as part of longer corridor using Steeles Ave to continue south on Dixie Rd to the Lakeshore. The designation as a priority bus corridor indicates that the street is intended to carry frequent express bus service throughout the day with transit priority measures being used to improve speed and reliability. Both corridors are accordingly identified in the plan as part of the 2041 Frequent Rapid Transit Network.

Frequent regional express bus service is also identified along Highway 407 immediately adjacent to the site. Based on the projects identified in the RTP, the Bramalea station area will become a major transfer point by 2041 and will be well served from all directions by the regional transit system.

Slightly beyond the study area, the RTP also identifies BRT on Queen St from Main St to highway 50 as currently being in development with planning and design work. In the longer term, the plan also identifies an extension of the Hurontario LRT north from Steeles Ave to Brampton GO as well as regional express bus service on Highway 410. Finally, as part of its goods movement network, the plan also identifies the Steeles Ave West corridor between Milton and Dufferin Street in Toronto as a ‘Freight Cluster Connector’ which provides a direct route between primary freight cluster areas, major highways, intermodal terminals, airports and ports.
4.5 BRAMPTON ACTIVE TRANSPORTATION MASTER PLAN

The City of Brampton is currently reviewing its Active Transportation Master Plan. The city has considerable pathway and green space assets including an extensive trail system in the residential Bramalea community north of the station site. The proposed active transportation network includes extending the off-road trail from Dearbourne Blvd south to Steeles Ave as well as extending the boulevard pathway along Steeles Ave. Connecting the mobility hub area to the existing pedestrian and cycling networks to the north is a key opportunity for the site. Many trips to the GO station originate in the residential areas to the north, potentially increasing cycling mode share to access GO Rail facilities. An expanded trail network would also create opportunities for employees in the area to commute to work using active transportation modes.

4.6 ADDITIONAL PLANS FOR THE RAIL CORRIDOR

Since the announcement of the initial RER program the Province has reached an agreement in principle with CN Rail towards building a freight rail bypass so that the entire length of the Kitchener Corridor may be purchased by Metrolinx. The province has also announced a funding commitment to extend the electrified, all-day service to Kitchener. The freight rail bypass would utilize the Highway 407 corridor so that freight traffic no longer passes through central Brampton allowing for full electrification.

If the freight rail bypass is realized, it is likely that the mainline railway which the Torbram Industrial Lead East connects to, will come under Metrolinx ownership. Electrification of this corridor may impact freight rail operations; however CN Rail require corridor capacity for its existing customer obligations along the corridor as has been done with other former industrial corridors now under Metrolinx ownership.

The mainline rail corridor to which the Torbram Industrial Lead connects also serves Via Rail services connecting to Guelph, Kitchener, London and Windsor. In the future this corridor is planned to accommodate a high-speed rail connection between Toronto and Windsor. The high-speed rail concept is currently being studied by the Ministry of Transportation. The presence of high-speed rail would increase operational complexity in the corridor and make freight traffic more difficult. There is potential that high speed rail would require additional tracks although details of implementation have not been confirmed.
4.7 INDUSTRIAL RAIL SPUR

Ownership: CN Rail
Name: Halton Subdivision – Torbram Industrial Lead East
Status: Active

The Torbram Industrial Lead East is a roughly 5km long rail spur that connects to the Halton Subdivision of the CN Rail mainline near its mile marker 12. There are five spurs which connect off the lead serving various businesses in one of Brampton’s largest contiguous industrial areas. The rail spur is typically characterized by unscheduled services operating at an on-demand frequency with short train lengths and speeds generally limited to around 24km/h.

RAIL CORRIDOR POLICY REVIEW

A desktop policy review suggests that CN currently has no plans to decommission or close this industrial lead. The Canada Transport Act requires that federally regulated railways maintain and post publicly a three-year network plan describing whether it plans to continue operating or discontinuing a line. The intention to decommission a rail line must be included in the three-year plan for at least 12 months before the process can proceed. Furthermore, the law requires that the railway company must offer to transfer the line to the public sector, including to municipal governments and urban transit authorities, for no more than the line’s net salvage value.

CN Rail’s three-year network plan makes no mention of the area. For the potential dismantlement of existing sidings and spurs, CN uses a standardized process that includes notification of federal, provincial and municipal governments as well as urban transit authorities where such entities exist. As part of this process the railway publishes a list of sidings and spurs which are under consideration for dismantlement. This was last updated in January 2018 and does not include any rail spurs in the city of Brampton.

CN Rail 3-Year Network Plan (August 2017)
CN Rail List of Metropolitan Sidings and Spurs to be Dismantled (January 2018)

The Canadian Railway Associations Guidelines for New Developments in Proximity to Railway Operations recommend a 15m setback of new residential development from active rail spurs and a 75m buffer for an area of influence when conducting noise studies. The guidelines do not recommend a requirement for construction of a berm to mitigate impacts of rail spurs from adjacent development as is often required along mainline railways.

When determining exact requirements and mitigation measures around rail corridors it necessary to consult directly with the railway to understand site specific mitigation and operational requirements.

RECOMMENDED APPROACH TO RAIL PLANNING FOR RAIL SPUR

Recently published plans from CN Rail indicate that there are no current plans to decommission or remove the rail spur. The spur serves Brampton’s largest contiguous industrial area with several different customers spread throughout the area and provides local business with a competitive advantage that may be lost if the spur is closed.

Over the long-term planning horizon, it is reasonable to consider a scenario for how the site may evolve if the spur is eventually dismantled. The trend for several decades in North America has been to replace direct rail spur connections with truck based connections to centralized intermodal facilities. One such CN intermodal facility is located relatively close to the area while another is currently proposed in Milton. It is reasonable to assume that rail traffic on the spur may continue to decrease with time and that the spur could eventually be decommissioned. However, in the absence of any existing decommissioning plans, this study should assume that the spur will continue to operate within the short and medium planning horizons.
EMERGING DIRECTIONS

1. BEGIN TO STRATEGICALLY ALIGN THE LAND USE, DENSITY AND DESIGN DIRECTIONS WITHIN THE BRAMALEA ROAD SOUTH GATEWAY AREA AND SURROUNDINGS WITH THE VISION AND FUNCTION OF MOBILITY HUBS UNDER THE 2017 PROVINCIAL GROWTH PLAN, WITH A PARTICULAR FOCUS ON LANDS AT AND IN CLOSE PROXIMITY TO THE STEELES AVENUE-BRAMALEA ROAD INTERSECTION AND THE BRAMALEA GO STATION IN PARTICULAR.

   A. The in-force secondary plan and zoning framework is at least 20 years old and since that time predominant planning and development directions have shifted markedly, to a more compact and mixed use urban form with an emphasis on mixed-use and pedestrian-oriented intensification at higher-order transit stations and corridors. The progression of planning and development in this manner, consistent with Provincial Growth Plan (2006, 2017) policies as well as directions under the current Brampton Official Plan and in-progress Official Plan Review, make it necessary to renew the planning framework for the Study Area in order to not only conform to Provincial policy but to also leverage the unique opportunities of this rapid transit node.

2. INITIATE A REVIEW OF THE BRAMALEA ROAD SOUTH GATEWAY REDEVELOPMENT AREA SECONDARY PLAN (#38), AND IN SO DOING EXPAND THE PLAN BOUNDARY TO OPTIMIZE COMPATIBILITY WITH THE SURROUNDING ESTABLISHED RESIDENTIAL AND INDUSTRIAL AREAS, BY CREATING OPPORTUNITIES FOR TRANSITION IN LAND USE AND INTENSITY.

   A. Expand the current Secondary Plan boundary to include a larger number of properties, including the 90-acre site of the former Canadian Tire distribution centre and the entirety of the Bramalea GO station site, extending further along the Steeles Avenue and Bramalea Road frontages and including interior sites to reflect an 800-meter radius (a 10- to 15-minute walk) from the station as shown in Figure 16 (Study Area Boundaries and Proposed Secondary Plan Area).
Figure 16. Study Area Boundaries and Proposed Secondary Plan Area
3. REMOVE ZONING PERMISSIONS ON A GO-FORWARD BASIS FOR SPECIFIC LAND USES NOT IDEALLY COMPATIBLE WITH THE TRANSITION OF THE STUDY AREA, ESPECIALLY LANDS WITH DIRECT ACCESS TO THE GO STATION, TO A MORE MIXED-USE AND COMPACT COMMUNITY COMMENSURATE WITH MOBILITY HUBS AND ESPECIALLY PLANNED REGIONAL EXPRESS RAIL (RER) SERVICE. IN DOING SO, IT IS RECOMMENDED THAT OFFICE USES BE ADDED TO LANDS IMMEDIATELY ADJACENT TO THE GO STATION.

A. For lands shown as Area 1 – Immediate Influence Areas in Figure 17 (Zone 1 Immediate Influence Areas) add permissions for Office uses, without gross floor area and height restrictions, and remove current as-of-right zoning permissions for the following “Industrial” section (a) uses.

i. From the Industrial Two - M2 category (see Appendix I):
   
   (7) non-hazardous waste processing and related uses
   (8) hazardous waste processing and related uses
   (9) non-energy producing waste incineration
   (10) incineration for medical, veterinary or pathological waste

The effect of removing permissions for the above land uses will be to avoid development and operations that are visually and functionally incompatible with the planning and implementation of a mixed-use high-density node oriented around a rapid transit station. In addition, this would also achieve conformity with the in force land use designations of the Official Plan and Bramalea South Gateway Secondary Plan.

Existing operations which are permitted under the current zoning may continue as legal non-conforming provided there are no expansions or alterations to a building and/or a site that would trigger applications under the Planning Act. (e.g. site plan)
Figure 17. Zone 1 Immediate Influence Areas
3. REMOVE ZONING PERMISSIONS ON A GO-FORWARD BASIS FOR SPECIFIC LAND USES NOT IDEALLY COMPATIBLE WITH THE TRANSITION OF THE STUDY AREA, ESPECIALLY LANDS WITH DIRECT ACCESS TO THE GO STATION, TO A MORE MIXED-USE AND COMPACT COMMUNITY COMMENSURATE WITH MOBILITY HUBS AND ESPECIALLY PLANNED REGIONAL EXPRESS RAIL (RER) SERVICE. IN DOING SO, IT IS RECOMMENDED THAT OFFICE USES BE ADDED TO LANDS IMMEDIATELY ADJACENT TO THE GO STATION.

B. For lands shown as Zone 2 – Transition Areas in Figure 18 (Transition Areas), remove current as-of-right zoning permissions for the following “Industrial” section (a) uses.

i. From the Industrial Two – M2 category (see Appendix I):

(7) non-hazardous waste processing and related uses

(8) hazardous waste processing and related uses

(9) non-energy producing waste incineration

(10) incineration for medical, veterinary or pathological waste

The effect of removing permissions for the above land uses will be to remove those industrial uses that would visually and functionally conflict with the creation of a more human-scaled and transit-oriented community. Existing operations which are permitted under the current zoning may continue as legal non-conforming provided there are no expansions or alterations to a building and/or a site that would trigger applications under the Planning Act (e.g. site plan). In addition, this would also achieve conformity with the in force land use designations of the Official Plan and Bramalea South Gateway Secondary Plan.
7.2-37
ZONE 2 - TRANSITION AREAS

Figure 18. Zone 2 Transition Areas
4. Following the completion of Peel Region’s MTSA Review Study, develop a renewed policy and development framework within the enlarged secondary plan boundary. This exercise will support and capitalize on existing and planned transit services at the Bramalea GO Station, including directions for compact mixed-use development in support of the Provincial Growth Plan (2017) target of 150 people and jobs combined per hectare for major transit station areas served by GO Transit rail.

A. Identify and protect for additional street and pathway linkages including sidewalks, to improve connectivity throughout the area and especially for pedestrians. A finer-grained transportation and block network will also serve to create physical breaks between different land uses and/or building types.

B. Base new land use and design policies, including height and density thresholds, in accordance with the spatial hierarchy (i.e. Immediate Influence, Transition, Established) proposed in Figure 19, wherein the greatest development potential and mix of uses is oriented closest to the Steeles Avenue and Bramalea Road intersection, and stepping down in terms of magnitude and range with distance from the transit infrastructure.

C. Within Zone Area 1 – Immediate Influence Areas consider introducing higher-density street-oriented office development with ground floor retail and service uses. Opportunities should be explored for introducing higher density residential development through a more detailed mobility hub planning study for some of the Zone Area 1 lands. However primacy should be given to exploring office uses, as well as institutional uses.

D. Within Area Zone 2 – Transition Areas consider introducing ancillary street-related retail and service uses, along the Bramalea Road and Steeles Avenue frontages. It is also appropriate to maintain employment uses, provided they are visually and functionally compatible with sensitive uses such as residential, to serve as transition areas along the outer edges of this zone.

5. Undertake a Mobility Hub Study, following the substantial completion of the renewed secondary plan, which focuses on lands within Zone 1 – Immediate Influence Areas and provides detailed directions for improving pedestrian connectivity, a high quality of design including public realm improvements, and overall approaches for enhancing integration with the Bramalea GO Station.

A. Develop a fine-grained system of blocks and connecting streets and pathways to create a comprehensive mobility network that optimizes access to and from the station, with an emphasis on safe and convenient access to the station and surrounding development by pedestrians, cyclists and vehicle passengers. This includes direct passenger links such the pathway being constructed under the Bramalea Road overpass to link commuter parking on the Canadian Tire site to the station.

B. Identify and integrate specific land uses, as well as amenities and services for transit users, into the urban fabric and buildings to create a cohesive and responsive environment for residents, employees and commuters. This should include, but not be limited to, providing small-scale service and retail uses, comfortable and weather-protected seating areas, and ride-sharing and bicycling facilities.
APPENDIX I

BRAMPTON ZONING BY-LAW

(204-2010)

SECTION 31.1  INDUSTRIAL ONE – M1

The lands zoned M1 on Schedule A to this by-law:

31.1.1 shall only be used for the following purposes:

<table>
<thead>
<tr>
<th>(a)</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials within an enclosed building, including a motor vehicle repair shop, but excluding a motor vehicle body shop as a principle or accessory use</td>
</tr>
<tr>
<td>(2)</td>
<td>a printing establishment</td>
</tr>
<tr>
<td>(3)</td>
<td>a warehouse</td>
</tr>
<tr>
<td>(4)</td>
<td>a parking lot</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(b)</th>
<th>Non-Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>a radio or television broadcasting and transmission establishment</td>
</tr>
<tr>
<td>(2)</td>
<td>a furniture and appliance store</td>
</tr>
<tr>
<td>(3)</td>
<td>a recreational facility or structure</td>
</tr>
<tr>
<td>(4)</td>
<td>a community club</td>
</tr>
<tr>
<td>(5)</td>
<td>an animal hospital</td>
</tr>
<tr>
<td>(6)</td>
<td>a place of worship only within areas shown on Schedules G, H and I</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c)</th>
<th>Accessory</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>an associated educational use</td>
</tr>
<tr>
<td>(2)</td>
<td>an associated office</td>
</tr>
<tr>
<td>(3)</td>
<td>a retail outlet operated in connection with a particular purpose permitted by (a) above provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use</td>
</tr>
</tbody>
</table>

31.1.2 shall be subject to the following requirements and restrictions:

<table>
<thead>
<tr>
<th>(a)</th>
<th>Minimum Lot Width</th>
<th>30 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b)</td>
<td>Minimum Front Yard Depth</td>
<td>9 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c)</th>
<th>Minimum Interior Side Yard Width</th>
<th>4 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(d)</td>
<td>Minimum Exterior Side Yard Width</td>
<td>6 metres except that where it abuts a 0.3 metre reserve the minimum requirement is 12 metres</td>
</tr>
<tr>
<td>(e)</td>
<td>Minimum Rear Yard Depth</td>
<td>1.5 metres except that where it abuts (1) a rail line, there is no requirement and (2) a 0.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 12 metres</td>
</tr>
<tr>
<td>(f)</td>
<td>Maximum Building Height</td>
<td>No restriction but maximum 2 storeys on a lot which abuts a residential zone</td>
</tr>
<tr>
<td>(g)</td>
<td>Minimum Landscaped Open Space</td>
<td>(i) Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone. (ii) A minimum 6 metre wide strip shall be provided along any lot line abutting a Residential Zone.</td>
</tr>
<tr>
<td>(h)</td>
<td>Outside Storage</td>
<td>Not permitted</td>
</tr>
</tbody>
</table>
The lands zoned M1A on Schedule A to this by-law:

31.2.1 shall only be used for the following purposes:

<table>
<thead>
<tr>
<th>(a) Industrial</th>
<th>(b) Non-Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials within an enclosed building, but excluding a motor vehicle repair and a motor vehicle body shop as a principle or accessory use</td>
<td>(1) a radio or television broadcasting and transmission establishment</td>
</tr>
<tr>
<td>(2) a printing establishment</td>
<td>(2) a furniture and appliance store</td>
</tr>
<tr>
<td>(3) a warehouse</td>
<td>(3) a recreational facility or structure</td>
</tr>
<tr>
<td>(4) a parking lot</td>
<td>(4) a community club</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c) Accessory</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) an associated educational use</td>
</tr>
<tr>
<td>(2) an associated office</td>
</tr>
<tr>
<td>(3) a retail outlet operated in connection with a particular purpose permitted by (a) above provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use.</td>
</tr>
<tr>
<td>(4) purposes accessory to the other permitted purposes</td>
</tr>
</tbody>
</table>

31.2.2 shall be subject to the following requirements and restrictions:

<table>
<thead>
<tr>
<th>(a) Minimum Lot Width</th>
<th>30 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) Minimum Front Yard Depth</td>
<td>24 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(c) Minimum Interior Side Yard Width</th>
<th>6 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(d) Minimum Exterior Side Yard Width</td>
<td>6 metres</td>
</tr>
<tr>
<td>(e) Minimum Rear Yard Depth</td>
<td>12 metres except that where it abuts a rail line, there is no requirement</td>
</tr>
<tr>
<td>(f) Maximum Building Height</td>
<td>No restriction but maximum 2 storeys on a lot which abuts a residential zone</td>
</tr>
<tr>
<td>(g) Minimum Landscaped Open Space</td>
<td>(i) Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone.</td>
</tr>
<tr>
<td></td>
<td>(ii) A minimum 6 metre wide strip shall be provided along any lot line abutting a Residential Zone.</td>
</tr>
<tr>
<td>(h) Outside Storage</td>
<td>Not permitted</td>
</tr>
</tbody>
</table>
The lands zoned M2 on Schedule A to this by-law:

32.1.1 shall only be used for the following purposes:

(a) **Industrial**

1. the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials including a motor vehicle repair shop and a motor vehicle body shop
2. non-obnoxious industrial uses involving the manufacture and storage of goods and materials in the open and such uses as the storage, repair and rental equipment, and a transport terminal, but not including a junk yard, salvage yard, wrecking yard, quarry or pit
3. a printing establishment
4. a warehouse
5. a parking lot
6. a freight classification yard
7. Non-Hazardous Solid Waste Processing Use, Non-Hazardous Solid Waste Transfer Use, Power Generation (Fuel Combustion) Use, or Hazardous Waste Transfer Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, or Mechanical Sterilization, provided such uses are located a minimum of 300 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.
8. Hazardous Waste Processing Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, provided such uses are located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.

(b) **Non-Industrial**

1. a radio or television broadcasting and transmission establishment
2. a building supplies sales establishment
3. a recreational facility or structure
4. a community club
5. an animal hospital
6. a place of worship only when located in a Business Corridor Area as shown on Schedule G to this by-law

(c) **Accessory**

1. an associated educational use
2. an associated office
3. a retail outlet operated in connection with a particular purpose permitted by (a)(1) and (a)(3) above provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use
4. purposes accessory to the other permitted purposes
5. Thermal Degradation (Energy from Waste) Use provided that the source of waste input into the energy generation is a by-product of the primary use of the site and is not a Hazardous Waste.

32.1.2 shall be subject to the following requirements and restrictions:

(a) Minimum Lot Width 30 metres
(b) Minimum Front Yard Depth 9 metres
(c) Minimum Interior Side Yard Width 4 metres except that where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres
(d) Minimum Exterior Side Yard Width 6 metres except that where it abuts 0.3
<table>
<thead>
<tr>
<th>(a) Minimum Rear Yard Depth</th>
<th>7 metres except that where it abuts (1) a rail line, there is no requirement and (2) a 6.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 15 metres.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(f) Maximum Building Height</td>
<td>No restriction but maximum 2 storeys on a lot which abuts a residential zone.</td>
</tr>
</tbody>
</table>
| (g) Minimum Landscaped Open Space | (i) Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone.  
(ii) A minimum 6 metre wide strip shall be provided along any lot line abutting a Residential Zone. |
| (h) Outside Storage | No storage shall be permitted unless in a rear or interior side yard and such storage shall be screened from view by a solid fence from a street, open space, and properties zoned in a Residential or Institutional category. |
SECTION 33.1 INDUSTRIAL THREE – M3

The lands zoned M3 on Schedule A to this by-law:

33.1.1 shall only be used for the following purposes:

<table>
<thead>
<tr>
<th>(a)</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>the manufacturing, cleaning, packaging, processing, repairing, or assembly of goods, foods or materials within an enclosed building, but excluding a motor vehicle repair shop and a motor vehicle body shop as a principal or accessory use</td>
</tr>
<tr>
<td>(2)</td>
<td>industrial uses involving the storage of goods and materials in the open</td>
</tr>
<tr>
<td>(3)</td>
<td>a printing establishment</td>
</tr>
<tr>
<td>(4)</td>
<td>a warehouse</td>
</tr>
<tr>
<td>(5)</td>
<td>a parking lot</td>
</tr>
</tbody>
</table>

| (6) | Non-hazardous Solid Waste Processing Use, Non-hazardous Solid Waste Transfer Use, Power Generation (Fuel Combustion) Use, or Hazardous Waste Transfer Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, or Mechanical Sterilization, provided such uses are located a minimum of 300 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2. |

| (7) | Hazardous Waste Processing Use for Hazardous Waste Chemicals or Manufacturing Intermediaries or Medical, Veterinary or Pathological Waste, provided such uses are located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2. |

| (8) | Thermal Degradation (Non-Energy Producing) Use and Thermal Degradation (Energy from Waste) Use, provided such use is located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2. |

33.1.2 shall be subject to the following requirements and restrictions:

<table>
<thead>
<tr>
<th>(a)</th>
<th>Minimum Lot Width</th>
<th>30 metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b)</td>
<td>Minimum Front Yard Depth</td>
<td>9 metres</td>
</tr>
<tr>
<td>(c)</td>
<td>Minimum Interior Side Yard Width</td>
<td>4 metres except where it abuts (1) a rail line, there is no requirement and (2) a property zoned Residential or Institutional, the minimum requirement is 9 metres</td>
</tr>
<tr>
<td>(d)</td>
<td>Minimum Exterior Side Yard Width</td>
<td>5 metres except where it abuts a 0.3 metres reserve the minimum requirement is 15 metres</td>
</tr>
<tr>
<td>(e)</td>
<td>Minimum Rear Yard Depth</td>
<td>9 metres except where it abuts (1) a rail line, there is no requirement and (2) a 0.3 metre reserve or a Residential or Institutional Zone, the minimum requirement is 15 metres</td>
</tr>
</tbody>
</table>

(9) Thermal Degradation (Hazardous Waste) Use for Medical, Veterinary or Pathological Waste, provided such use is located a minimum of 1,000 metres from all Residential Zones, Open Space Zone - OS, Institutional One Zone – I1 and Institutional Two Zone – I2.

(b) Non-Industrial

1. a radio or television broadcasting and transmission establishment
2. a recreational facility or structure
3. a community club
4. an animal hospital
5. a place of worship only when located in a Business Corridor Area as shown on Schedule G to this by-law

(c) Accessory

1. an associated educational use
2. an associated office
3. a retail outlet operated in connection with a particular purpose permitted by (a)(1) and (a)(3) above provided that the total gross commercial floor area of the retail outlet is not more than 15% of the total gross industrial floor area of the particular industrial use
4. purposes accessory to the other permitted purposes:
5. Thermal Degradation (Energy from Waste) Use provided that the source of waste input into the energy generation is a by-product of the primary use of the site and is not a Hazardous Waste.
<table>
<thead>
<tr>
<th>(6)</th>
<th>Maximum Building Height</th>
<th>No restriction but maximum 2 storeys on a lot which abuts a residential zone</th>
</tr>
</thead>
</table>
| (7) | Minimum Landscaped Open Space | (i) Except at approved driveway locations, a minimum 3 metre wide strip shall be provided along any lot line abutting a street or an Institutional Zone  
(ii) A minimum 6 metre wide strip shall be provided along any lot line abutting a Residential Zone |
| (8) | Outside Storage | No storage shall be permitted unless in a rear or interior side yard and such storage shall be screened from view by a solid fence not less than 1.8 metres in height from a street, open space, and properties zoned in a Residential or Institutional category. No storage shall exceed the top of the solid fence |
Tuesday, February 19, 2019

Members Present:  
Peter Dymond (Co-Chair)  
Paul Willoughby (Co-Chair)  
Michael Avis  
Chris Bejnar  
Harry Blackburn  
Jeff Chalmers  
Palvinder Gill  
Doug McLeod  
Mary Pettingill  
Lynda Voegtle  
David Whyte  
Ken Wilde  
City Councillor Doug Whillans – Wards 2 and 6

Members Absent:  
Steve Collie (regrets)  
Herman Custodio (regrets)  
Kathryn Fowlston (regrets)

Staff/Others Present:  
Regional Councillor Vicente (Council representative for incoming Board)  
Anthony Simone, recent Board Member  
Planning and Development Services:  
Bob Bjerke, Director, Policy Planning  
Pascal Doucet, Heritage Planner  
Erin Smith, Assistant Heritage Planner  
City Clerk’s Office:  
Terri Brenton, Legislative Coordinator
The meeting was called to order at 7:02 p.m. and adjourned at 7:23 p.m.

1. **Approval of Agenda**

City Councillor Whillans introduced Regional Councillor Vicente, who will be the Council representative on the Board, once successors are named. Councillor Vicente outlined his interest in heritage matters.

The following motion was considered.

HB008-2019 That the agenda for the Brampton Heritage Board Meeting of February 19, 2019 be approved as published and circulated.

Carried

2. **Declarations of Interest under the Municipal Conflict of Interest Act** – nil

3. **Previous Minutes**

3.1. **Minutes – Brampton Heritage Board – January 15, 2019**

The minutes were considered at the Planning and Development Committee Meeting of January 28, 2019, and recommendations were approved by Council on February 6, 2019. The minutes were provided for the Board's information.

4. **Consent** – nil

5. **Delegations/Presentations** – nil

6. **Sub-Committees**

6.1. **Minutes – Heritage Resources Sub-Committee:**

- September 13, 2018
- October 11, 2018
- November 8, 2018

Amendments and corrections were noted to the minutes, as follows:

- September 13, 2019:
  - Item 4 – the address for the Queen Street Schoolhouse is 147 Queen Street West
October 11, 2019:
- Item 3 – the request for heritage designation of 68 Joseph Street came from a Member of the board and not the property owner
- Item 5 – the address for this property is 233 Queen Street West

The following motion was considered.

HB009-2019 That the Minutes of the Heritage Resources Sub-Committee Meetings, as follows, to the Brampton Heritage Board Meeting of February 19, 2019, be received:
- September 13, 2018 (as corrected)
- October 11, 2018 (as corrected)
- November 8, 2018

Carried

7. Designation Program

7.1. Proposed Designations

A list of properties proposed for heritage designation was provided with the agenda for this meeting. No updates were provided with respect to the properties on the list.

8. Heritage Impact Assessments (HIA) – nil

9. Correspondence – nil

10. Other/New Business


Pascal Doucet, Heritage Planner, Planning and Development Services, provided an overview of the subject report.

Mr. Doucet responded to questions from the Board with respect the reversible alterations, and confirmed that, where conditions allow, work will be undertaken onsite.
The following motion was considered.

HB010-2019 1. That the report from Pascal Doucet, Heritage Planner, Planning and Development Services, dated February 12, 2019, to the Brampton Heritage Board Meeting of February 19, 2019, re: Heritage Permit Application – Alterations to a Designated Heritage Property – 563 Bovaird Drive East (Bovaird House) – Ward 1 (File HE.x)

2. That the Heritage Permit Application for the alterations to the designated property at 563 Bovaird Drive East (Bovaird House) be approved subject to the following terms and conditions:

   a. that the alterations of the Bovaird House for the construction of a sloped walkway, stairs, landing, retaining walls and wood railings on the northwest elevation; the installation of accessible hardware on the interior and exterior of the house; the installation of copper flashing and repairs to the wood window sills on all elevations; and the repairs to the entrance doors and door hardware be carried out in accordance with the plans, drawings, specifications and project description attached hereto as Appendix C;

   b. that Planning and Development Services (Heritage) be notified prior to the commencement of any work that is not identified in the Plans and Drawings received on February 12, 2019 as part of the application to obtain approval under Section 33 of the Ontario Heritage Act, for review and documentation; and

   c. that the approval for alterations given under Section 33 of the Ontario Heritage Act expire two years after the date where Council has given its consent to alter the property.

Carried

11. Referred/Deferred Items – nil
12. **Information Items**

Anthony Simone advised that he has relocated outside of Brampton and no longer qualifies for membership on the Board.

On behalf of the Board, Paul Willoughby, Co-Chair, thanked Mr. Simone for his participation during his time as a Board Member.

13. **Question Period** – nil

14. **Public Question Period** – nil

15. **Closed Session** – nil

16. **Adjournment**

The following motion was considered.

HB011-2019 That the Brampton Heritage Board do now adjourn to meet again on Tuesday, March 19, 2019 at 7:00 p.m. or at the call of the Chair.

Carried

Co-Chair – Peter Dymond Co-Chair – Paul Willoughby
City of Brampton  
2 Wellington Street  
Brampton, Ontario  
L6Y 4R1

Attention: Mayor Patrick Brown, Chair Martin Medeiros and Members of the Planning and Development Committee

Re: Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision  
Part of Lot 7 and 8, Concession 5 W.H.S.  
Proposed Official Plan Amendment to remove the subject lands from the Huttonville North Secondary Plan Area 52 and add it to the Huttonville Secondary Plan 29(b)  
Four X Development Incorporated  
City File No. C05W07.006 & 21T-18007B  
North of Embleton Road, between Heritage Road and Mississauga Road  
North West Brampton Landowners Group Inc.  
Heritage Heights Landowners Group  
Our File No. 13154

We are counsel to the Northwest Brampton Landowners Group Inc. (“NWBLG”) and the Heritage Heights Landowners Group (“HHLOG”), which is a part of NWBLG. Our client group is comprised of a significant number of landowners who own approximately 50% of the land located within the Huttonville North Secondary Plan Area 52 and the Mount Pleasant West Secondary Plan Area 53 (collectively known as “Heritage Heights”).

The Four X proposal includes a proposed Official Plan Amendment to remove the subject lands from the Huttonville North Secondary Plan Area 52 and add it to the Huttonville Secondary Plan 29(b) to facilitate a proposed residential development of 52 single detached dwelling lots and one (1) single detached dwelling block (the “Four X Application”). On September 10, 2018, we wrote to the City on behalf the HHLOG raising concerns about the proposal.
After considering the issues in further detail and following discussions with Four X, our client has decided to formally withdraw its objections.

Our client is now satisfied that the proposal should not detrimentally affect long term planning for Heritage Heights. As such, HHLOG does not object to the further processing and approval of the Four X Application. To be clear, the concerns raised in our September 10, 2018 letter remain relevant in-so-far as they apply to all other lands located within the Heritage Heights Secondary Plan Area. It is only for the reasons summarized below that our client is now satisfied that the Four X Application is ‘unique’ and will not have a broader impact as previously understood.

Comments

The removal of the lands from the Huttonville North Secondary Plan Area 52 for inclusion with the Huttonville Area 29(b) Secondary Plan represents a logical extension to an isolated property as further described below and will not have implications for the overall secondary planning process for Heritage Heights. Concerns regarding cost sharing implications are also further addressed below:

1. The Four X lands are designated ‘Residential’ in the Brampton Official Plan and represent the logical extension of Draft Plan of Subdivision 21T-10020B. The conceptual block plan/tertiary plan depicting how the proposed development relates to the existing local area road and lotting pattern demonstrates that the Applicant has undertaken a comprehensive review of the proposal as opposed to a ‘piecemeal’ approach.

2. The Four X lands are geographically located outside of the limits of the proposed GTA West Corridor and as such will not be impacted by future transportation (and utility) planning. In addition, the approval of the Application will not undermine the planning for a third hospital, nor proposed Metrolinx transportation/transit planning based on the location of the lands.

3. The Four X lands are isolated as result of their proximity to significant existing natural heritage features. The property is surrounded by the Greenbelt to the west and northwest and the Credit River (and associated buffers) to the south and southeast. There is essentially no connectivity to lands adjacent to the west, south or north. With this in mind, approval of the Four X Application does not presuppose how lands located immediately to the north will be planned as part of the Heritage Heights Secondary Planning process.

4. The Four X lands are to be accessed and serviced via lands located to the east with the extension of Dairymaid Road on the approved plan of subdivision and as such they are not dependent on the planning, approval and development of Heritage Heights.

The contents of this communication are private and confidential, intended only for the recipient names above and are subject to lawyer and client privilege. It may not be copied, reproduced, or used in any manner without the express written permission of the sender. If you have received this communication and are not the intended recipient, please destroy it and notify the sender at 905 529-3476, collect if long distance. Thank you.
5. Concerns that the HHLOG originally raised regarding cost sharing obligations have been satisfactorily addressed by Four X. Subject to the City of Brampton future Recommendation Report including a Condition of Approval related to cost sharing, this issue is not a concern.

We request that the City include a cost sharing Condition of Approval in its Recommendation Report. We remain interested in the applications and request future notice regarding the Four X applications, including notice of all Committee and Council meetings at which this request will be considered and any related decisions.

If you have any questions, please do not hesitate to contact us.

Yours truly,

Scott Snider

cc: P. Fay, City Clerk
S. Dykstra, Development Planner
Heritage Heights Landowners Group

sk:ss:nd 13154/211
Planning & Development Services Committee

PUBLIC MEETING

March 4, 2019

Chair - Regional Councillor: Martin Medeiros
Vice-Chair - Regional Councillor: Pat Fortini
Statutory Public Information Meeting
Under the Planning Act of Ontario

• An opportunity for the public to provide input into planning applications received by the City.

• These are not proposals of the City of Brampton unless specifically identified as City initiated applications.

• No decisions are made at the public meeting.

• Members of Committee attend in order to hear public input but not to engage in debate about the merits of the application.
Supporting information and documentation for each current development application is available on the City’s website at: http://www.brampton.ca/EN/Business/planning-development/devapps/Pages/Welcome.aspx
<table>
<thead>
<tr>
<th>Agenda Item Title</th>
<th>Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY-INITIATED AMENDMENT TO THE CREDIT VALLEY SECONDARY PLAN AREA 45</td>
<td>4.1</td>
</tr>
</tbody>
</table>
City of Brampton

SPRINGBROOK TERTIARY PLAN

Planning & Development Services Committee

March 4, 2019
Project Purpose

- Prepare a Tertiary Plan and Secondary Plan policies for the historic Springbrook Settlement Area hamlet
- Guide development application review:
  - Land use, urban design and built form
  - Road access, connectivity, active transportation
  - Servicing, storm water management and natural heritage protection
Study Area

SPRINGBROOK SETTLEMENT AREA
Background

- Study was initiated in 2007
  - Phase 2 Summary Report
  - Paused due to Queen St. widening and potential presence of Redside Dace in Springbrook Creek
- Re-initiated in Nov. 2017 in response to:
  - Development applications
  - Minor variance applications and custom homes
Development Applications

<table>
<thead>
<tr>
<th>Study Area Boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets</td>
</tr>
<tr>
<td>Watercourses</td>
</tr>
</tbody>
</table>

Development Applications

Status

- **Yellow**: In Progress
- **Red**: Inactive
- **Blue**: Pre-Consultation

Legend:
- C04W06.010 In Progress
- SP18-015 In Progress
- C03W06.008 – ZBOG - In Progress
- C04W05.009 Inactive
- PRE17.018 Pre-Cons.
- PRE17.039 Pre-Cons.
- PRE15.051 Pre-Cons.
- C03W05.021 In Progress
## Process and Deliverables

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early 2018</td>
<td>Background Review and Draft Tertiary Plan</td>
</tr>
<tr>
<td>March 19, 2018</td>
<td>Public Open House</td>
</tr>
<tr>
<td>Summer/Fall 2018</td>
<td>Finalize Tertiary Plan and Report:</td>
</tr>
<tr>
<td></td>
<td>- Input from public, landowners, staff, Region, Credit Valley Conservation</td>
</tr>
<tr>
<td>Jan. 2019</td>
<td>Report and Tertiary Plan presented to Planning and Development Committee</td>
</tr>
<tr>
<td>March 4, 2019</td>
<td>Statutory Public Meeting</td>
</tr>
<tr>
<td>Q2, 2019</td>
<td>Secondary Plan amendment to implement the Tertiary Plan</td>
</tr>
</tbody>
</table>
Recommended Tertiary Plan

- Hamlet Residential
- Mixed Use
- Low Density Residential
- Low-Medium Density Residential
Key Principles

- Maintain identity and Hamlet character, scale
- Optimize development opportunity and road network
  - Consolidate road access
- Facilitate trail opportunities, parkette
- Technical matters to be confirmed through development application review
Statutory Public Meeting
SPRINGBROOK SETTLEMENT AREA

Wards 4 and 5
Regional Councillors Medeiros and Santos &
City Councillors Bowman and Vicente

City-Initiated Official Plan Amendment to the Credit Valley Secondary Plan, Area 45

March 8, 2019
Location
Process to Date

Notice of Project Commencement – January 2018

Open House – March 2018

Notice of public meeting – February 2019

Statutory Public Meeting – March 2019

Collect & Review Public, Technical and Other Comments

Recommendation report/Adoption of OPA

Appeal period
240m Public Notice
Proposal
Land Use Designations

Hamlet Mixed Use
- Small-scale commercial uses
- Residential uses above or behind
- Buildings close to the street
- Maximum 3-storeys

Hamlet Residential
- Detached, Semi-detached, Townhouses and Live-work
- Buildings close to the street
- Commercial uses subject to maximum size restrictions
Land Use Designations

Low Density Residential

- Transition from existing stable low density uses and Hamlet area
- Detached and Semi-detached

Medium Density Residential

- Detached, Semi-detached and Townhouses
• Road Network – Consolidation of accesses
• Natural Heritage System – Open Space
• SWM ponds
Planning Framework Summary

• OPA conforms to the Official Plan and applicable Provincial legislation
Next Steps

Notice of Project Commencement – January 2018

Open House – March 2018

Notice of public meeting – February 2019

Statutory Public Meeting – March 2019

Collect & Review Public, Technical and Other Comments

Recommendation report/Adoption of OPA – Q2 2019

Appeal period – 20 days after adoption of OPA
Additional Information

The report and presentation associated with tonight’s meeting can be found online at [www.brampton.ca](http://www.brampton.ca) on the MEETINGS and AGENDAS page, or visiting:

[www.brampton.ca/Springbrook](http://www.brampton.ca/Springbrook)

Contact: Claudia LaRota, Policy Planner

[claudia.larota@brampton.ca](mailto:claudia.larota@brampton.ca)

(905) 874-3844
Changes to the Agenda
Planning and Development Committee – March 4, 2019

The following was received by the City Clerk’s Office after the agenda was printed and relates to a published item on the Agenda (Committee approval is not required for addition of this item in accordance with Procedure By-law 160-2004, as amended):

Re: 6.1 - Presentation from D. VanderBerg, Central Area Planner, Planning and Development Services, re: Update on the use of a Development Permit System (DPS) in the Downtown as a Tool to Implement a Planning Vision and Help Expedite Development.

• 5.1. – Delegation from Angela Battiston and the Main Thomas Development Group

The following relates to an item on the published agenda:

Re: 4.1 - Report from C. LaRota, Policy Planner, Planning and Development Services, dated January 29, 2019, re: City-Initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, implementing the Springbrook Tertiary Plan

Correspondence from:
• A. M. Kaneff, Kaneff Group of Companies, dated February 27, 2019
• Carl Brawley, Glen Schnarr and Associates Inc., dated February 28, 2019
• Ryan Mino-Leahan, KLM Planning Partners Inc., on behalf of Coppertrail Estates Inc., dated March 4, 2019
• Ryan Mino-Leahan, KLM Planning Partners Inc., on behalf of Denford Estates Inc., dated March 4, 2019
## Delegation Request

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. All delegations are limited to five (5) minutes.

**Attention:** City Clerk’s Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2  
**Email:** cityclerksoffice@brampton.ca  
**Telephone:** (905) 874-2100  
**Fax:** (905) 874-2119

**Meeting:**  
- [ ] City Council  
- [ ] Committee of Council  
- [x] Planning and Development Committee  
- [ ] Other Committees:

**Meeting Date Requested:** March 4, 2019  
**Agenda Item (if applicable):** ITEM 6  
**DPS**

**Name of Individual(s):** ANGELA BATTISTON AND MAIN THOMAS DEVELOPMENT GROUP

**Position/Title:** PROPERTY OWNER REPRESENTING BRUNO BATTISTON, 816869 ONTARIO INC, PATRICK AND CINDY O’DONOVAN, ADNAN AND MEAD BIHNAN, FIORINA AND ABDUL SAMAD, SUSAN GROAT, GEOFF MORRIS, JOE AND CONNIE IONTA

**Organization/Person being represented:** 816869 ONTARIO INC., B. BATTISTON, P. & C. O’DONOVAN, A. & M. BIHNAN, F. & A. SAMAD, S. GROAT, G. MORRIS, J. & C. IONTA

**Full Address for Contact:**  
**Telephone:**  
**Email:**  

**Subject Matter to be Discussed:**  
DPS PRESENTATION

**Action Requested:** REQUEST THAT COUNCIL DIRECT STAFF TO CONSIDER COMMENCING A CITY-INNITIATED AMENDMENT TO THE -DPS- MAIN STREET NORTH COMMUNITY PLANNING BY-LAW & ASK ALL OUR COUNCILLORS FOR SUPPORT TO OUR REQUEST

A formal presentation will accompany my delegation:  
- [x] Yes  
- [ ] No

**Presentation format:**  
- [ ] PowerPoint File (.ppt)  
- [ ] Adobe File or equivalent (.pdf)  
- [ ] Picture File (.jpg)  
- [ ] Video File (.avi, .mpg)  
- [ ] Other:  

Additional printed information/materials will be distributed with my delegation:  
- [ ] Yes  
- [x] No  
- [ ] Attached

**Note:** Delegates are requested to provide to the City Clerk’s Office well in advance of the meeting date:  
(i) 25 copies of all background material and/or presentations for publication with the meeting agenda and/or distribution at the meeting, and  
(ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Once this completed form is received by the City Clerk’s Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City’s website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2119.
February 27, 2019

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

Attention: Ms. Claudia LaRota, MCIP, RPP, Policy Planner III

Dear Ms. LaRota:

Re: Springbrook Tertiary Plan and City-Initiated Amendment to the Credit Valley Secondary Plan Area 45

We are the landowners of the parcel of land abutting to the west of the property municipally know as 8976 Queen St. W., in the area southwest of the intersection of Queen St. W. and Creditview Rd. This letter is in response to the notice received for the March 4, 2019 public meeting for the proposed Springbrook Tertiary Plan and Official Plan Amendment. The proposed tertiary plan shows that our property is to be designated Hamlet Residential and Low Density Residential with a conceptual local road network providing a connection between lands to the west and to the south.

While we appreciate and understand the objectives of the tertiary plan and its proposed designations to create a heritage community sympathetic to the historical crossroads Springbrook Hamlet, we are not entirely convinced that our property is relevant and forms an essential part of the plan. We have noticed that there has been some ambiguity as to this fact because of previous plans and studies showing our property excluded from the tertiary plan. Examples of these are the Preferred Land Use Option Plan in 2013 and the Land Use Concept from the March 2013 Draft Community Design Guidelines.

Our primary concern is to ensure that our land will be viable for future development that will be developed in a similar manner to the adjacent residential plans of subdivisions. We can see that this is accommodated in the proposed Tertiary Plan with the road connection and Low Density Residential designation, however our objection is to the proposed Hamlet Residential designation. The goal of creating an attractive streetscape along Queen St. W. to facilitate a hamlet setting will certainly be effective to this end, yet we do not believe that it is the most appropriate land use option for our property given the extent to which the surrounding plans of subdivisions have been developed. We feel that street-orientated buildings on Queen St with low density housing behind may not work on our property, and without conceptual development plans to see at this time, we do not want to completely eliminate the possibility of developing our lands entirely the same as, or similarly to, the residential subdivisions to the west and south. It is also our understanding that there has been some tertiary plan work for Block Plan Area 45-5 that shows a development scenario different from that of the proposed Springbrook Tertiary Plan. We would like to explore further the status of this plan.

A Tradition of Quality and Commitment for over 60 years
Due to the uncertainty of the status of our land with respect to past tertiary plans in this area and our uncertainty as to the viability of the Hamlet Designation, perhaps a dual designation is the best option for our lands. Such a designation could make Hamlet Residential available should it be viable and, should it not, also allow for Low Density Residential for the entirety of our property.

Thank you for the opportunity of providing our comments and concerns and we welcome any opportunity to discuss the tertiary plan and its land uses designations further with you and other City staff.

Yours truly,

THE KANEFF GROUP OF COMPANIES

[Signature]

A.M. KANEFF
Executive Vice-President

Copy: Peter Fay, City Clerk
February 28, 2019

Chairman and Members of
Planning and Development Committee
City of Brampton
2 Wellington Street West,
Brampton, ON
L6Y 4R2

c/o: Peter Fay
City Clerk

Re: March 4, 2019 P&DC Agenda - Item 4.1
Draft OPA to Credit Valley Secondary Plan Area 45
Springbrook Tertiary Plan

This letter is in response to the above noted public meeting item. We write to you on behalf of Springbrook Estates Inc. who have a zoning by-law amendment and draft plan of subdivision application file (City Files: C04W06.10 and 21T-17004B) in process in the northwest corner of the Springbrook Tertiary Plan Area, with frontage on Creditview Road. This application proposes 15 single detached lots plus an additional 3 single detached lots from the previous phase on the proposed extension of Hosta Street to Creditview Road.

The draft Springbrook Tertiary Plan concept shows a conceptual road network as proposed by the noted Springbrook Estates Inc. draft plan of subdivision with the exception that it also illustrates a short cul-de-sac connection to access and provide services to the 3 narrow rural residential lots immediately south of the Springbrook Estates Inc. property. There are 2 additional lots (9026/9034 Creditview), south of the 3 lots proposed to be serviced by this cul-de-sac, that have recently had very large estate homes built on them that rules those 2 lots out for redevelopment in the foreseeable future. We have undertaken our own analysis on the feasibility of constructing the short cul-de-sac connection illustrated on the Tertiary Plan concept to service the 3 lots south of our application (9046/9052/9058 Creditview Road) and have concluded it is not a realistic or feasible alternative to facilitate the redevelopment of those 3 lots. Those 3 lots would be better served to proceed as a stand-alone redevelopment that would obtain access and services directly to Creditview Road.
To assess the feasibility of building the conceptual cul-de-sac to service the 3 lots south of the proposed Springbrook Estates Inc. subdivision plan our ecologist (GEMS) prepared an air photo interpretation of the extent of the wetland associated with the westerly tributary of Springbrook Creek to get a better sense of potentially developable land on the 3 lots to the south that would be serviced by the conceptual cul-de-sac. Secondly, our engineer (Candevcon) prepared a servicing brief in order to get a better sense of what engineering design matters would need to be addressed in order to build the conceptual cul-de-sac to provide access and services for the redevelopment of the 3 narrow lots south of the proposed Springbrook Estates Inc. subdivision plan.

GEMS air photo interpretation (Attachment 1) of the estimated limit of the wetland on the back of 3 lots to the south (9046/9052/9058 Creditview Road) is attached hereto, which excludes a required buffer block per City and CVC policy. The wetland is visually larger on these 3 properties than on the Springbrook Estates Inc. property to the north and the channel of the westerly tributary of Springbrook is naturally moving easterly as it moves south through these 3 lots to further reduce the net developable area potential of the 3 lots. The 3 lots together comprise about 2.36 acres (9535 m2) in total and it visually appears that about 35% of the rear of the lots would be undevelopable, or approximately 0.83 acres (3359 m2), reducing the total developable area of the 3 lots jointly to about 1.53 acres (6192 m2).

Candevcon’s servicing brief (Attachment 2) to assess what would be necessary to construct the conceptual cul-de-sac to access and service the 3 lots south of the Springbrook Estates Inc. property and the proposed Hosta Street is also attached hereto. The servicing brief reviews the elevations of the 3 lots, the design characteristics of the available municipal services in the area, grading matters, etc. and comes to conclusions regarding the feasibility of constructing the conceptual cul-de-sac to service the 3 properties south of the proposed Springbrook Estates Inc. subdivision.

The attached servicing brief summarizes that although the 3 lots immediately south of the Springbrook Estates Inc. Draft Plan could technically be serviced by the extension of the conceptual cul-de-sac south of the proposed Hosta Street extension as shown on the draft Springbrook Tertiary Plan, the potential development yield from the 3 lots would not warrant the cost of engineering requirements for redevelopment, filling the properties to a minimum depth of 3.6m at the cul-de-sac (for separate/split SWM drainage) or to a minimum depth of 4.6m at the cul-de-sac (for all SWM drainage north and east to existing SWM Pond S5 on the east side of Creditview Road). These sort of grading/servicing realities and that amount of fill also generate issues around the need to meet/ match grades in transition to existing, peripheral ground elevations (at 3:1 slope) or the construction of unusually high retaining walls.

Therefore, we conclude the 3 lots (9046/9052/9058 Creditview Rd) south of the Springbrook Estates Inc. draft plan application (Files: C04W06.10 and 21T-17004B) would be better served in redevelopment as an at grade, standalone development site with access & services directly to Creditview Road. We respectfully request that the subject conceptual cul-de-sac in the northwest corner of the Springbrook Tertiary Plan concept, just south of Hosta Street on the west side of Creditview Road, be removed from the Tertiary Plan.
Thank you for the opportunity to provide these comments relative to the Springbrook Tertiary Plan exercise and we are happy to meet with both City & WSP staff to discuss these matters further. If you have any questions or wish to discuss, please contact the undersigned.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

[Signature]

Carl Brawley, MCIP, RPP
Attachments

c.c. Claudia LaRota, Brampton Policy Planning
    Nasir Mahmood, Brampton Development Services
    F. Marchio, Springbrook Estates Inc.
26 February 2019

Glen Schnarr & Associates Inc.
700 - 10 Kingsbridge Garden Circle
Mississauga, Ontario L5R 3K6

Attn: Carl Brawley, MCIP RPP
Senior Planner

Re: Springbrook Estates Subdivision
9074 and 9084 Creditview Road, Brampton
C04W06.010 & 21T-17004B
Our File No. W17010

Dear Sir:

As requested, we have reviewed the servicing of that portion of the Springbrook Tertiary Plan fronting onto Creditview Road. This report specifically reviews servicing of Springbrook Estates lands and the properties along the west side of Creditview Road north of the tributary to Springbrook Creek.

Tertiary Plan

The Springbrook Settlement Area has undergone a significant planning history. The most recent version of the plans for the area were prepared by WSP and presented in a report entitled "Springbrook Tertiary Plan – Background, Analysis and Recommendation Report" dated 7 January 20191. This was prepared for the City of Brampton. This plan largely grew out of the Block 45-2 (Springbrook Executive Community) MESP for the Credit Valley Secondary Plan Area. This plan for the southern portion of the Block Area, was designated a Special Study Area in the earlier planning study.

The boundary of the Springbrook Tertiary Plan was modified from the Block Plan's Special Study Area to address further development pressures in the area adjacent to Queen Street.

The current review deals with only a small portion of the Tertiary Area. This area is located on the west side of Creditview Road at the north portion of the Tertiary Plan area.

The Tertiary Plan proposed by WSP envisions for Hosta Street to be extended southward to a cul-de-sac. Another road link would connect the extended Hosta Street to Creditview Road (see excerpt shown in Figure 1).

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### Nature of Properties

There are eight properties located on the west side of Creditview Road, north of the watercourse. The two southerly properties (9026 & 9034 Creditview Rd.) have recently seen the construction of large homes on them and are not anticipated to be redeveloped in the foreseeable future. The most northerly property (9092 Creditview Rd) has also undergone a recent Committee of Adjustment review to modify the provisions of the Zoning By-Law to permit its current use. It is not anticipated that it will be redeveloped for the foreseeable future as well.

There are therefore a total of five properties that were included in this review. These are described below. Observations regarding the elevations were derived from topographic information available on the City of Brampton web site and supplemented by information provided in the Springbrook Estates FSR.

#### Properties of Interest

![Figure 1 - Excerpt from the Tertiary Plan Concept](image)

<table>
<thead>
<tr>
<th>Property</th>
<th>Description</th>
</tr>
</thead>
</table>
| 9074 & 9084 | These properties together represent the subdivision application by Lakeview Estates Inc.  
Single family detached dwellings were located on each property.  
The road elevation is approximately 221.8 in front of 9084 Creditview Road and falls to 221.3 in front of 9074 Creditview Road. Elevations at the front of the houses have similar elevations to the road. The rear of the lots range from 220.5 for the shorter lot at 9084 Creditview Road to a low point of 218.5 near the rear of 9074 Creditview Road, closer to the watercourse. |
| 9058 | This is a narrower property than to the north. A single family detached dwelling plus a separate garage are located on the property.  
The road elevation drops to approximately 220.6 in front of the dwelling. The house is slightly lower. The lot slopes to the southwest with an elevation near 218.0 at the rear, closer to the watercourse. |
<table>
<thead>
<tr>
<th>Property</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9052</td>
<td>This is the narrowest property along this stretch of road. A reasonably large single family detached dwelling is located on the property with a separate garage. The road elevation drops further to approximately 220.0 in front of this dwelling. The house is at approximately the same elevation as the road. The lot slopes to the southwest with an elevation near 217.7 at the rear, near the watercourse.</td>
</tr>
<tr>
<td>9046</td>
<td>This is a comparably sized lot to 9058 Creditview Road. The wide large single family detached dwelling occupies most of the width of the existing property. The road elevation drops to approximately an elevation of 219.7 in front of this dwelling. The house is at approximately elevation 219.3. The lot slopes to the west with an elevation near 217.4 at the rear near the watercourse.</td>
</tr>
</tbody>
</table>

In general, the area slopes from the road to the south and southwest. The road drops from approximately 222.2 at the north end to 219.5 at the south end of the five properties. SWM Pond S5 located east of Creditview Road has a permanent pool elevation of 217.00 and a 1:100-year flood elevation of 218.45.

A small wetland has formed adjacent to the main channel of the watercourse. GEMS mapped out this wetland feature, which intrudes into the Subject Properties.

**Available Services**

Available services were described in the Functional Servicing Report (Candevcon 2018)² prepared for the Springbrook Estates Subdivision.

An existing 150mm diameter watermain is located on Creditview Road, near the Properties of Interest. A 300mm diameter watermain is located north of Fallowfield Road. A 200mm diameter watermain is located on the existing section of Hosta Street.

A 250mm diameter sanitary sewer is located on Creditview Road, draining southward. An existing maintenance hole is located near the proposed intersection of the new road with Creditview Road. This has a downstream elevation of MH is approximately 216.4.

Although there are three SWM ponds in the immediate area, but only SWM Pond S5 (located east of Creditview Road) provides a viable SWM pond to accept some or all of the runoff from the area of interest. The pertinent elevations for the pond are noted above. The MESP for Block 45-2 identified some of the area could be drained to that pond.

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² Candevcon. 2018. *Functional Servicing Report, Springbrook Estates Inc., Proposed Residential Subdivision, 9074 & 9084 Creditview Road, Part of Lot 6, Concession 4 WHS., City of Brampton File No. 21T17004B, Prepared for Lakeview Homes by Candevcon Limited, Brampton Ontario (last revised 27 November 2018)*
There are no storm sewers on Creditview Road. The roadway is currently serviced by a series of roadside ditches. A Foundation Drain Collector (FDC) does existing north of SWM Pond S5, but drains into that pond.

**Servicing Review**

*Water Services:*

Located at the north end of the pressure zone, the water pressures will tend to be lower. The 200mm diameter main on Hosta Street can be extended to service the area and can be tied back to the existing watermain on the arterial road.

*Sanitary Services:*

The proposed development lots can be serviced to the existing MH on Creditview Road through the road connection proposed in the Tertiary Plan. A 250mm diameter sewer can be laid at 0.50%, except for the last leg which the Region will require to be at least 1.00%. Approximately 190m of sanitary sewer would be required to service the lots on the cul-de-sac shown on the Tertiary Plan. The minimum sanitary sewer invert would be \( (140m @ 0.50% + 50m @ 1.00% + 216.40 + 0.30m \text{ in drops} =) \) 217.90m at the cul-de-sac. Assuming a 2.5m cover over a 250mm diameter pipe, the lowest centreline road elevation would be \((217.90 + 2.50 + 0.25 =)\) 220.65m. This is approximately \((220.65 \div 218.1 =)\) 2.55 m above the existing ground.

*Storm Drainage:*

The proposed development lots might be serviced to the existing SWM Pond east of Creditview Road through the road connection proposed in the Tertiary Plan. A sewer can be laid at 0.35%. It is estimate that a 900mm diameter storm sewer might be required. Assuming an out fall elevation of 217.65 (i.e. 2-year flood elevation in the SWM pond), the obvert of the pipe would be 218.55m. Approximately 220m of storm sewer would be required to service the cul-de-sac shown on the Tertiary Plan. The minimum storm sewer obvert would be \((220m @ 0.35% + 218.55 =)\) 219.32m. Assuming a 1.5m cover over the pipe, the lowest centreline road elevation would be \((219.32 + 1.50 =)\) 220.82m. This is approximately \((220.82 \div 218.1 =)\) 2.72 m above the existing ground.

**Grading Concerns**

The viability of Tertiary Plan also depends on the viability of grading of the Properties of Interest. The grading is controlled by the required cover for the services and by the requirement to match the existing topography of the surrounding uses (i.e. environmental features, existing dwellings/properties, and the adjacent road).

The minimum centreline road elevations as defined by the services is approximately 220.82m (see above). The road needs to be graded to provide a positive overland route for drainage. Two options are available; drain the road to the intersection of Creditview Road with the new road, or create a high point and split the
drainage. The latter option requires the storm sewer system be designed to capture and convey the 100-year storm event to the SWM pond.

To drain the cul-de-sac to the north and then to Creditview Road would result in a road elevation of 222.71 at the centre of the cul-de-sac. This is approximately (222.71 – 218.1 =) 4.61m above the existing ground.

To split the drainage, a high point of 222.42 could be located at the boundary between 9074 and 9058 Creditview Road. A low point of 221.71 could then be achieved at the centre of the cul-de-sac. This is approximately (221.71 – 218.1 =) 3.61m above the existing ground. The storm sewer on the cul-de-sac would need to accommodate the 100-year storm runoff.

The road elevation would require a sloped area of eleven to fourteen metres wide, at a 3:1 slope, to provide the transition to the existing ground. This is equivalent to one residential lot on each side of the local road. Alternately, high retaining walls would be required to provide the transition. These would be required along the entire southerly boundary 9046 Creditview Road, as well as along most of the westerly limit of the developable area.

Conclusions

Based on the foregoing analysis of the development of that portion of the Springbrook Tertiary Plan located between Creditview Road and the tributary to the Springbrook Creek, we can conclude:

1. Several properties have recently undergone new construction or planning approvals that suggest they will not be redeveloped in the near future. This applies to 9026, 9034 and 9092 Creditview Road.
2. The City’s Draft Tertiary Plan anticipates the remaining five properties will be developed through the extension of Hosta Street to terminate in a cul-de-sac. A connection between the extended local road and Creditview Road is also suggested.
3. The Properties of Interest in this area could be serviced by municipal infrastructure located on Creditview Road or on Hosta Street (i.e. water) by extending these services from the cul-de-sac, but this would require filling in the area of the cul-de-sac to achieve the required slopes.
4. Grading the road requires further filling of the southerly properties. To achieve positive drainage to Creditview Road, a fill of at least 4.6m would be required at the cul-de-sac. Alternately, the storm sewers could be designed to capture the 100-year storm runoff from the southerly properties. In this scenario the fill would be approximately 3.6m at the cul-de-sac.
5. The raising of the cul-de-sac would require a grading slope of eleven to fourteen metres at the south and west edges of the area, or require a retaining wall up to 4.5m high to achieve the transition to the watercourse valley or to the existing homes to the south.
In summary, we believe the area can be technically serviced as proposed in the Tertiary Plan; however, the viability of constructing the infrastructure south of the Hosta Street connection to Creditview Road does not warranted the cost of the road, fill, and structures for the five to seven lots that would be created. It may be more viable to assemble the southerly three properties and develop these as a standalone site (i.e. small apartment or a townhouse site with independent services to Creditview Road).

Sincerely yours,

CANDEVCON LIMITED

Tonny Johansen, P.Eng.
Project Manager

TMJ/tmj

cc: Frank Marchio, MCIP, RPP, Springbrook Estates Inc. (via email to frank@lakeviewhomesinc.com)
Kim Logan, Groundwater Management Env. Services (via email to kim@gemservicesinc.com)
Diarmaid Horgan/Loreto Tersigni, Candevcon Limited
March 4, 2019

By E-Mail only to Peter Fay, City Clerk

Planning & Development Committee
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mayor and Members of Planning and Development Committee

Re: City-Initiated Amendments to the Credit Valley Secondary Plan Area 45
Coppertrail Estates Inc.
1403 Queen Street West
City of Brampton,
Region of Peel

KLM Planning Partners Inc. is the land use planning consultant representing Coppertrail Estates Inc., the owner of lands located at 1403 Queen Street West in the City of Brampton. This letter responds to a report dated January 29, 2019 from the Planning & Development Services Department with respect to proposed City-initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, which proposes to implement the “Springbrook Tertiary Plan”. Our client’s lands are located within the boundary of the study area and may be impacted by the proposed Official Plan Amendment.

We have now had an opportunity to review the report and Draft Official Plan Amendment. We note that our comments dated January 28, 2019 (attached) have not been addressed. We would also like to identify the following concerns with the proposed Official Plan Amendment related to my client’s lands:

1. We acknowledge the types of residential uses that are permitted within the Low Density Residential and Medium Density Residential designations, including a range of detached, semi-detached and townhouse units. However, it is unclear if the maximum density permissions within the Credit Valley Secondary Plan would remain applicable or if they would not apply to lands within the Springbrook Tertiary Plan Policy boundary.

2. There appears to be an error in the proposed schedule SP45(b) which identifies a Low-Medium Density Residential land use, whereas the Policy only refers to Medium Density Residential. Can you please clarify.

3. It is not clear why the location of future stormwater management ponds is shown conceptually on the proposed Schedule SP45(b) when their location will be the subject of future development applications. Please see previous correspondence in this regard.
4. In our view, it is very unusual to include a Tertiary Plan as a schedule to an Official Plan. Consideration should be given to simply identifying the Tertiary Plan Study that was completed for additional reference.

We look forward to ongoing discussions with staff related to the proposed Tertiary Plan, supporting Official Plan Amendment and our site-specific development applications. We appreciate your consideration of these comments related to the Planning & Development Committee and we reserve the right to comment further. By copy of this letter, please consider this my formal request to be notified of all decisions of this Committee and Council.

KLM PLANNING PARTNERS INC.

Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP
Partner

Copy: Coppertrail Estates Inc.
Ms. Claudia LaRota, Policy Planner – City of Brampton
Mr. Adam Farr, Manager of Development Services – City of Brampton
Mr. Kevin Freeman, Development Planner III – City of Brampton.
File: P-2724

January 28, 2019

By E-Mail only to Peter Fay, City Clerk

Planning & Development Committee
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mayor and Members of Council

Re: City-Initiated Amendments to the Credit Valley Secondary Plan
File: BP45 – 1&3.001
Coppertrail Estates Inc.
1403 Queen Street West
City of Brampton,
Region of Peel

KLM Planning Partners Inc. is the land use planning consultant representing Coppertrail Estates Inc., the owner of lands located at 1403 Queen Street West in the City of Brampton. Our client has a number of development applications currently under consideration on these lands to facilitate a residential townhouse development. This letter responds to a report dated December 3, 2018 from the Planning & Development Services Department with respect to proposed City-initiated amendments to the Credit Valley Secondary Plan. Our clients proposed development is within the boundary of the study area and may be impacted by the proposed Official Plan Amendment.

We have now had an opportunity to review the report. We understand that this report recommends that Planning Committee receive the staff report, which includes a copy of the “Springbrook Tertiary Plan - Background, Analysis and Recommendation Report” prepared by WSP and dated January 7, 2019 in addition to seeking direction from Planning & Development Committee with regards to holding a statutory public meeting on the proposed amendments.

We have been working with staff over the past few months with regard to the proposed Springbrook Tertiary Plan and associated Official Plan Amendments in relation to the owners proposed development. We also appreciate that we will have further opportunity to provide additional comments at the statutory public hearing.

However, we have reviewed the proposed staff report and Tertiary Plan. The proposed Tertiary Plan provides a “Proposed Stormwater Management Pond” overlay on the south end of the owner’s lands. We wish to advise staff and Committee that we do not support the location of a storm pond on these lands. Valdor Engineering, the Owner’s engineering consultant has provided a Functional Servicing Report
("FSR") in support of the proposed development and the engineering design does not require a stormwater management pond as illustrated in the Tertiary Plan. The proposed development is a private site and we are not creating municipal roads or a stormwater management pond. We would request that staff provide WSP with a copy of the Valdor Engineering FSR for review and incorporation into their recommendation report.

We look forward to ongoing discussions with staff related to the proposed Tertiary Plan, supporting Official Plan Amendment and our site-specific development applications. We appreciate your consideration of these comments related to the Planning & Development Committee and we reserve the right to comment further. By copy of this letter, please consider this my formal request to be notified of all decisions of this Committee and Council.

KLM PLANNING PARTNERS INC.

[Signature]

Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP
Partner

Copy: Coppertrail Estates Inc.
Ms. Claudia LaRota, Policy Planner – City of Brampton
Mr. Adam Farr, Manager of Development Services – City of Brampton
Mr. Kevin Freeman, Development Planner III – City of Brampton.
March 4, 2019

By E-Mail only to Peter Fay, City Clerk

Planning & Development Committee
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mayor and Members of Planning & Development Committee

Re: City-Initiated Amendments to the Credit Valley Secondary Plan Area 45
Denford Estates Inc.
North Side of Queen Street West, east of Creditview Road
City of Brampton,
Region of Peel

KLM Planning Partners Inc. has been retained by Denford Estates Inc., the owner of lands located on the north side of Queen Street West, east of Creditview Road in the City of Brampton. This letter responds to a report dated January 29, 2019 from the Planning & Development Services Department with respect to proposed City-initiated Draft Official Plan Amendment to the Credit Valley Secondary Plan Area 45, which proposes to implement the “Springbrook Tertiary Plan”. Our client’s lands are located within the boundary of the study area and may be impacted by the proposed Official Plan Amendment.

We have now had an opportunity to review the report and Draft Official Plan Amendment. We are generally supportive of the direction of the proposed land uses being considered within the Official Plan Amendment. However, we would like to identify the following concerns related to the proposed amendment:

1. We acknowledge the types of residential uses that are permitted within the Low Density Residential and Medium Density Residential including a range of detached, semi-detached and townhouse units, it is unclear if the maximum density permissions within the Credit Valley Secondary Plan would remain applicable or if they would not apply to lands within the Springbrook Tertiary Plan.

2. There appears to be an error in the proposed schedule SP45(b) which identifies a Low-Medium Density Residential land uses, whereas the Policy only refers to Medium Density Residential. Can you please clarify.

3. We appreciate there are proposed policies respecting the future road system. We are seeking clarification that the road system may be public or private and may be developed independently of each site, so long as the overall future conceptual road system is protected.
4. It is not clear why the location of future stormwater management ponds is shown conceptually on the proposed Schedule SP45(b) when their location will be the subject of future development applications.

5. In our view, it is very unusual to include a Tertiary Plan as a schedule to an Official Plan. Consideration should be given to simply identifying the Tertiary Plan Study that was completed for additional reference.

We look forward to ongoing discussions with staff related to the proposed Tertiary Plan, supporting Official Plan Amendment and the future development of these lands. We appreciate your consideration of these comments related to the Planning & Development Committee and we reserve the right to comment further. By copy of this letter, please consider this my formal request to be notified of all decisions of this Committee and Council.

KLM PLANNING PARTNERS INC.

Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP
Partner

Copy: Denford Estates Inc.
Ms. Claudia LaRota, Policy Planner – City of Brampton
March 4, 2019

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6R 4R2

Attention: Chair and Members of Planning and Development Committee

- and -

Claudia LaRota, Planning and Development Services

Subject: PUBLIC INPUT - Information Report: City-Initiated Amendments to the Credit Valley Secondary Plan Area 45, Implementing the "Springbrook Tertiary Plan" (Item 4.1)
Fateh Developments Inc., 1453 Queen Street West, Brampton
GWD File: 2533

Dear Mr. Mayor, Councillors and Ms. LaRota:

Gagnon Walker Domes Ltd. (GWD) represents Fateh Developments Inc. (Fateh); the registered owner of the property municipally known as 1453 Queen Street West in the City of Brampton and legally known as Parts 1, 2 and 3, Plan 43R-33499 - Part of Lot 5, Concession 3 W.H.S (subject site). The subject site is located at the southeast quadrant of Creditview Road and Queen Street West and measures approximately 0.69 hectares (1.71 acres) in size with approximately 140 metres (459 feet) of frontage along the south side of Queen Street West.

An unoccupied, single storey commercial building is located on the west half of the subject site that was constructed in 1969. This building has been historically used as a grocery store and café. The east half of the subject site is vacant.

The subject site possesses two (2) driveway accesses from Queen Street West that are generally located to the east and west of the existing building. Springbrook Creek traverses the southern limits of the subject site.

The subject site is located within the limits of the City-initiated Springbrook Tertiary Plan Study Area. An air photo of the subject site is enclosed for your information.
**Fateh’s Proposed Interim and Ultimate Use of the Subject Site**

Fateh Developments Inc. purchased the subject site in late 2015 with the intent of redeveloping it for a new mixed use development intended to serve the surrounding community.

In the ‘interim’, while the ultimate redevelopment concept is advanced with the City, Fateh proposes to utilize the existing, unoccupied commercial building for a Dine-in and Take-out Restaurant (fine dining and sweet shop). On August 15, 2018 GWD submitted an Application to the Committee of Adjustment on behalf of Fateh requesting Minor Variances to permit the aforementioned proposed ‘interim’ use of the property (City File No.: A18-139). Substantial meetings and discussions have been held with City representatives regarding the interim use of the subject site in advance of the approval of the ultimate development concept. The Minor Variance Application is scheduled to be heard at the Committee of Adjustment meeting of March 26, 2019.

**Proposed Springbrook Tertiary Plan Amendment – Public Input**

GWD has reviewed the City-Initiated Official Plan Amendment to the Credit Valley Secondary Plan that has been recommended through the Springbrook Tertiary Plan Study.

This correspondence serves as Public Input on behalf of Fateh in connection with the draft Official Plan Amendment contained within the Information Report dated January 29, 2019 and entitled: “Information Report City-Initiated Amendments to the Credit Valley Secondary Plan Area 45, Implementing the “Springbrook Tertiary Plan” (Item 4.1 of the March 4, 2019 Planning & Development Committee Agenda).

**Overview of Proposed Designations and Development Policies**

We make the following observations as it relates to the proposed policy framework and designations pertaining to the subject site as advanced in the draft Official Plan Amendment:

- **Proposed Designations:**
  - ‘Mixed Use’;
  - ‘Valleyland/Watercourse Corridor’; and
  - ‘Approximate 10 m Buffer/Setback from Valleyland/ Watercourse Corridor (subject to confirmation)’.

- **‘Hamlet Mixed Use’ Designation Development Policies:**
  - Intended to be developed with buildings containing small-scale commercial uses at grade (retail, restaurants, services uses, private schools and offices) with residential uses above or behind;
  - Maximum building height of 3 storeys;
  - Emphasis on active uses that frame the streetscape.
• 'Natural Heritage System' Development Policies:
  o Conceptual natural heritage system identified on Schedule 45(b) identifies potential development constraints;
  o Final delineation of natural features and required setbacks will be undertaken through the review of site specific development applications.

• Conceptual Road Access:
  o No Road Access from Queen Street West. Access to the subject site is limited to a future proposed public road indirectly accessed through the adjacent lands to the east (1403 Queen Street West).

**Overview of Proposed Policy Concerns**

While Fateh is supportive of the proposed designation of the subject site as 'Mixed Use', our client has significant concerns with the proposed City-initiated Official Plan Amendment as it pertains to the redevelopment of the subject site including but not limited to the following:

• **Reference to City Consultant Report in Policy:**
  o Proposed Policy 5.2.6.2 entitled 'Principles and Objectives' identifies the general objectives of the Springbrook Settlement Area policies, making reference to Schedule 45(b) of the proposed Official Plan Amendment as well as the 'Springbrook Tertiary Plan: Background Analysis and Recommendation Report prepared by WSP Canada Group dated January 7, 2019'. As written the draft the Official Plan Amendment implies that the City’s consultant report forms a formal part of the Official Plan Amendment, in policy, further suggesting that all future amendment applications be required to amend the recommendations or statements of the consultant report and the final Official Plan Amendment. In this regard, while it is acknowledged that the City's consultant report formed a foundation for the drafting of the proposed planning policy for the Study Area, it is our opinion that the specific reference to the City's consultant report in the draft Official Plan Amendment policy is inappropriate and its specific reference should be removed.

• 'Mixed Use' Designation Development Form and Maximum Building Height:
  o It is assumed that the 'Mixed Use' Designation identified on Schedule 45(b) corresponds with the proposed 'Hamlet Mixed Use' Development Policies of proposed Policy 5.2.6.3.a.
  o Increased clarity is required in regards to the Development Policies of Policy 5.2.6.3.a.ii to confirm that development on properties proposed to be designated 'Mixed Use' is permitted within a single, mixed use building form and in multiple buildings of differing uses on the same site.
  o Sufficient rational for the limitation of maximum building height to 3-storeys for a site located along a Regional Arterial Road and BRT Corridor has not been provided. It is our preliminary opinion that a maximum building height of 3-storeys for the subject site is not consistent with and does not
conform to Provincial Plans which generally seek the optimization of the use of lands that are serviced with available higher order roads/transportation and available servicing infrastructure amongst other matters.

- ‘Natural Heritage System’ Designation:
  - Proposed Policy 5.2.6.3.e outlines Development Policies in connection with the natural heritage system as outlined on Schedule 45(b) to the proposed Official Plan Amendment. It should be noted that a ‘Natural Heritage System’ designation does not exist on proposed Schedule 45(b). While one can only assume that certain designations on Schedule 45(b) are intended to be captured within a larger natural heritage system, clarification in this regard should be made to the proposed Schedule and policy framework to avoid future interpretation conflicts. This is particularly important given that proposed Policy 5.2.6.3.e indicates that the final delineation of natural features and required setbacks will be undertaken through the approval of site specific development applications.

  - In regards to the delineation of natural features and development constraints on the subject site, Fateh has engaged the services of an ecologist who has conducted an analysis of the characteristics of Springbrook Creek adjacent to and within the subject site. This has also included various discussions with the Credit Valley Conservation Authority regarding the future potential limits of development. These discussions, as continually advanced by Fateh, will ultimately provide a more accurate assessment of the development constraints on the subject site resulting from Springbrook Creek. Fateh opposes any policy framework that would have the effect of providing a negative, contrary position to the discussions that have, and continue to take place with the Conservation Authority.

  - Given the proposed policy framework it is recommended that the ‘Approximate 10 m Buffer/ Setback from Valley/land Watercourse Corridor (subject to confirmation)’ designation be removed from Schedule 45(b) as its function could be interpreted to be contrary to the Development Policies of 5.2.6.3.e.

  - Policy 5.2.6.3.h.iii references that all mature trees within the Springbrook Settlement Area are to be preserved and protected “to the extent possible”. The determination of the preservation and removal of trees should be subject to the detailed development application review process and/or City’s permitted process. It is our recommendation that Policy 5.2.6.3.h.iii, be amended to reflect a less restrictive and over-reaching policy requirement that appropriately considers redevelopment objectives and the encouragement of the preservation of mature vegetation, as may be determined through the development review processes and associated supporting plans/ studies. We also seek clarification on the tests to be completed towards the determination of whether it is “possible” to remove a mature tree within the Springbrook Settlement Area prior to the finalization of the final draft Official Plan Amendment.
Road Access to Queen Street West:

- Policy 5.2.6.3.f identifies that it is the intent of the Tertiary Plan to minimize site access to/from both Queen Street West and Creditview Road and to consolidate accesses between neighbouring properties to the extent possible. It is assumed that implementation of this Policy is proposed through the 'Conceptual Road' and 'Conceptual Access' overlays located on Schedule 45(b) to the proposed Official Plan Amendment, which identifies no access to Queen Street West from the subject site. Schedule 45(b) identifies that access to the subject site would be provided indirectly through a future potential local road system to be created by others on the lands to the east (1403 Queen Street West).

- Fateh strongly objects to the removal of all direct access from Queen Street West. The subject site has one of the largest frontages along Queen Street West within the Tertiary Plan Area and direct access is appropriate for the subject site given its size, frontage, location and its future proposed use for multi-storey mixed use development. It is our opinion that the removal of all Queen Street West accesses to the subject site is overly restrictive and would serve to only frustrate and potentially jeopardize the mutual goal of developing the subject site for mixed use. It is Fateh's opinion that mixed use development without direct access to Queen Street West is unfeasible.

- Fateh objects to the requirement of financial contributions towards the implementation of a public road network on other properties in the Tertiary Plan Area as a condition to its future development approvals. As noted above, the subject site possesses one of the largest frontages along Queen Street West within the Tertiary Plan Area and currently enjoys multiple, direct accesses to Queen Street West. It is Fateh's opinion that direct access to the subject site should be preserved through the ultimate development of the lands and as such any future public road system would not provide any benefit to the development of the subject site. The subject site has provided multiple road conveyances in the past to facilitate the widening of Queen Street West to the benefit of the Region, City and surrounding properties.

- Please clarify if it is the City's intent to limit access to Queen Street West to only three (3) locations within the Tertiary Plan Area as noted in proposed Schedule 45(b) (being the existing/proposed intersection of Queen Street West with Links Lane, Creditview Road and the proposed intersection to the future local road that is to be located east of the subject site.

Concluding Remarks

Fateh has significant concerns with the proposed Official Plan Amendment as currently advanced by the City’s Planning Department. It is Fateh’s opinion that the Official Plan Amendment would negatively impact the ultimate redevelopment of the subject site, particularly from a built form and site access perspective.
Fateh would also oppose any proposed policy amendment that would have the effect of discouraging or prohibiting the interim use of the subject site for restaurant uses within the existing, unoccupied commercial building as advanced through Committee of Adjustment Application A18-139.

On behalf of Fateh we kindly request the opportunity to meet with City Staff and its consultants in the months of March, April and May 2019 to discuss how the above noted comments might be addressed prior to the advancement of any future Recommendation Report in regards to this matter.

We also respectfully request to be notified of any and all future Open House, Statutory Public, Planning Committee and Council meetings to be held in connection with the Tertiary Plan Study and final Official Plan Amendment.

Thank you for this opportunity to provide public input. Please note that we reserve the right to make supplementary submissions.

Yours truly,

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

Richard Domes, B.A., C.P.T.  
Principal Planner

c.c.  Raman Khatra, Fateh Developments Inc.