



**Town Hall Meeting
Official Plan Review and Growth Management Strategy
Council Chambers, 4th Floor, Brampton City Hall
November 14, 2005**

Council Members Present: Mayor Susan Fennell
Regional Councillor E. Moore – Wards 1 and 5
Regional Councillor P. Palleschi – Wards 2 and 6
Regional Councillor S. DiMarco – Wards 3 and 4
Regional Councillor G. Miles – Wards 7 and 8
City Councillor G. Gibson – Wards 1 and 5
City Councillor J. Hutton – Wards 2 and 6
City Councillor B. Callahan – Wards 3 and 4
City Councillor S. Hames – Wards 7 and 8
City Councillor G. Manning – Wards 9 and 10

Staff Present: J. Corbett, Commissioner, Planning, Design and
Development
A. Smith, Director, Planning and Land Development
Services
D. Waters, Manager, Land Use Policy
C. Urquhart, Legislative Coordinator

The meeting commenced at 7:03 p.m.

Mayor Fennell thanked and welcomed everyone for attending. She advised that Brampton is one of the rapidly emerging Cities in Canada and growth and development are among the top issues facing the City. She indicated that the City has been working diligently to bring growth under control while continuing to meet the needs of the community.

Mayor Fennell introduced the Council Members in attendance, stating that this was an issue of concern and importance to all members of Council. She confirmed that Council's role at the meeting is to listen to what members of the public have to say and not to respond to, or debate, the issues at this time. She informed the public in attendance that specific areas of the City's Official Plan are being examined and their input and advice are being sought to help Council identify and address their concerns.

Mayor Fennell introduced Mr. John Corbett, Commissioner of Planning, Design and Development. Mr. Corbett stated that Brampton is designated as a Provincial Growth Centre and has become the location of choice for residential and industrial growth. He acknowledged that the unprecedented growth in the City has brought about major concerns for residents. The Growth Management Program and Official Plan Review process will be used to manage growth and balance the needs of the existing and new residents, businesses, developers while protecting the environment. However, he stressed that active public participation is required to achieve this goal and to attain a balanced prosperous economy.

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Mr. Corbett introduced Mr. Adrian Smith, Director of Planning and Land Development Services, and Mr. David Waters, Manager of Land Use Policy, Planning, Design and Development.

Mr. Adrian Smith and Mr. David Waters, gave a presentation, which included the following:

- Input received at April 18, 2005 Town Hall Meeting
 - General support for the proposed Development Cap
 - Comments around 5 broad themes
- Recent Sustainable Growth Initiatives
- Brampton Identified as an Urban Growth Centre
- Historical and Future Population Growth
- Population Forecast by New Growth Areas
- National Picture: Total and Residential Constructions 2004
- Draft Official Plan Amendment – Implementation Strategy
- Strategic Response to Growth
- Legislative Constraints
- Draft Official Plan Amendment – Statutory Public Meeting June 27, 2005
- Draft OPA – Community Block Plan
- Transition Strategy
- Proposed Work Plan
- Benefits of the Program
- Strategic Response to Growth Implementation Timeline
- Brampton Official Plan Review
- Progress since April 18 Meeting
- Public/Stakeholder Input Received-Retail
- Recommended Strategy for Retail Policy Formulation
- Existing and Proposed Regional Retail in Brampton
- Existing and Proposed District Retail in Brampton
- Public/Stakeholder Input Received-Office
- Proposed Office Policy Changes
- Public/Stakeholder Input Received-Environment/Open Spaces
- Proposed Policy Changes – Environment
- Proposed Policy Changes – Open Space
- Public/Stakeholder Input Received-Urban Form
- Proposed Urban Form Policy Changes
- Public/Stakeholder Input Received – Cultural Heritage
- Proposed Approach to Increase Heritage Protection
- Proposed Changes to Heritage Policy
- Implementation of the Transportation and Transit Master Plan (TTMP)
- TTMP Master Planning Process
- Proposed Changes to OP Policies
- City of Brampton Road Projects
- TTMP Implementation-Brampton Transit Expansion
- Additional Sustainable Growth Initiatives under Consideration
 - Sustainable Development Plan for Brampton
 - Environmental Advisory Committee

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- Next Steps include
 - Draft revised OP to PDD Committee/ City Council
 - Public Consultation on Draft Revised OP

Following the presentation, Mayor Fennell invited members of the public to express their views, provide comments and ask questions.

Speaker #1, 506 Conservation Drive, Brampton, thanked the Mayor and Members of Council present for the opportunity to provide comments which included the following:

- Infrastructure needs to be in place before new homes are constructed
- City is too slow in putting infrastructure in place
- Major traffic congestion in areas such as Sandalwood Parkway and Heart Lake Road and Queen Street and Dixie Road needs to be addressed.

Speaker #2, 12 Stork Court, Brampton, provided the following comments:

- Working on petition to present to Council regarding airport noise as it impacts significantly on daily life
- Need to safeguard nights and not be interrupted by planes landing every 2 minutes
- Was not warned by builder about airport noise
- Pays taxes and she is unable to sleep at night
- Made reference to the City of Oakville 'no noise' policy and was of the opinion that Brampton should consider adopting a similar policy

The speaker was advised that the City of Oakville does not have an official policy regarding airport noise and that complaints regarding noise should be directed to the Greater Toronto Airport Authority (GTAA).

Speaker #3, 35 Avondale Boulevard, Brampton, advised that she has lived in the area for 25 years and provided the following comments:

- Thanked Council and staff for advertising the meeting so well
- Requested that consideration be given to future care for seniors in the Bramalea area, such as housing and social services

The speaker was advised that social services and healthcare are the responsibility of the Region of Peel and that her concerns are noted by staff.

Speaker #4, 100 Mill Street South, Brampton, expressed the following concerns:

- Commented that contact information is taken for Town Hall meetings and he has never been contacted
- Residents should be allowed to stay involved in the process
- Questioned cost of Transportation and Transit Master Plan (TTMP) and AcceleRide programs, felt that TTMP is too expensive
- Development cap does not address gridlock

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- TTMP should be under control of the City, not the Region
- Roads should be widened at the time of development
- Future of the City is not in retail

The speaker was advised that the development cap is being implemented to manage the rate of growth so as to maintain services at a manageable level, not just to address gridlock. The City has other programs such as Acceleride in parallel to help ease transportation problems.

Speaker #5, 24 Neptune Court, Brampton, congratulated Members of Council for implementing the growth management program. He made the following comments:

- Felt that growth has slowed
- Options to improve traffic flow on existing roads should be considered
- Highway 410 is overloaded
- Consider using roads as one way road by changing lane direction in the morning and evening such as Dixie Road and Sandalwood Parkway
- Reconsider heritage program which is expensive and should be low priority

Speaker #6, 17 Mossbank Drive, Brampton, complimented Members of Council and staff for allowing the public to provide input in the review process. He provided the following comments:

- Felt that development in the next 10-15 years are critical to determining the character of the City, when the children of today decide if they want to live here with the quality of life that the City is providing
- Pressures of growth comes from immigration, urbanization and Provincial legislation
- Improving the quality of life in Brampton should be first priority
- Brampton should be recognized as a separate City and not a suburb of Toronto
- Priority should be given to the role of the central corridor, it is the place where residents can gather with pride and share the vision of the community. The role of central corridor is thus important to all residents of Brampton not just those who live and do business there. It is the central part of the total planning process and vision of a total community.
- Complimented the Mayor's Roundtable on Downtown, which provides the opportunity for public participation in the process.
- Many municipalities have to struggle to get growth while Brampton has to control growth.

Speaker #7, 20 Ashford Court, Brampton, noted that he was present at the April 15, 2005 Town Hall Meeting and was pleased that some of the concerns raised at that meeting have been addressed including new urbanism, human scale development, and pedestrian friendly environment. He noted the following concerns:

- People buy large homes and then complain about high property taxes
- Large homes also require more energy for heating
- Suggested more human scale development be considered
- Progressive taxation should be considered
- Look at timing of roads and trucking tolls

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- Residents should be encouraged to use transit to get to work to help ease traffic congestion
- City should provide parking at specific sites, provide buses at those sites to take people to their place of employment
- Residents are protesting the nuclear waste incinerator that was being proposed for Brampton but they waste energy with large homes and large vehicles

Speaker #8, 16 Customline Drive, Brampton, expressed the following concerns:

- Noted that his concerns were for north west Brampton which is a heavy growth area
- Not enough recreational facilities for the young people especially after school
- Demographics need to be considered before the needs of the area could be addressed
- City-wide facility that is being constructed in the area of Dixie Road and Sandalwood Parkway will create traffic and pollution from people driving in from other municipalities to use it
- City-wide facility is not a multi purpose gymnasium, it will provide specific uses for hockey, soccer and skating
- Area does not require 2 hockey rinks
- The City needs to provide recreational facilities for young people in order to keep them in Brampton.

Speaker #9, 10798 Bramalea Road, Brampton, provided the following comments:

- Likes his community, but traffic is a major concern
- Parents should be able to get out and participate in recreational activities with children but it takes ten minutes to get out of his driveway because of traffic congestion on Bramalea Road

Speaker #10, 89 Leander Street, Brampton, provided the following comments:

- Lights at the overpass at Williams Parkway/Highway 410/Franchesini Drive are too bright
- West bound lane entrance to the park on Williams Parkway/Highway 410 area creates traffic congestion because people leaving the park try to make left turn
- Questioned who is paying for tree planting in new subdivisions, whether it is the homeowner, the City or the developer
- Blue plastic garbage bins need to be anchored and they need to be emptied more often

The speaker was advised that the overpass at Williams Parkway/Highway 410/Franchesini Drive is privately owned and paid for by Mr. Franchesini.

Speaker #11, 19 Kenview Boulevard, Unit 42, Brampton, was concerned about the following:

- The AcceleRide program and how it works

Mayor Fennell provided an explanation with respect to AcceleRide program.

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Speaker #12, 27 Rosedale Avenue, Brampton, provided comments as follows:

- Encouraged to see focus on heritage preservation
- Development cap does not include downtown which provides opportunity to increase density
- Felt that the two objectives for the downtown are conflicting

Staff clarified that through the development process the proposals for the downtown will compliment the history of the area.

Speaker #13, 14 London Lane, Brampton, provided comments as follows:

- Approval of development cap is positive for Brampton, but feels that Mayor and Council must be prepared for repercussions with the Provincial government and developers at the Ontario Municipal Board
- Considers it appropriate for the Province to give municipalities more power to plan their own development
- Traffic congestion needs to be addressed

The speaker was advised that the Provincial Policy Statement requires the City to have a supply of developable land available for housing at all times and Brampton has become the location of choice for residential and industrial growth, however, with the development cap in effect, managing growth is under control

Speaker #14, Brampton, congratulated Members of Council on an excellent democratic process. She made the following comments:

- Noted that she works in the development industry but supports the development cap
- Balance of live/work ratio is important to well being of residents
- Volunteer on the City's Economic Development Committee
- Road construction and traffic are annoying sometimes, but improvements around the Downtown and Queen Street look great
- City is on the right course
- Complimented staff on an excellent presentation

Speaker #15, 78 Larkspur Road, Brampton, provided the following comments:

- Noted that he is the Executive Director of the Brampton Downtown Business Association (BDBA)
- House prices have increased significantly which means that City is doing something right
- Lives in Ward 9 and the traffic congestion to get to the Downtown is a nightmare
- Region needs to widen roads from 4 lanes to 6 lanes
- Expansion of retail is essential to this City to keep residents here, no need to go to Mississauga or Toronto to shop
- BDBA supports direction the City is going

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Speaker #16, 26 Parkview Place, Brampton, thanked Members of Council for the opportunity to provide input in the process. He provided the following comments:

- Residents want a good quality of life
- City is facing strong environmental challenge
- Noted that workshops hosted by the Greater Toronto Airport Authority (GTAA) airport noise committee had to be cancelled due to low attendance by members of the community
- Vehicular traffic, modified exhaust fumes are problems that need to be addressed
- Congratulated Toronto and Region Conservation Authority (TRCA) and Credit Valley Conservation (CVC) on the initiatives taken on environmentally sensitive areas
- Acknowledged the bike lanes, but improvement on the pathways and trails are required as a small part to get people off the street.

Speaker #17, 18 Newgate Place, Brampton, advised that he was pleased that some of the concerns he raised at a recent Planning, Design and Development Committee meeting have been addressed in the staff presentation. He noted the following concerns:

- What percentage of agricultural lands in north west Brampton will be protected from development 30 years from the present
- Heritage preservation must be made a priority, barns, homestead, landscape and ancient trees should be protected as much as possible
- Human scale development and walkable shopping centres should be considered
- Applauds public transit and AcceleRide program with dedicated bus lanes. Considers good public transit especially important for the growing elderly population
- Wanted more information on the proposed Environmental Advisory Committee
- Consider Smart Growth plan with multi-storey development and density which would preserve agricultural lands
- Continued population growth will impact the quality of life e.g. shortage of doctors and social services

Speaker #18, 35, Rufford Drive, Brampton, made the following comments:

- Population is centered around Greater Toronto Area (GTA)
- Decentralization plan is required for the long term that would spread out growth
- Believes that development cap is a short term solution to control growth
- Attention should be paid to pollution symptoms, such as ecoli

Speaker #19, 63 Main Street South, Brampton, applauded Council and staff on the initiatives taken to manage growth in the City. He made the following comments:

- In the past he treated Brampton as a suburb, and went to Toronto for dining and entertainment
- Now all the amenities are available in the Downtown, such as banks, liquor stores, tennis clubs and restaurants
- Pleased with the diversity of the City and feels that Brampton can lead Canada to the future.
- Supported the City's direction in moving away from suburbanisation and homogeneity.

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Speaker #20, 4 Evergreen Drive, Brampton, expressed the following concerns:

- Heritage preservation must be made a priority, farmhouses and heritage homes in the rural area etc. should be saved and moved to the Downtown or to an area where they can be protected
- Lives in the east end of the City and feels that more east-west roads are needed
- Too many 'big box' warehouses, better mix of office/commercial/industrial buildings are needed, cited City of Vaughan as a good example
- Reduce the number of truck terminals

Speaker #21, 12 Lorraine Crescent, Brampton, was concerned about the following:

- Water and sewer supply to accommodate future growth

The speaker was advised that the Region of Peel has jurisdiction over these services and staff is working with them to have these services available as development occurs.

Speaker #22, 4 Dennison Avenue, Brampton, provided the following comments:

- Pleased with new lighting in parks
- Mt. Pleasant GO station is good, but questioned why it costs more to take the train from that station
- Traffic in the Downtown is a major problem that needs to be addressed, such as at the bus stop at the corner of Main/Nelson Street, cabs stop with no signals to pick up fares and slows traffic, runs stop signs and lights
- Schools buses create traffic congestion as well.

Mayor Fennell advised those in attendance that they will be kept informed of future meetings regarding the Official Plan Review and Growth Management Program. She thanked everyone for their attendance and participation.

The meeting adjourned at 9:15 p.m.