

**Summary of Meeting Minutes for the Vales North Special Study Area
2nd Public Information Session, November 21, 2007
St. Patrick's School**

Welcome and introduction made by Pam Cooper, Policy Planner, followed by a presentation from the city's consultants (Michael Skelly from Hemson Consulting, Suzette Shui from iTRANS and Eli Newman from Joseph Bogdan Associates).

Also in attendance were David Waters, Manager, Land Use Policy, John Sprovieri, Regional Councillor, Vicky Dhillon, City Councillor, Denise Dang, Region of Peel (Public Works)

Italics note consultant or staff response to questions and comments:

Residents asked for specific examples of other employment areas that the Vales North employment area would be comparable to.

Airport Road and Automatic Drive or the Pine Valley area of Woodbridge.

Resident stated that employment areas like the examples provided would not be appropriate next to a residential area, due to outdoor storage, motor vehicle uses and manufacturing uses. *There would be no outdoor storage permitted in the Vales North location, and only specific uses such as light industrial would be permitted.*

Resident requested another example.

Meadowvale, with office development and light employment uses.

Resident considered Meadowvale as a poor example because there is no residential next to it. The resident gave the example of the Scarborough area where residential and industrial do not work. A number of examples in Scarborough show how residential communities have been negatively impacted by adjacent employment uses. Resident asked for clarification on the use of the term "employment" and how many people can be employed there.

Employment is a place where people can work, it is not defined based on number of people.

Who is responsible for maintaining fences/noise attenuation walls that separate residential uses from employment lands?

City at first, then after a certain period of time, the resident is responsible.

Employment and industrial uses will make the Vales North area toxic, there will be air quality issues, pollution, the stormwater management pond may become a toxic pond or become polluted.

The employment uses considered for Vales North will not permit heavy manufacturing or industry.

Industrial uses bring more traffic to the area, such as large trucks, which will create gridlock and create fumes from traffic.

Employment uses being considered do not include trucking/distribution uses. Airport Road is a major arterial, it goes all the way to Wasaga Beach, and is protected for 6 lanes in the Region of Peel Official Plan.

What about property taxes? Will they increase?

Property taxes are actually lower when there are industrial/commercial users.

How were notices mailed out?

Notices were mailed to all assessed property owners within 120m in Caledon and within 900m in Brampton. As well, notice was published in the Brampton Guardian.

Have you tried using different consultants? Tell the consultants to recommend what the residents request and not to recommend industrial.

The City of Brampton has retained these consultants to provide their professional opinion. The role of the consultant is to make recommendations.

Why can't the area be all residential?

Healthy communities have places to live and to work. Bedroom communities create traffic and congestion, a mix of uses is more appropriate. There are provincial policies which protect employment lands and do not permit conversion of employment lands to other uses, such as residential. This area was designated as industrial in the Official Plan in 1997, when the Vales North secondary plan was adopted by Council in 2000 it was designated as special study area. Conversion to residential requires an employment conversion and the Province doesn't allow conversions except as part of a comprehensive growth plan review .

What happened to the reservoir?

The Region of Peel has relocated the reservoir to Caledon.

Who did the retail study? There is no retail in the area yet.

Scott Morgan was retained to provide an opinion on retail demand. There are new sites that will be developed, there is a retail area at Airport and Countryside. LaCoste and Airport will be retail. There is always a lag between people moving in and retail arriving.

The May 16th land use concepts are the same as the one presented tonight, nothing has changed. Options 'A' and 'B' of the 2006 proposal are not very different from what is being proposed now. The City should send out a mailer to the residents of the area detailing what is finally proposed.

As a result of the last meeting, a retail expert was called in to determine demand for retail, since residents asked for retail. The retail consultant looked at existing residential, potential residential and existing/potential retail. The expert said there is enough retail. The amount of retail shown on the land use option is appropriate based on the population.

If residents don't want industrial, and the area is not suitable for residential, and there is only demand for a certain amount of retail, then what will work?

That is why the study is taking place. The consultant looked at mixed use (retail/residential) or institutional or mixed commercial/residential.

What other uses could locate along Airport Road if residential isn't permitted due to the restrictions on employment conversions? What about office use?

Office is an alternative but offices want to be near a 400 series highway. No head office will locate here, but local serving office units may locate here.

Why can't we have a civic centre, library, health and wellness centre or community centre, soccer fields for kids to play, place for kids to play hockey in winter. The City should buy the land and put in a park, or leave it the way it is.

The consultants considered the idea of a community centre/recreation facility but that is not being proposed since the City's approach now is to build larger facilities. The Parks and Recreation Master Plan was presented at a meeting Monday night.

This area was sold as residential by the builder.

This area was designated as industrial in 1997, when the Vales North secondary plan was completed it was designated as a industrial/commercial special study area.

My house was delayed for a year, was it due to this study?

No

Are comments being written down and will they be considered when you come back in 2008

Comments are recorded and minutes of the meeting will be posted on the City's website under the Vales North section. The public has the opportunity to provide input throughout the consultation period of this study. The resident's opinions on the outcome will be thoroughly considered to create a land-use plan that staff recommend to Council for consideration.

Some people have big rigs parked in their driveways, the City can't control residential areas, let alone employment areas. How will you control the area?

A mix of specific uses permitted in the zoning by-law will work, medical, dental, offices for accounting, professionals, there will be strict architectural control.

Give us land uses we can use, for example, a Fortinos, bakery, post office, dry cleaners, Chapters, nursing homes, offices and a CIBC bank. Residents request buildings with attractive facades, no loading docks, no industrial multiples with units all in a row and no light industrial. Residents request assurances that permitted uses will be enforced, landscaping will be substantial and that there will be architectural control.

Uses for the area will be site specific, there will be strict architectural control and landscaping requirements.

Concern was raised about transit busses in the community since a child was hit. Residents state that there are not many people who use the bus, and the bus creates noise, and pollution from idling.

The intent of a public transit service is to provide service to all communities in the Brampton area.

Residents who back onto the berm and fence do not want to see building walls or fences out the windows of the house.

Based on the height of the home and of the berm, looking out the window of the house you will see the grass of the berm, not the employment buildings or the fence.

Place of worship is not appropriate at the Goreway Drive and Mayfield Road special study area.

These lands are designated in the Vales North Secondary Plan as an institutional special study area.

Residents provided examples of employment areas they felt were more appropriate, such as those on Highway 10 and the employment area at Highway 403 or Sherwood Village, for staff to consider.

The next steps will be for the consultant to finalize the study followed by presenting a status report to Planning, Design and Development Committee in early 2008.

The meeting ended around 9:30 pm.