

I 8-7-1

Date: March 16, 2009

File: T17 TS

Subject: **RECOMMENDATION REPORT**
Proposed Interim Control By-Law,
Hurontario Corridor/Main Street Study
Wards 1,3,4,5

BRAMPTON CITY COUNCIL

DATE: APR 22 2009

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

OVERVIEW:

- The Hurontario Main Higher Order Transit Study (HOT) is a multi-disciplinary study including transit, land use and urban design elements and is a joint undertaking between the Cities of Brampton and Mississauga that will evaluate the feasibility of implementing rapid transit along the Hurontario/Main Street corridor between Downtown Brampton and Port Credit in Mississauga.
- The HOT study is expected to be completed by late 2009. While the HOT study is being undertaken, it is important to ensure that development within the corridor does not prejudice the outcome of the study.
- In this regard, staff have identified a number of candidate sites along the Hurontario Corridor between Harold Street and Ray Lawson Blvd. that are vacant or are occupied by low density, highway commercial type uses that have the potential for intensification consistent with transit-oriented development.
- As such, staff recommend that Council enact an Interim Control By-Law, effective for a one-year period, to prohibit the development of any new buildings or additions that are less than four storeys on specific sites within the Hurontario Corridor in the City of Brampton.
- Language has been included in the Interim Control By-Law to permit the development of transit related infrastructure, including a transit terminal facility within the Hurontario Corridor.

RECOMMENDATIONS

1. THAT the staff report dated March 16, 2009 and entitled "Recommendation Report, Proposed Interim Control By-Law, Hurontario Corridor/Main Street Study" and attachment (File: T17 TS) be received; and,

I 8-7-2

2. THAT City Council authorize the enactment of the Interim Control By-Law attached hereto as Appendix A.

BACKGROUND

In October 2007, City Council approved the undertaking of the Hurontario/Main Higher Order Transit (HOT) Study as a joint Land Use, Urban Design and Feasibility Study between the Cities of Brampton and Mississauga. Marshall Macklin Monaghan (MMM) was retained as the consultant to complete the HOT study.

The municipalities of Brampton and Mississauga as well as Metrolinx and the Province of Ontario are guiding the vision for the Hurontario/Main Street Corridor. Through the Growth Plan for the Greater Golden Horseshoe, the Province is actively promoting higher-density, pedestrian and transit oriented development in the Greater Toronto Area, and it has designated the majority of the Hurontario/Main Corridor as a place where this form of development should be located. The Cities of Brampton and Mississauga support this concept.

In the City of Brampton, the Hurontario/Main Street Corridor has been designated as an Intensification Corridor on the City Concept Schedule of the new Official Plan. The Official Plan notes that, by virtue of their function and location, corridors offer significant opportunity for accommodating future growth through revitalization and infill/intensification that is transit-oriented.

The HOT study is evaluating the feasibility of implementing rapid transit along the Hurontario/Main Street corridor between Downtown Brampton and Port Credit in the City of Mississauga. Other elements of the study include:

- developing appropriate land use and urban design policies and initiatives to support rapid transit;
- identifying potential social, economic and environmental impacts of various rapid transit routes and technologies; and,
- ensuring that residents and stakeholders play an active role in shaping the corridor.

Throughout the first stage of the study, several opportunities were provided to engage the public and stakeholders, including the first round of public information centres undertaken in June 2008, community workshops held in October and November 2008 and a public symposium that also held late last year.

A staff report was presented to Committee of Council on March 3rd 2009 together with a Direction Report prepared by the consultant that communicated the vision for the corridor as a '21st Century Main Street'. This vision includes:

I 8-7-3

- provision of reliable, frequent, comfortable and convenient rapid transit service with easy access throughout the corridor, with effective connections to other links in the inter-regional transit network;
- creating a beautiful street, with attractive “places” along the corridor featuring expanded mobility, vibrant economic activity, and liveable, mixed-use neighbourhoods, integrated with the transportation infrastructure; and,
- encouraging mixed-use, compact, intensified Transit Oriented Development directed along the corridor, customized to suit the varying and distinct nature of each existing community and sensitive to the presence of adjacent stable neighbourhoods.

CURRENT SITUATION

Marshall Macklin Monghan is currently undertaking Stages 2 and 3 of the HOT study, which involve assessing the alternative transit technologies and preparation of a Master Plan. With respect to land use, the consultant has identified character areas in both Brampton and Mississauga in order to build on their distinct nature and to address the requirements of the Growth Plan. The capacity for development within each character area has been identified and the future land use base within each traffic dissemination area is currently being forecasted. A list of demonstration sites has been identified in order to articulate urban design concepts. The land use and urban design elements of the HOT study are expected to provide recommendations that address appropriate land uses, a framework to allocate density (people and jobs per hectare), intensity of development, parking strategy, built form, streetscape and place-making.

The HOT study is expected to be finished by late 2009. While the HOT study is being undertaken it is important to ensure that new development within the Hurontario/Main Street Corridor does not prejudice the outcome of the study. The Directions Report has identified stable communities within the corridor that are not expected to redevelop in the long term as well as heritage areas that need to be protected. As well, there are a number of existing high-density developments along the corridor including multi-storeyed apartments that are consistent with transit-oriented development. Figure 1 illustrates existing land uses fronting the Hurontario/Main Street Corridor in the City of Brampton.

With respect to the remaining lands, staff have identified sites within the Hurontario/Main Street Corridor that are either vacant or are occupied by low density, highway commercial type uses that have the potential to intensify consistent with transit-oriented development. As such, staff recommend that City Council enact an Interim Control By-Law that prohibits the development of any new buildings or additions that are less than four storeys in height on the candidate sites identified herein on Figure 2.

T 8-7-4

Brampton

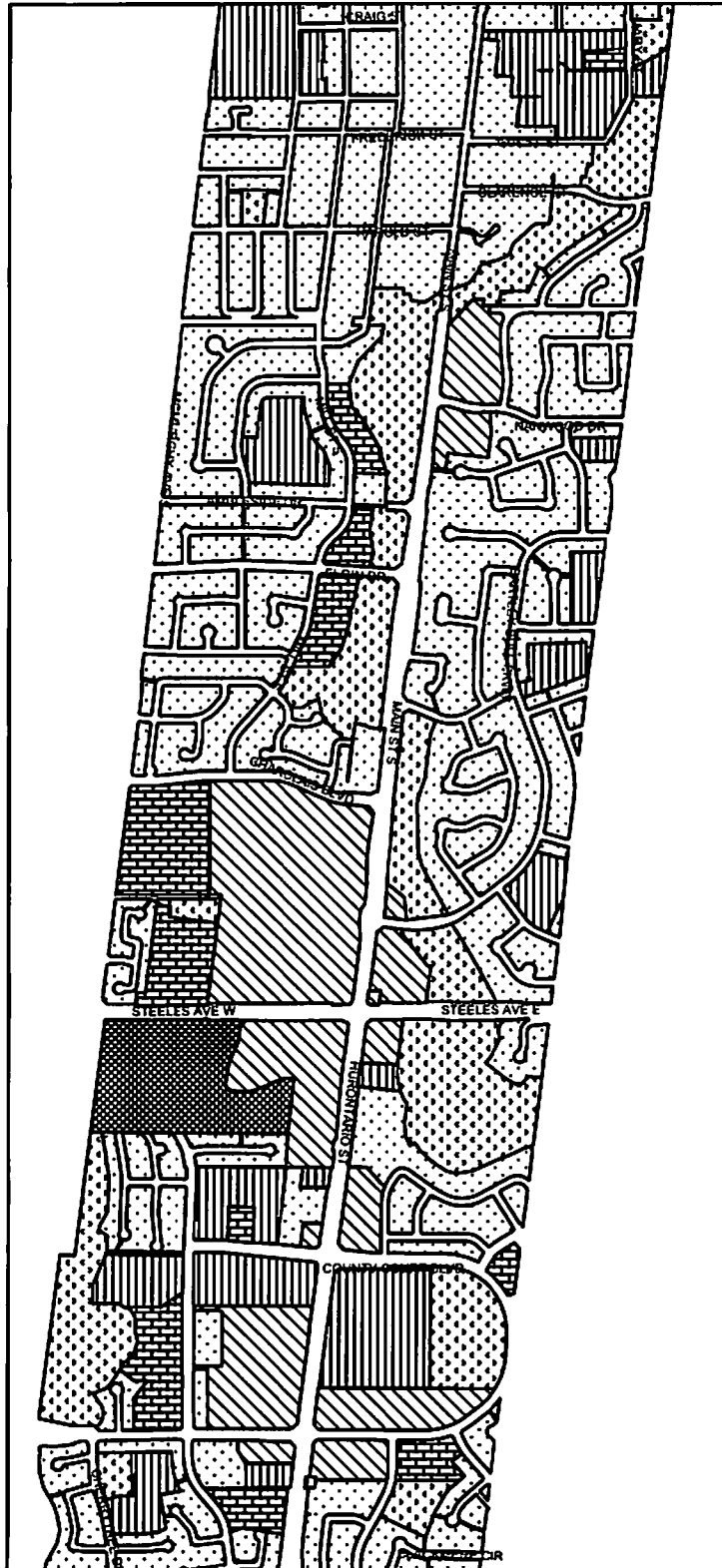


FIGURE 1 - EXISTING LAND USE

HURONTARIO/MAIN STREET CORRIDOR



Planning,
Design &
Development

Date: 2009 03 19
File No. REC_REPORT_EXISTING

Drawn By: MAA



I 8-7-5

These sites primarily front Hurontario/Main Street and are generally located between Harold Street and Ray Lawson Boulevard. The Downtown Brampton portion of the Corridor is not included to be part of the Interim Control By-Law since many of the sites fronting Main Street have been designated or listed as heritage properties.

Should a development proposal for residential intensification be submitted to the City for any of the candidate sites shown on Figure 2 during the life of the Interim Control By-Law, then the City's Interim Growth Management policies as adopted by Council in October 2007 as OP06-10 will have to be satisfied. Even though OP06-10 has been appealed to the OMB, it represents Council's position on dealing with residential intensification proposals outside of the Central Area during the on going Growth Plan conformity work at the City.

Located just west of the corner of Hurontario Street and Steeles Avenue, the existing Shoppers World terminal was opened in 2001 to replace the former terminal built in 1981. The terminal has eight bus bays currently serving seven Brampton Transit routes and two Mississauga Transit routes.

As a main transfer point and destination facility linked to a regional shopping centre, Shopper's World is the second largest terminal facility in Brampton in terms of passenger activity level following the Bramalea City Centre terminal. There are about 9,000 daily passenger boardings and landings at the terminal.

The existing Shoppers World terminal however is about 370 metres away from the Main Street/Hurontario Street intersection and has limited room to accommodate future growth. As AcceleRide is being implemented and local services continue to grow, there is a need to improve both the capacity and functionality of the Shoppers World terminal. Additionally, there is a need to link the conventional transit services that use the current terminal with the future AcceleRide BRT service along both the Main Street and Steeles Avenue corridors. The key to this link is to ensure there are minimal diversions of AcceleRide buses from both Main Street and Steeles Avenue that would cause increased travel times for transit passengers. As a result, there is a demonstrated need to increase the capacity and improve the location of terminal facilities in the Shoppers World area.

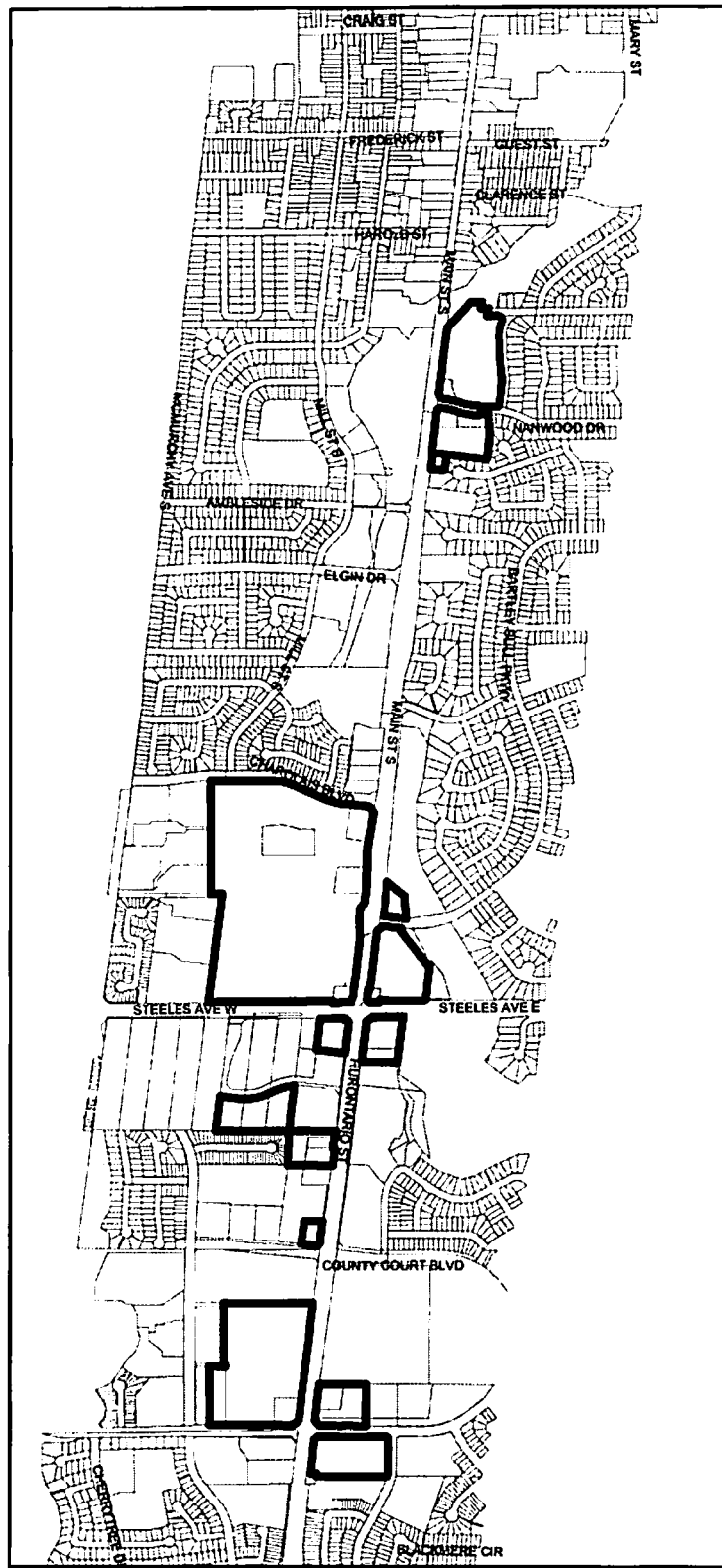
As such, the Interim Control By-Law will permit the development of transit related infrastructure, including a transit terminal within the boundaries of the Shoppers World site at Hurontario Street and Steeles Avenue.

CONCLUSION

In light of the foregoing, the attached Interim Control By-Law is recommended for enactment by City Council for a one year period in order to protect the lands within the boundaries of the by-law while the Hurontario/Main Street Corridor is

I 8-1-6

Brampton



POTENTIAL REDEVELOPMENT/INFILL SITES

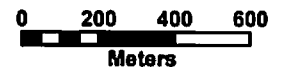


FIGURE 2 - CANDIDATE SITES FOR INCLUSION WITHIN PROPOSED INTERIM CONTROL BY-LAW HURONTARIO/MAIN STREET CORRIDOR

I 8-7-11

being prepared. Should the HOT study not have reached the stage where its recommendations can be implemented, staff will recommend to Council that the Interim Control By-Law be extended for another year in accordance with Section 38 of the Planning Act. Under Section 38, City Council may amend an Interim Control By-Law, provided that the total period of time does not exceed two years from the date of passing the by-law.

Staff advise that because no statutory public meeting is required prior to City Council enacting an Interim Control By-Law, the Planning Act provides for a sixty day notice of appeal period. However, the Interim Control By-Law comes into force once Council enacts the by-law, despite any appeals against it.

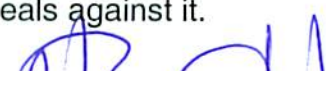
Respectfully submitted,

Original Signed By



Adrian Smith, MCIP, RPP
Director, Planning & Land
Development Services

Original Signed By



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

Authored by Malik Majeed/David Waters

Attachment:

Appendix A: - Interim Control By-Law

I 8-7-8



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

An Interim Control By-Law applicable to part of the area subject to Zoning By-law 270-2004.

WHEREAS the *Planning Act* permits the municipality to pass an Interim Control By-Law to be in effect for a period of time to prohibit the use of land, building or structures in a defined area, while the municipality undertakes a study in respect of the land use planning policies in the subject area; and,

WHEREAS the Council of the Corporation of the City of Brampton seeks to control development in the area set out on Schedule 'A' of this by-law in order to complete a study with respect to land use planning, urban design and transportation policies that apply to this area.

Now, therefore, the Council of the Corporation of the City of Brampton ENACTS as follows:

1. Except as provided for in Section 1.1, this Interim Control By-law applies to all lands, buildings and structures in the area identified on Schedule 'A' of this By-law.
 - 1.1 Transit related infrastructure including a transit terminal facility.
2. The lands subject to this Interim Control By-law shall not have any new buildings or additions erected thereon that are less than four storeys in height.
3. This by-law shall be in effect until April 2010.

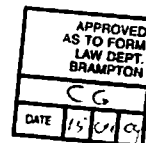
READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL, this _____ day of April 2009.

SUSAN FENNELL - MAYOR

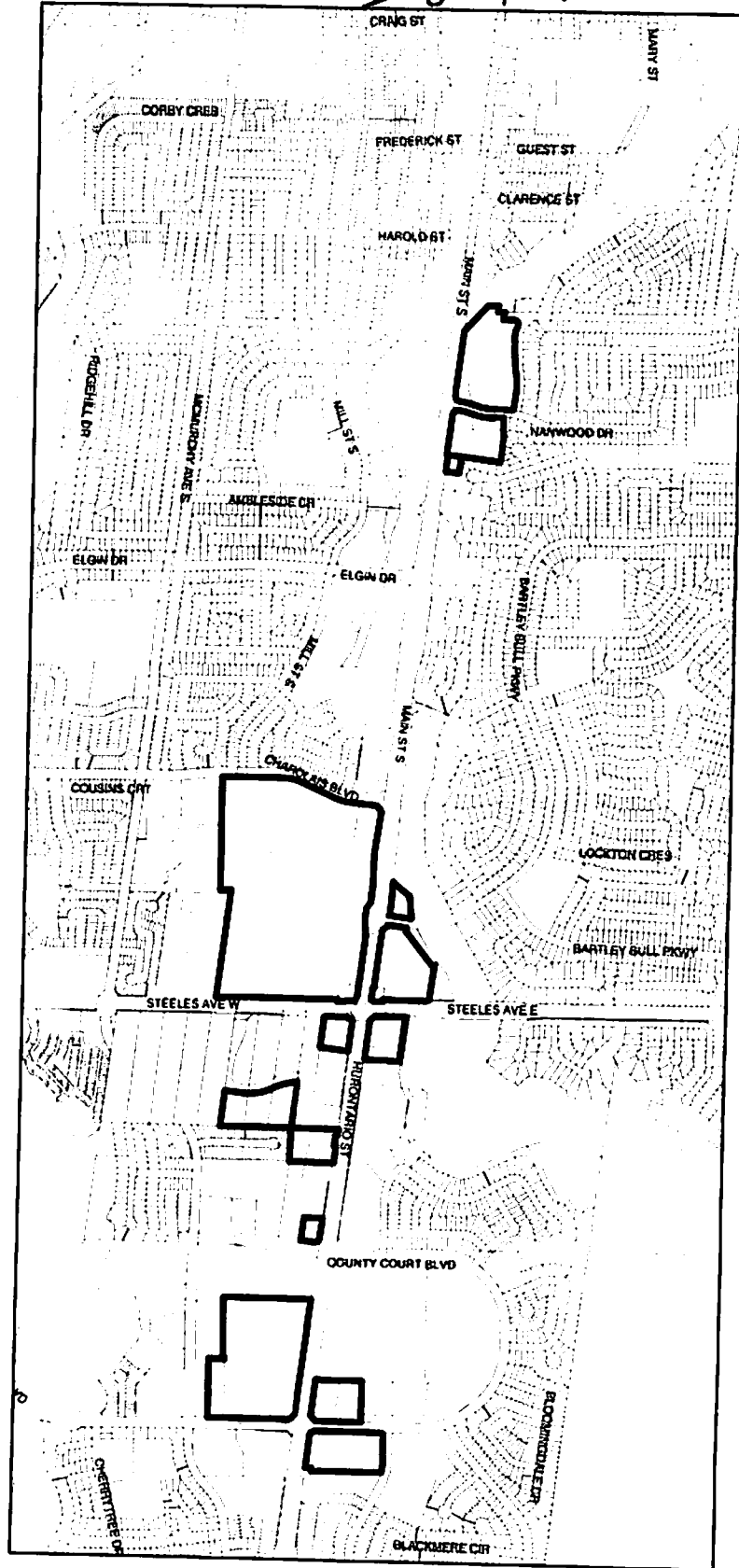
PETER FAY - CITY CLERK

Approved as to Content:

Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services



28-7-9



 LANDS SUBJECT TO INTERIM CONTROL BY-LAW



**PART LOTS 14 & 15 CONCESSION 1, W.H.S. (TOR) &
 PART LOTS 13, 14 & 15 CONCESSION 1, E.H.S. (TOR) &
 PART LOT 1 CONCESSION 1, W.H.S. & PART LOTS 1, 3 & 4 CONCESSION 1, E.H.S.**


**Planning,
 Design &
 Development**


BY-LAW _____

SCHEDULE A

Date: 2009 03 02 Drawn By: MAA
 File No. INTBYLAW_HURONTARIO