



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 360-2005

To Adopt Amendment Number OP93 - ~~255~~
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*, hereby repeals By-Law 299-2005 and enacts in its place the following:

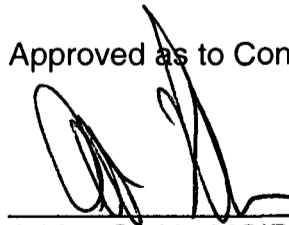
- Amendment Number OP93 - ~~255~~ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-Law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 14th day of November, 2005.


SUSAN FENNELL - MAYOR


LEONARD J. MIKULICH - CITY CLERK

Approved as to Content:


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

APPROVED AS TO FORM LAW DEPT BRAMPTON
C.G.
DATE <u>Nov 9 05</u>

AMENDMENT NUMBER OP93 - **255**

to the Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to implement protection policies for Chapter 40(a) and Chapter 40(b) of the Bram West Secondary Plan to facilitate the planning and development of the Bram West Parkway and a potential North-South Transportation Corridor.

The Bram West Parkway has been designated in the Brampton Official Plan and the Bram West Secondary Plan as a major arterial road since 1998. The Bram West Secondary Plan Transportation Study completed by Marshall Macklin Monaghan in 1997 justified the need for a major arterial road (now called the Bram West Parkway) to address future travel demands. The need for the Bram West Parkway was reconfirmed through the Transportation Infrastructure Study completed by iTrans Consulting as input into the City's North West Brampton Urban Boundary Review. The iTrans study also identified the need for an additional (grade separated) higher order transportation facility to service the full development of North West Brampton as part of the ultimate road network for West Brampton.

A Corridor Protection Area for this additional higher order transportation facility was identified in a report prepared by iTrans Consulting (North-South Corridor Feasibility Study, September 2003) for the City of Brampton and the Ministry of Transportation. This study identified a Corridor Protection Area for West Brampton and South East Halton that included lands within Chapter 40(a) of the Bram West Secondary Plan Area.

To protect these lands during a Ministry of Transportation Needs Assessment Study for this East/West Corridor facility, the City of Brampton passed Interim Control By-Law 306-2003 in 2003 for a one year period. Although the Ministry of Transportation indefinitely postponed the start of the Needs Assessment Study, the Interim Control By-Law was extended for another year in 2004 to give the City time to initiate and advance its own Bram West Parkway/North-South Corridor Environmental Assessment study. With the Interim Control By-Law set to expire in October 2005 and the Bram West Parkway/North-South Corridor Environmental Assessment still in its early stages, the City must have the appropriate ongoing land use planning controls in place to continue protecting lands within the Bram West Secondary Plan.

2.0 LOCATION

The proposed Corridor Protection Area is comprised of approximately 1,900 acres (770 hectares) located in southwest Brampton in the Bram West Secondary Plan Area, and are generally situated south of the Credit River Valley with Winston Churchill Boulevard to the west, Heritage Road to the east and the municipal boundary to the south. The lands are described as being Part of Lots 1 through 8, Concession 6 WHS in the geographic Township of Chinguacousy and Part of Lots 14 and 15, Concession 6 WHS in the

geographic Township of Toronto, now in the City of Brampton as shown specifically on Schedule SP40(a) to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (1) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations of "RESIDENTIAL", "INDUSTRIAL", "VILLAGE RESIDENTIAL SPECIAL POLICY AREA" and "OPEN SPACE" to "SPECIAL STUDY AREA" as shown on Schedule A to this amendment;
- (2) by adding on Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the boundaries of a corridor protection area and associated text as shown on Schedule B to this amendment;
- (3) By adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.13 Special Study Areas" thereof, as subsection "4.13.5" the following policies:

"4.13.5 Bram West Secondary Plan Corridor Protection Area

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared as input into the City's North West Brampton Urban Boundary Review recommended the need for a higher order north-south transportation facility in order to service the future urban development of these lands and to accommodate future traffic growth from points north, south and west of the municipality crossing the Brampton municipal boundary in addition to developments within the Bram West Secondary Plan Area.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new conceptual East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a North-South Transportation Corridor connection in the vicinity of the West Brampton/East Halton boundary.

Based on a complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and provincial road network, a report prepared by iTrans Consulting

(North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified that an optimum physical connection of the North-South Transportation Corridor facility would be to Highways 401 and 407 and it also identified a related Corridor Protection Area located in West Brampton.

The Provincial draft Growth Plan (February 2005) identified the GTA-West Transportation Corridor. The Ministry of Transportation has committed to examining the Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor as part of an Area Transportation Study that will examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment south of the Oak Ridges Moraine.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highways 401 and 407. Council recognizes that this facility will be required to support the full development of the City of Brampton, that it may also become a key link in a future regional, inter-regional and/or Provincial transportation system, and that therefore, a corridor needs to be protected from development.

- 4.13.5.1 No new development will be approved within the Special Study Area as identified on Schedule "A" to this Plan and the lands bounded by the Financial Drive extension to the north, the municipal boundary to the south, Winston Churchill Boulevard to the west and Heritage Road to the east unless it is determined that the development proposal will not encumber the optimum ultimate construction of a north-south transportation facility and the related Bram West Parkway.
- 4.13.5.1.1 Notwithstanding Section 4.13.5.1 of this Plan, the existing Maple Lodge Farms poultry and egg processing plant and ancillary uses located on a site of 130 acres in the West Half of Lot 2, Concession 6, W.H.S., may be permitted to expand, subject to standard conditions of development approval.
- 4.13.5.2 The alignment of the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of

Ontario. However, the Bram West Secondary Plan Review can continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South Transportation Corridor and the Bram West Parkway facility, provided that any official plan amendment adopted as a result of the planning process continues to identify and protect all feasible potential alignments in Chapter 40(a) and Chapter 40(b) of the Bram West Secondary Plan. It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City of Brampton.

4.13.5.3 Prior to the release of lands for development within the designated Corridor Protection Area in accordance with the City's Growth Management and Development Approval Programs, jurisdictional matters and financing mechanisms related to the North-South Transportation Corridor and Bram West Parkway must have been addressed to the satisfaction of City Council.

4.13.5.4 Council recognizes that the determination of the alignment for the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility in accordance with Section 4.13.5.2 of this Plan must proceed in a timely fashion. Accordingly, it is intended that the lands within the Special Study Area designation will be released for development as expeditiously as possible.

4.13.5.5 Prior to the development in the area subject to this Official Plan amendment or any abutting area (including Secondary Plan Areas 51, 52 and 53), but excluding the lands east of Heritage Road in the Bram West Secondary Plan, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for the proposed "North South Transportation Corridor" has been completed and approved.

(4) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(a): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-~~255~~

(5) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(b): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-~~255~~

3.2 The document known as the Bram West Secondary Plan, being Chapter 40(a) of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- (1) by adding to the legend on Schedule SP40(a), the following designation as shown on Schedule C to this amendment: “Corridor Protection Area”;
- (2) by adding a “Corridor Protection Area” overlay designation to the land use designations of Schedule SP40(a) between Heritage Road and Winston Churchill Boulevard, south of the Credit River and north of the Financial Drive extension as shown on Schedule C to this amendment;
- (3) by adding to Section 4.0, Transportation thereof, the heading Corridor Protection Area, after Section 4.1.9 and the following policies as Section 4.1.10, Section 4.1.11 and Section 4.1.12:

Corridor Protection Area

4.1.10 Protection of lands within the area subject to the Corridor Protection Area overlay designation on Schedule SP40(a) shall be in accordance with Section 4.13.5 of the the Official Plan. Once an alignment for the North-South Transportation Corridor and the related Bram West Parkway facility has been successfully determined, any required land use adjustments will be made through an official plan amendment to determine the final Secondary Plan land use designations.

In addition to the area subject to the Corridor Protection Area overlay designation, for the lands to the south of the Corridor Protection Area on Schedule SP40(a), Council shall protect for the possibility that a freeway alignment needs to be planned and developed within the Bram West Parkway alignment in the City of Brampton, with full movements to Highway 407 until such time as the ultimate role and function of the Bram West Parkway has been satisfactorily determined. In light of the foregoing, consent to sever, minor variance, subdivision, site plan and zoning applications within the Corridor Protection Area and south of the Corridor Protection Area on Schedule SP40(a) located between Winston Churchill Boulevard and Heritage Road shall be subject to a condition of development approval that protects an appropriate area to accommodate all feasible potential alignments and related infrastructure for the planning and development of a higher order transportation facility until such time as the alignment of the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility are determined in accordance with Section 4.13.5.2 of the Official Plan.

In addition, the current zoning of lands within the Corridor Protection Area and south of the Corridor Protection Area on Schedule SP40(a) located between Winston Churchill Boulevard and Heritage Road will be amended to add a holding symbol to facilitate the planning and development of a North-South Transportation facility and the related Bram West Parkway.

The holding symbol may be removed provided that technical information respecting the Bram West Parkway/North-South Transportation Corridor Environmental Assessment Study is available such that it has been determined that the lands will not be required as part of the proposed transportation corridor.

- 4.1.10.1 Notwithstanding Section 4.1.10, the existing Maple Lodge Farms poultry and egg processing plant and ancillary uses located on a site of 130 acres in the West Half of Lot 2, Concession 6 W.H.S., may be permitted to expand, subject to standard conditions of development approval. In particular, such lands shall not be subject to a holding zone provision.
- 4.1.11 The lands within Concession 6 W.H.S. between Winston Churchill Boulevard and Heritage Road south of Embleton Road have been designated as employment lands in the Official Plan and the Bram West Secondary Plan since 1998. In addition to the development of Bram West as a significant employment area in the City of Brampton, the lands designated for industrial uses in Lot 3, Concession 6 W.H.S. are intended to function as a buffer to the existing Maple Lodge Farms poultry and egg processing plant and ancillary uses located on the West Half of Lot 2, Concession 6 W.H.S. The City shall continue to recognize the need to retain an appropriate buffer area designated for employment uses during the preparation of the Bram West Parkway/North-South Corridor Environmental Assessment Study and during any subsequent planning process that determines the final land use disposition of the lands within the Bram West Corridor Protection Area.
- 4.1.11.1 The land use designations shown schematically on Schedule SP40(a) within Concession 6 W.H.S. between Winston Churchill Boulevard and Heritage Road south of the Credit River which are subject to the Corridor Protection Area overlay designation are considered to be general in nature and will be subject to modification as a consequence of the Bram West

Secondary Plan Review and the Bram West Parkway/North-South Corridor Environmental Assessment Study.

4.11.12 Prior to the development in the area subject to this Official Plan Amendment or any abutting area (including Secondary Plan Areas 51, 52 and 53), but excluding the lands east of Heritage Road in the Bram West Secondary Plan, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for the proposed “North South Transportation Corridor” has been completed and approved.

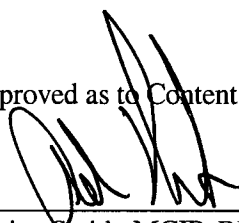
3.3 The document known as the Bram West Secondary Plan, being Chapter 40(b) of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

(3) by adding to Section 4.0, Transportation Policies thereof, the following policies as Section 4.1.8 and Section 4.1.9:

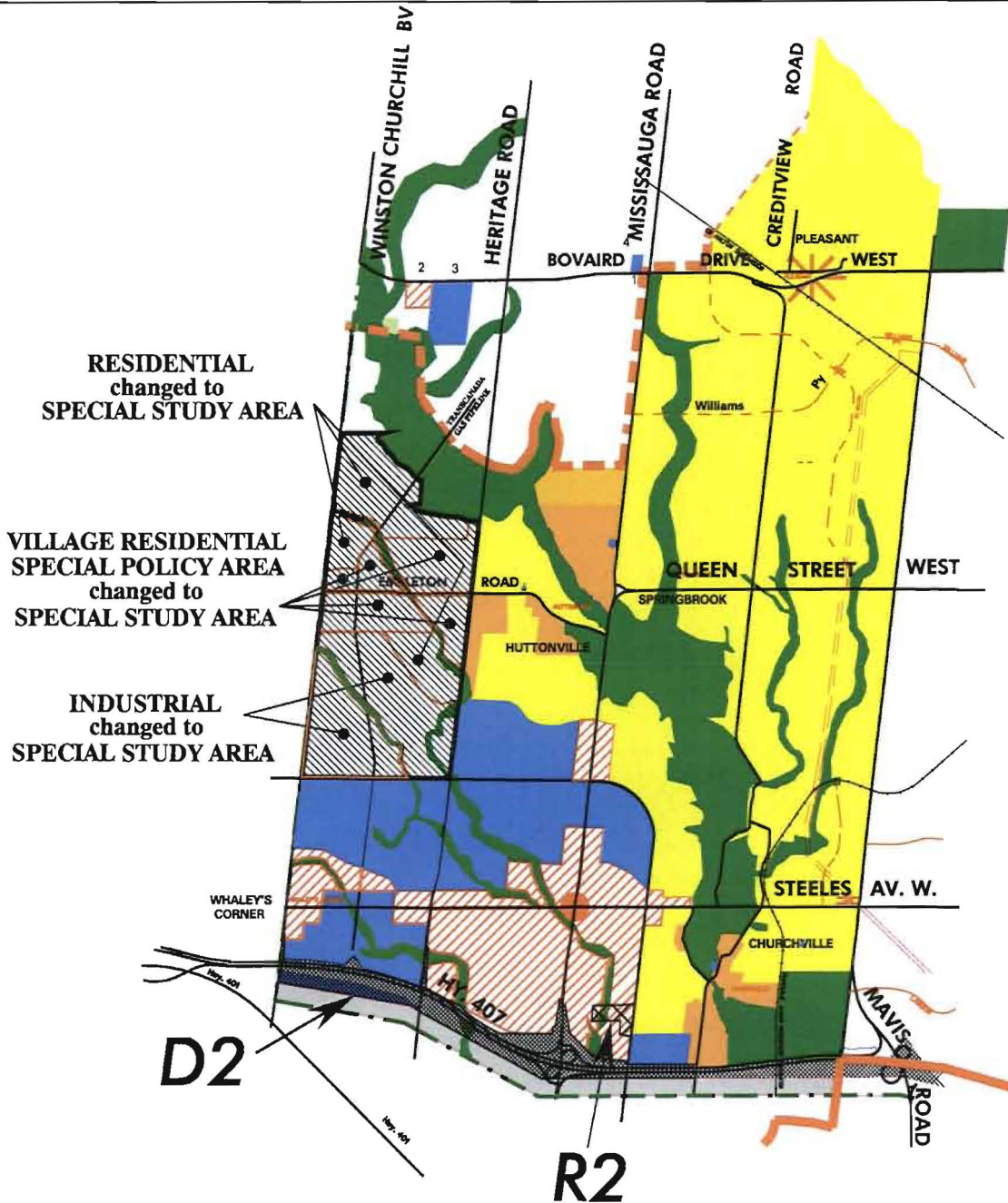
4.1.8 Notwithstanding Section 4.1.2 of this Chapter, Council shall protect for the possibility that a freeway alignment needs to be planned and developed within the Bram West Parkway alignment in the City of Brampton, with full movements to Highway 407 until such time as the ultimate role and function of the Bram West Parkway has been satisfactorily determined. In light of the foregoing, consent to sever, minor variance, subdivision, site plan and zoning applications south of Steeles Avenue West to the Brampton/Mississauga municipal boundary located between Winston Churchill Boulevard and Heritage Road shall be subject to a condition of development approval that protects an appropriate area to accommodate all feasible potential alignments and related infrastructure for the planning and development of a higher order transportation facility until such time as the Bram West Parkway/North-South Corridor EA study is approved.

4.1.9 Prior to the development in the area subject to this Official Plan Amendment or any abutting area (including Secondary Plan Areas 51, 52 and 53), but excluding the lands east of Heritage Road in the Bram West Secondary Plan, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for the proposed “North South Transportation Corridor” has been completed and approved.”









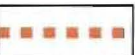







Approved as to Content:



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



EXTRACT FROM SCHEDULE 'A' GENERAL LAND USE DESIGNATIONS

	RESIDENTIAL		INDUSTRIAL
	ESTATE RESIDENTIAL		BUSINESS INDUSTRIAL
	VILLAGE RESIDENTIAL		OPEN SPACE
	OFFICE NODE		AGRICULTURAL
	URBAN BOUNDARY		PARKWAY BELT WEST / UTILITY*
	L.B.P.I.A. OPERATING AREA		PROVINCIAL FREEWAYS (407 / 410)
	SPECIAL STUDY AREA		SPECIAL POLICY AREA
			REFERRALS (R)
			DEFERRALS (D)

 AREA SUBJECT TO THIS AMENDMENT

**SCHEDULE A TO OFFICIAL PLAN
AMENDMENT NUMBER OP93-255**



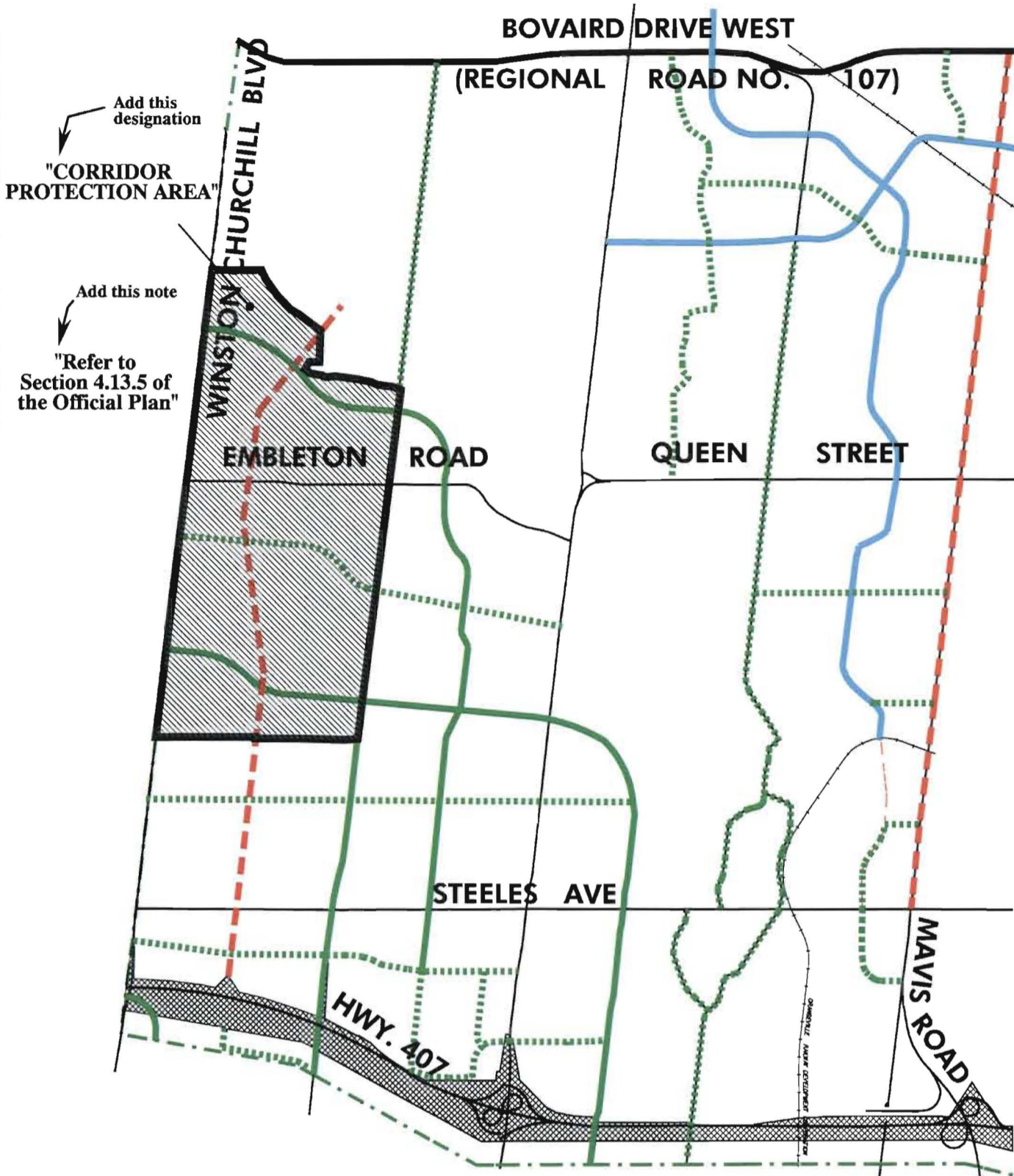
CITY OF BRAMPTON

Planning and Building

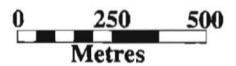
Date: Nov. 9, 2005

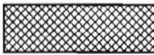








Drawn by: J. Kennedy

File Name: bramwest_opA_nov05.dgn

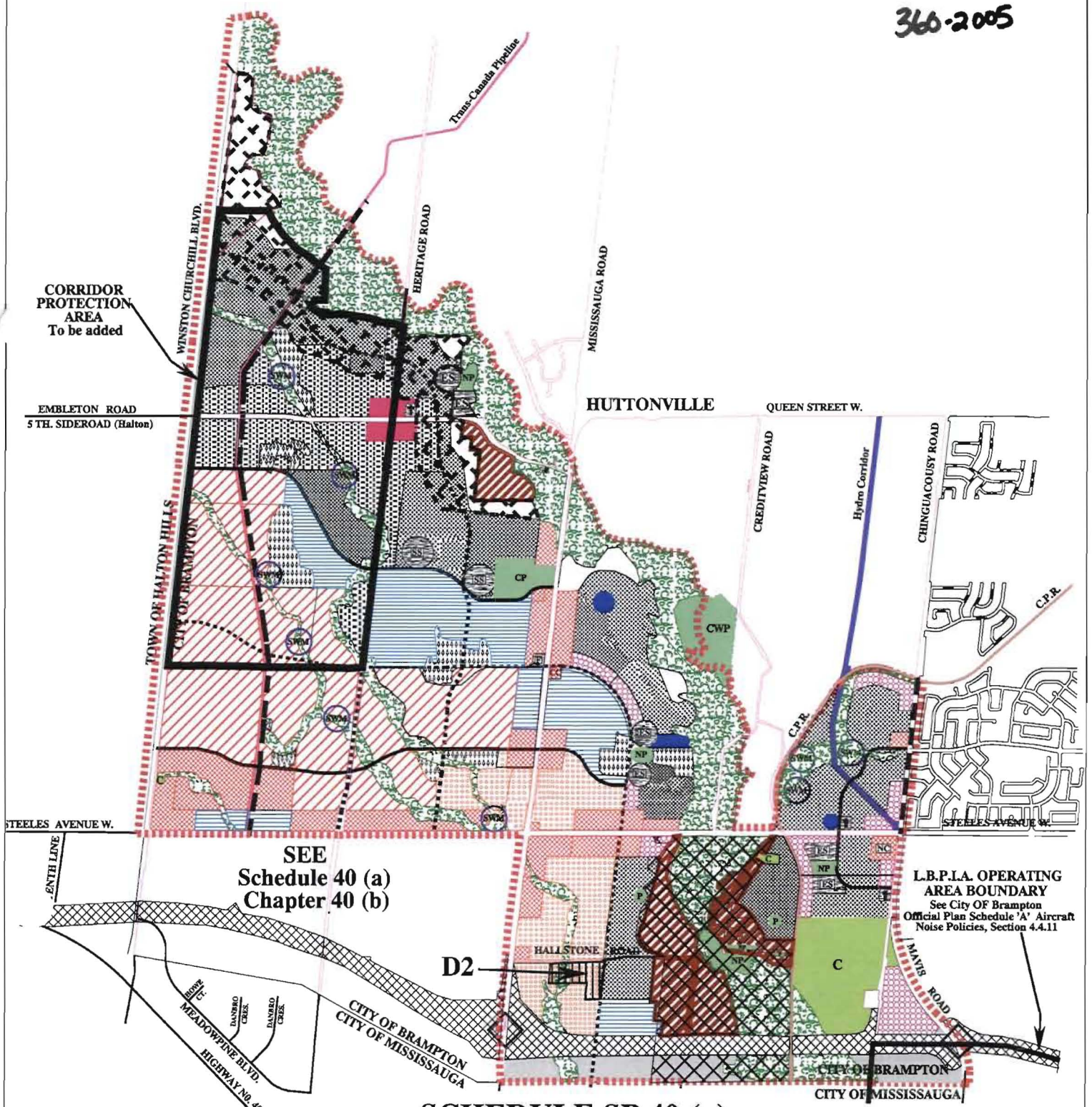


**EXTRACT FROM SCHEDULE 'B'
MAJOR ROAD NETWORK
RIGHT-OF-WAY WIDTHS**



- | | | | | |
|---|--------------------------------|-----------------------|---|---------------------------------|
|  | FREEWAY | <u>MAJOR ARTERIAL</u> |  | 40 - 45 Metres (130 / 150 Feet) |
|  | HIGHWAY | <u>MINOR ARTERIAL</u> |  | 36 Metres (120 Feet) |
|  | AREA SUBJECT TO THIS AMENDMENT | <u>COLLECTOR</u> |  | 30 Metres (100 Feet) |
|  | CORRIDOR PROTECTION AREA | |  | 23 - 26 Metres (76 - 86 Feet) |
-  To be added to legend





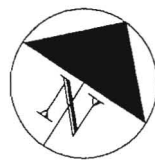
SEE
Schedule 40 (a)
Chapter 40 (b)

L.B.P.I.A. OPERATING
AREA BOUNDARY
See City OF Brampton
Official Plan Schedule 'A' Aircraft
Noise Policies, Section 4.4.11

**SCHEDULE SP 40 (a)
BRAMWEST SECONDARY PLAN
AREA No. 40 (a)**

- | | | |
|---|--|---|
| <p>RESIDENTIAL</p> <ul style="list-style-type: none"> Low Density Low / Medium Density Medium Density Cluster / High Density Village Residential <p>EMPLOYMENT</p> <ul style="list-style-type: none"> Standard Industrial Prestige Industrial Employment Estates Community Centre Hwy & Serv Commercial Office Node Commercial Neighbourhood Retail (NC) Convenience Retail (CC) Churchville Heritage Conservation District | <p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland City Wide Park (CWP) Community Park (CP) Neighbourhood Park (NP) Parkette (P) Cemetery (C) Woodlot SWM Facility (Quantity) <p>INFRASTRUCTURE:</p> <ul style="list-style-type: none"> Parkway Belt West Trans-Canada Pipeline Ontario Hydro Power Corridor Canadian Pacific Railway Deferral (D2) (R2 To 1993 Official Plan) "Upscale Executive Housing Special Policy Area" | <p>INSTITUTIONAL</p> <ul style="list-style-type: none"> Secondary School (SS) Elementary School (ES) Place Of Worship (Reserve) Fire Station (F) Corridor Protection Area To be added to legend <p>ROAD NETWORK</p> <ul style="list-style-type: none"> Highway 407 Major Arterial (45-50 metres) Minor Arterial (36 metres) Major Collector Roads (26-30 metres) Minor Collector Roads (23-26 metres) Interchange Secondary Plan Boundary Area Subject to this Amendment |
|---|--|---|

**SCHEDULE C TO OFFICIAL PLAN
AMENDMENT OP93 - 255**



CITY OF BRAMPTON
Planning, Design and Development