

BRAM WEST SECONDARY PLAN REVIEW

LAND USE & GROWTH MANAGEMENT STRATEGY

TABLE OF CONTENTS

INTRODUCTION

PART 1: OVERVIEW

- 1.1 The Bram West Vision**
- 1.2 The Strategic Land Use Direction Options**
- 1.3 Summary of Urban Design, Growth Management, Environmental and Financial/Economic Management Strategies**
- 1.4 Proposed Consultation Process**

PART 2: BRAM WEST SECONDARY PLAN REVIEW BACKGROUND

- 2.1 Secondary Plan Area Context**
- 2.2 Existing Land Use and Zoning**
- 2.3 Major Land Holdings and Ownership Pattern**
- 2.4 Existing Servicing and Transportation Network**
- 2.5 Current Bram West Secondary Plan**
- 2.6 Secondary Plan Review Process**

PART 3: PLANNING AND LAND DEVELOPMENT CONTEXT

- 3.1 The Planning Framework**
- 3.2 The Provincial Policy Statement**
- 3.3 Region of Peel Official Plan**
- 3.4 Brampton's Strategic Plan – "The Six Pillars"**
- 3.5 City of Brampton Official Plan**

PART 4: STRATEGIC LAND USE DIRECTIONS

- 4.1 The Bram West Vision**
- 4.2 Recommended Land Use Strategy**
 - 4.2.1 The Two Land Use Options**
 - 4.2.2 Land Budget**
 - 4.2.3 Housing Mix Population and Employment Targets**
 - 4.2.4 Land Use Principles**

PART 5: IMPLEMENTATION

- 5.1 Block Plan Process**
- 5.2 Community Design Strategy**
- 5.3 Growth Management Strategy**
- 5.4 Pathways Strategy**
- 5.5 Environmental Management Strategy**
- 5.6 Financial and Economic Management Strategy**

PART 6 PUBLIC CONSULTATION

APPENDIX A: FINDINGS OF SUPPLEMENTARY BACKGROUND STUDIES

- 1.1 Municipal Fiscal Impact Analysis**
- 1.2 Economic Impact Analysis**
- 1.3 Financial Drive Realignment**
- 1.4 Update of the 1997 Bram West Transportation Study**

APPENDIX B: EVALUATION OF CONVERSION APPLICATIONS

- 2.1 Metrus Developments Inc. (Creditmanor Heights)**
- 2.2 Kaneff Properties and Mantelia Developments**

Note: The Bram West Community Design Study is included in the CD attached to the back of the document.

INTRODUCTION

The Bram West Secondary Plan Area encompasses about 2,450 hectares (6,050 acres) in the southwest quadrant of the City of Brampton (see Figure 1). Significant environmental and visual features within the Bram West Secondary Plan Area include the Credit River Valley, stream corridors associated with the Levi Creek and Mullet Creek, and woodlots and hedgerows. The Secondary Plan Area is interspersed with established residential enclaves in the villages of Huttonville and Churchville.

The current Bram West Secondary Plan came into force and effect on September 2, 1998. The Secondary Plan designates about 40% of its total land area of 2,450 hectares (6,050 acres) for employment uses. Within the employment lands, the Standard Industrial designation predominates, with 40% of the employment lands. The Residential designation accounts for 23% of the total land area in the Plan.

Subsequent to the approval of the Bram West Secondary Plan in 1998, market, planning and growth management considerations have indicated the need to undertake a comprehensive review of its land use designations and policy structure. In particular, the objectives of the Bram West Secondary Plan Review are to:

- refine the land use designations of the Bram West Secondary Plan to more specifically designate a realistic amount of land at appropriate locations for signature office buildings and Prestige Industrial/commercial development;
- update environmental protection measures;
- implement specific growth management strategies for the Bram West Area;
- address specific urban design issues; and,
- address the future widening of Mississauga Road between Highway 407 and the crest of the Credit River Valley (including a 7 metre centre median) and the alignment of Financial Drive north of Steeles Avenue West.

In order to address these objectives, supplemental background studies were undertaken including a community design study, a municipal fiscal impact study, an economic impact study and an update of the 1997 Transportation Study that was prepared as part of the background studies for the Secondary Plan. Part of the update included an assessment of realigning a section of Financial Drive north of Steeles Avenue West and east of Mississauga Road. A review of the supplemental background studies is provided in Appendix A of this document. The proposed land use structure presented in this document is based largely on the findings and recommendations proposed in these studies.

The purpose of the Bram West Land Use and Growth Management Strategy is to explain the background and context for the Bram West Secondary Plan Review and to present the

TOWN OF CALEDON



TOWN OF HALTON HILLS

CITY OF VAUGHAN

CITY OF MISSISSAUGA

Bram West Boundary
To Follow Centre Line
Of The Credit River
From Winston Churchill Bv.
To Steeles Avenue West.



BRAM WEST SECONDARY PLAN AREA



CITY OF BRAMPTON

Date: Nov. 13, 2003 Drawn By: J. Kennedy
File no. gwfig1.dgn Map no.



**FIGURE 1
BRAM WEST SECONDARY PLAN REVIEW
LOCATION MAP**

PLANNING, DESIGN & DEVELOPMENT DEPARTMENT

proposed Bram West land use structure in order to obtain input from the general public and stakeholders that will lead to the finalization of a Bram West Secondary Plan amendment.

This document sets out:

- in Part 1, an introductory overview of:
 - the Bram West Vision Statement;
 - the strategic land use directions proposed;
 - a summary of the Growth Management, environmental protection, urban design and financial/economic strategies; and,
 - the proposed consultation process with the residents, stakeholders and landowners of Bram West.

- in Part 2, the background including:
 - the Secondary Plan Area context addressing the location, planning status and rationale for the Bram West Secondary Plan Review;
 - existing land use and zoning permissions;
 - major land holdings;
 - the servicing and transportation network within the Bram West Secondary Plan;
 - a description of the current Bram West Secondary Plan; and,
 - the Secondary Plan Review process.

- in Part 3, the planning and land development context addressing the broad policy framework that influenced the proposed Bram West land use structure.

- in Part 4, the strategic land use directions including:
 - the Bram West vision;
 - recommended land use strategies;
 - the land budget;
 - the housing mix, population and employment targets; and,
 - land use principles.

- in Part 5, the proposed implementation strategy with respect to:
 - image and identity;
 - the key design guidelines from the Bram West Community Design Study including streetscape and gateway designs;
 - Growth Management;
 - Block Planning;
 - pathways;
 - environmental management; and,
 - broad level financial and economic management.

- in Part 6, the proposed public consultation process.

The findings of the supplementary studies undertaken for the Bram West Review are summarized in Appendix A. Appendix B provides a planning evaluation of the Metrus, Kaneff and Mantelia employment to residential conversion applications.

PART 1: OVERVIEW

1.1 The Bram West Vision Statement

- the Credit River valley shall be preserved and protected, which will be the primary determinant of urban form (Photos 1 and 2);
- the protection and preservation of unique and significant environmental features including woodlots, valleylands, stream corridors and other elements that constitute the ecosystem. The linkage of these natural elements is a vital principle of ecosystem planning (Photos 1 and 2);
- the opportunity to provide abundant public access and visibility to the rich natural heritage and environmental features of the Bram West community;
- the preservation and protection of the unique significant and cultural resources, including the community attributes of the Villages of Churchville and Huttonville in the long term development of Bram West;
- the development of corporate head office buildings within the Office Node designation fronting Mississauga Road between Highway 407 to north of Steeles Avenue West (Photos 3 and 4);
- the development of a signature prestige industrial park west of Mississauga Road, south of Steeles Avenue West;
- the development of an upscale industrial and office precinct with the highest quality civic design and architecture which maximizes employment and enhances the financial position of the municipality;
- the establishment of a prestige gateway streetscape along the Mississauga Road corridor to enhance Brampton's urban identity and image on a GTA wide basis;
- the promotion of a balanced community structure including the proper allocation of both residential and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity in keeping with the City's Strategic Plan (Photos 5 and 6);
- the implementation of a revised secondary plan based on comprehensive community and stakeholder consultation;
- the implementation of an effective Growth Management Strategy in a financially sustainable manner that will phase development in conjunction with the provision of adequate infrastructure and community facilities;



Photo 1



Photo 2

The Credit River Valley shall be preserved and protected



Photo 3

Conceptual image representing high quality office buildings, including corporate head offices, along the Mississauga Road corridor between Highway 407 and Steeles Avenue



Photo 4

Buildings within the Office Node designation should have the highest quality civic design and architecture



Photo 5

A balanced community structure including residential and employment uses separated by arterial roads or natural features such as valleyslands



Photo 6

Office development on the west side of Financial Drive will be compatible with adjacent residential use



Photo 7

Pathways will provide a recreational and utilitarian function



Photo 8

Stormwater facilities will be designed to provide a net benefit to the environment and to provide community amenities

- the development of an effective and efficient transportation and transit system to serve Bram West and the entire West Brampton Area.
- The incorporation of environmental protection and Green Design principles as outlined in the Greening Policy of the City's Asset Management Department; and,
- the implementation of the Pathways Master Plan, especially as it relates to key linkages to the Credit River Valley and other open space corridors in the Bram West Area (Photo 7).

1.2 Strategic Land Use Directions

Based on the Bram West Vision and the land use concept presented in the Bram West Community Design Study by Brook McIlroy, two strategic land use direction options have been proposed for Bram West in this document. The proposed land use structure is a refinement of the conceptual land use plan, based on further public consultation, staff review, and the findings and recommendations of the supplementary consultant studies, including the financial and economic impact study prepared by Hemson Consulting and an update of the 1997 Bram West Secondary Plan Transportation Study by Marshall Macklin Monaghan (see Appendix A).

The Provincial Policy Statement, Region of Peel Official Plan, the City's Strategic Plan and the Brampton Official Plan provide the broad policy framework in respect of both land use direction options.

Sections of the Provincial Policy Statement of particular relevance to the Bram West Secondary Plan are Section 1.1 – Developing Strong Communities, Section 1.2 – Housing, Section 1.3 – Infrastructure, Section 2.3 Natural Heritage, Section 2.4 Water Quality and Quantity and Section 2.5 Cultural Heritage and Archaeological Resources.

The Region of Peel Official Plan has identified lands within the Bram West Secondary Plan for urban development and requires full municipal water and sewage services to accommodate growth within Bram West.

The community vision for Brampton, as identified in Brampton's Strategic Plan 2003, is "to be a vibrant, safe and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life."

The Strategic Plan entitled "Vision Brampton: Six Pillars Supporting Our Great City" identifies six pillars of strategic importance, based on extensive public consultation, in order to achieve the community vision. The Six Pillars upon which all City plans and initiatives will be based are:

1. Modern Transportation Systems;
2. Managing Growth;
3. Protecting Our Environment and Enhancing Our Community;

4. A Dynamic and Prosperous Economy;
5. Community Lifestyle; and,
6. Excellence in Local Government.

The Office Node and Business Industrial Sections of the Brampton Official Plan are of particular relevance to the employment designations in the proposed land use structure. The upscale executive housing policies and the revised housing mix and density policies of the City's Official Plan will apply to the residential designations in the proposed land use structure. Both sets of residential policies have largely determined the allocation of developable land for residential and related uses and the resulting population capacities.

Part 3 of this document explains how the proposed land use structure addresses the policy issues arising from Provincial Policy Statement, Region of Peel Official Plan, the City's Strategic Plan and the Brampton Official Plan.

The proposed land use structure (sees Figure 9 and 10) designates residential uses as the primary interface between the Credit River valley and the proposed employment areas. The community design guidelines of the Brook McIlroy Study, emphasize a high quality integrated employment and residential community with an emphasis on providing strong connections and buffers between Bram West's natural heritage system, residential enclaves, heritage areas and the developing community.

Based on the findings of the technical studies and previous consultation with Bram West landowners, City staff have developed two land use options for public consultation purposes. These options have general similarities but key decisions still have to be made on the Mississauga Road frontage lands north of Steeles Avenue. Additional public consultation is required to arrive at the best land use decision from a public interest perspective.

The difference between the two strategic land use direction options is that Option 1 presents a greater employment focus along Mississauga Road than Option 2 provides. The proposed land use structure incorporates the following refinements:

- Within the generalized Residential designation of the Brook McIlroy land use concept, lands have been designated Executive Residential, Low Density, Low/Medium Density, Medium Density and High Density in the proposed land use structure, in accordance with the relevant Office Plan housing mix and density policies. All the high density sites in the prevailing Bram West Secondary Plan have been retained in the new Bram West land use structure;
- The designations of schools have been refined in consultation with the Peel District School Board and the Dufferin-Peel Catholic District School Board, based on student yields arising from the proposed land use structure;

- Park designations have been refined in consultation with the City's Community Design Department based on population yields from the proposed land use structure;
- Special Policy Area designations in the current Bram West Secondary Plan have been retained in the proposed land use structure and other Special Policy Areas have been designated as appropriate;
- Lands adjacent to the Maple Lodge Farms plant that were designated Prestige Industrial in the Brook McIlroy land use concept have been redesignated Business Park. This redesignation is intended to provide an appropriate zone of compatible employment land uses adjacent the Maple Lodge Farms plant;
- A Corridor Protection Area has been designated in the northwest part of the Bram West Secondary Plan Area in order to provide a transportation corridor for the future Bram West Parkway as proposed in the North-South Transportation Corridor Study, September 2003, prepared by iTrans Consulting;
- Financial Drive has been realigned north of Steeles Avenue West maintaining the original function of Financial Drive as a Major Collector Road and providing the capacity required for an effective by-pass of the busy Mississauga Road and Steeles Avenue West intersection. The alignment does not impact on significant woodlots and provides for a potential road access to the Lionhead lands located to the east of Financial Drive;
- In Option 1 of the proposed land use structure which assumes a 6 lane Mississauga Road, most of the lands fronting the east side of Mississauga Road have been designated Specialty Office and Service Commercial, thereby emphasizing employment uses north of Steeles Avenue West;
- Lands on the west side of Financial Drive north and south of Steeles Avenue West, which were designated Prestige Industrial in the Brook McIlroy land use concept have been designated Office Node Commercial in the land use structure;

When undertaking block planning in Bram West, proponents will be required to focus on the creation of residential neighbourhoods centred on community elements such as parks, schools and other community features with an associated road network that links and celebrates these key elements to provide identity and a sense of community.

A summary of the permitted uses and the general development principles with respect to each land use designation is presented in Tables 1 and 2.

Table 1 – Summary of Residential Designations within the Bram West Secondary Plan

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>Executive Residential</i>	213	<ul style="list-style-type: none"> ❑ <i>Primarily single detached units;</i> ❑ <i>Limited number of high-end semi's and townhouses may be considered;</i> ❑ <i>Limited development of complementary uses.</i> 	<ul style="list-style-type: none"> ❑ <i>Maximum density of 6 units per net residential acre;</i> ❑ <i>Minimum lot frontage of 50 feet & a range of lot frontages from 50 to 85 feet;</i> ❑ <i>Minimum yield of 1000 executive residential units.</i> ❑ <i>Reflect the Upscale Executive Housing policies, principles & standards;</i> ❑ <i>High quality housing choices expressed through attention to detail in architecture, including choice of building materials, garage siting, building elevations, roof lines & landscaping.</i>
<i>Low Density</i>	53	<ul style="list-style-type: none"> ❑ <i>Primarily single detached units;</i> ❑ <i>Limited number of high-end semi's and townhouses may be considered;</i> ❑ <i>Limited development of complementary uses.</i> 	<ul style="list-style-type: none"> ❑ <i>Maximum density of 8 units per net residential acre;</i> ❑ <i>Lots adjacent to Executive Residential areas will have a minimum lot frontage 40 feet; in other areas lot frontage will not be less than 38 feet.</i> ❑ <i>Represents the transition between the Executive Residential Area & the conventional areas of the community.</i>

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>Low / Medium Density</i>	963 (Option 1) 1,007 (Option 2)	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Single-detached, semi-detached & townhouses;</i> <input type="checkbox"/> <i>Complementary uses.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Maximum density of 12.2 units per net residential acre;</i> <input type="checkbox"/> <i>Minimum lot frontage 36 feet;</i> <input type="checkbox"/> <i>29.5 feet by 85 feet lots will be permitted under certain conditions.</i>
<i>Medium Density</i>	58	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Single-detached, semi-detached & townhouses;</i> <input type="checkbox"/> <i>Complementary uses.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Maximum density of 20 units per net residential acre;</i> <input type="checkbox"/> <i>Non-profit housing may be developed at a maximum density of 30 units per net residential acre;</i> <input type="checkbox"/> <i>Require acceptable transition & physical integration with lower density forms of housing.</i>
<i>Village Residential</i>	192	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Residential, convenience commercial, community services, craft shops & home workshops/offices.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Development within boundaries of Churchville Heritage Conservation District will be consistent with guidelines of the Village of Churchville Heritage Conservation District Plan;</i> <input type="checkbox"/> <i>Development adjacent to the District will not detract from the objectives of the District Plan;</i> <input type="checkbox"/> <i>All development will be considered on the basis of the scale, character, location & relationship of proposed development to adjacent properties, & the maintenance of existing vegetation, views & streetscape.</i>

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>High Density</i>	12	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Townhouses, duplexes, maisonettes & apartments.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Maximum density of 50 units per net residential acre;</i> <input type="checkbox"/> <i>Non-profit housing may be developed at a maximum density of 60 units per net residential acre;</i> <input type="checkbox"/> <i>Require acceptable transition & physical integration with lower density forms of housing.</i>
Total	Option 1 - 1,492 acres Option 2 - 1,536 acres		

Table 2 – Summary of Employment Designations within the Bram West Secondary Plan

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>Prestige Industrial</i>	607 (Option 1) 478 (Option 2)	<ul style="list-style-type: none"> ❑ <i>Research & development facilities, industrial uses, distribution & warehousing, within wholly enclosed buildings;</i> ❑ <i>No outdoor storage;</i> ❑ <i>Day nurseries & ancillary retail uses (up to 15% of the gross leasable area (GLA) of a building) in association with the industrial uses;</i> ❑ <i>Hotels & free-standing offices on lands that abut, or are directly adjacent to, arterial roads accommodating an interchange with a 400 series highway.</i> 	<ul style="list-style-type: none"> ❑ <i>High standard of site, building & landscape design to create a parklike setting & to enhance streetscape;</i> ❑ <i>Minimize impacts upon adjacent residential & educational uses through site design, landscaping & buffer treatment;</i> ❑ <i>Floor Space Index of 0.3 - 0.5;</i> ❑ <i>May require concept plan.</i>
<i>Office Node Commercial</i>	305	<ul style="list-style-type: none"> ❑ <i>Business, professional or administrative offices, hotels, conference centres;</i> ❑ <i>The following uses will be permitted only in conjunction with the above:</i> <i>- Business support services, limited accessory retail, banquet hall, restaurant, commercial school, day nursery, personal service shop, laundry establishment and recreational facility;</i> ❑ <i>No outdoor storage;</i> ❑ <i>Prestige Industrial permitted subject to compatibility with office node & adjacent uses. However, Prestige Industrial will not be permitted along lands fronting Mississauga Road.</i> 	<ul style="list-style-type: none"> ❑ <i>Encourage large lots along arterial roads;</i> ❑ <i>Superior site, building & landscape design;</i> ❑ <i>Retail uses may be restricted to a maximum % of floor space;</i> ❑ <i>Minimize impact upon surrounding natural areas & land uses through site design, landscaping & buffer treatment;</i> ❑ <i>Floor Space Index of 1.0 - 2.0, & may require concept plan;</i> ❑ <i>Vehicle parking not permitted in visually prominent locations.</i>

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>Business Park</i>	336(option 1) 465 (Option 2)	<ul style="list-style-type: none"> ❑ <i>Industrial uses, corporate offices, ancillary retail uses (up to 15% of the GLA of a building); office, retail & service uses (only within an industrial mall, to a maximum of 5,000 sq.ft. or 5% of the GLA of the building, whichever is less); restaurants (one per industrial mall, to a maximum of 5,000 sq.ft.) & banquet halls;</i> ❑ <i>Prestige industrial uses.</i> 	<ul style="list-style-type: none"> ❑ <i>Lands may be subdivided into different zone classes by requirement for road access, outside storage, inter-relationship with different industries & minimization of lands use conflicts;</i> ❑ <i>Landscaping & buffering to minimize impacts on adjoining areas;</i> ❑ <i>Outside storage prohibited in the front yard abutting arterial roads.</i>
<i>Specialty Office & Service Commercial</i>	68 (Option 1) 23(Option 2)	<ul style="list-style-type: none"> ❑ <i>Office, retail & service uses, restaurants, hotels & motels, specialty food & grocery stores (to a maximum GLA of 6,500 sq. ft.);</i> ❑ <i>Retail warehouses - minimum GLA of 20,000 sq. ft.. Except 10% of the retail warehousing may be in buildings with a minimum GLA of 5,000 sq.ft.</i> 	<ul style="list-style-type: none"> ❑ <i>Superior site, building, landscape & safety design elements;</i> ❑ <i>Service & loading areas incorporated into building design or effectively screened;</i> ❑ <i>Development concept required to demonstrate integrated development along Mississauga Road.</i>
<i>Highway Commercial</i>	2	<ul style="list-style-type: none"> ❑ <i>Automobile service stations, gas bars & related activities.</i> 	<ul style="list-style-type: none"> ❑ <i>Minimize impact on adjacent residential uses;</i> <i>Drive-through restaurants immediately adjacent to intersections of arterial &/or collector roads will not be permitted.</i>
<i>Neighbourhood Commercial</i>	23	<ul style="list-style-type: none"> ❑ <i>Retail & service uses. An automobile service station or gas bar will be permitted on the NC designation at the south-west quadrant of Steeles Avenue & Chinguacousy Road.</i> 	<ul style="list-style-type: none"> ❑ <i>Establishments ranging from 15,000 to 81,000 sq.ft GLA & typically located on 4 to 8 acre site & anchored by a supermarket.</i>

LAND USE DESIGNATION	AREA DESIGNATED IN PROPOSED LAND USE STRUCTURE (ACRES)	PERMITTED USES	GENERAL DEVELOPMENT PRINCIPLES
<i>Convenience Commercial</i>	4	<ul style="list-style-type: none"> <input type="checkbox"/> <i>One or more retail or service establishments.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Establishments ranging from 5,400 to 15,000 sq.ft GLA & typically located on 1 to 2 acre site.</i> <input type="checkbox"/> <i>No outdoor storage of goods or materials.</i>
<i>Gateway Commercial</i>	64	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Same uses as in Specialty Office & Service Commercial.</i> <input type="checkbox"/> <i>Selected industrial uses that include a retail component.</i> <input type="checkbox"/> <i>Limited highway commercial uses (i.e.:Gas bar).</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Same development principles as in Specialty Office & Service Commercial.</i> <input type="checkbox"/> <i>Innovative & discrete sign treatment.</i> <input type="checkbox"/> <i>Gateway focus.</i>
<i>Special Policy Area 3</i>	5	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Existing apple factory & service outlet. Any ancillary uses.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> <i>Ancillary uses will be permitted, providing existing character is retained or enhanced.</i>
Total	Option 1 - 1,414 acres Option 2 - 1,370 acres		

1.3 Summary of Urban Design, Growth Management, Environmental and Financial/Economic Management Strategies

Significant aspects of the Bram West Urban Design Strategy are set out below:

- The Credit River valley shall be preserved and protected, which will be the primary determinant of urban form;
- Prestige Industrial and Office Node uses will be located on the most highly visible sites fronting the exterior of employment blocks (except fronting Mississauga Road, where only office and related uses are proposed to be permitted) while business park uses will be located on less visible sites in the interior of such blocks;
- Residential and employment areas will be separated by valley corridors, woodlots and major roads, where possible. Such separators will be enhanced by buffering, landscaping and edge treatment;
- New roads will be developed, generally, as landscaped corridors that are sensitive to the environmental features of Bram West. The level and intensity of landscape treatment will reflect the role of the street and its relationship with the open spaces;
- Primary and secondary gateways designated at the intersections of primary streets will express the character of the community and the locale to which they provide entry. The Primary Gateway at Queen Street and Mississauga Road will characterize entry into Bram West at the Credit River Valley and Huttonville. The Primary Gateway at Mississauga Road and Steeles Avenue West will characterize entry to the high profile Office Centre areas and the Primary Gateway at Highway 407 between Winston Churchill Boulevard and the future Bram West Parkway will characterize the highest profile Prestige Industrial area; and,
- Incorporating and implementing environmental protection and Green Design principles as outlined in the Greening Policy of the City's Asset Management Department. In this regard the Credit River Valley represents the City's most significant Green Corridor within Bram West. Parks and open spaces will be given a high profile within the community as visible and accessible public amenities. Streets and blocks will be aligned to provide a high degree of visibility of the natural areas and neighbourhoods will be designed to provide access to natural areas. An interconnected system of parks and natural areas will be created through pedestrian and cyclist pathways.

Growth Management Strategy

The Bram West Secondary Plan will be implemented in accordance with the objectives and guidelines outlined in the Brampton Growth Management Program (GMP). The GMP is an implementation program aimed at ensuring the timely delivery of services and infrastructure to new residents while maintaining appropriate service levels for existing residents.

The Growth Management Program (GMP) guidelines address the timely and adequate provision of the following key infrastructure and servicing elements:

- significant elements of the road network required to support a given amount of development;
- transit service;
- water and waste water services;
- school sites and facilities;
- new parks and recreation facilities; and
- emergency services such as fire stations.

With respect to the preparation of the Bram West Secondary Plan, the GMP will be used to ensure that required public infrastructure is provided as development occurs. A similar growth management policy framework is proposed as was established in the Credit Valley Secondary Plan. The policy framework will address, as part of the Block Plan process, the co-ordination of infrastructure provision with the staging and sequencing of development. The policy framework will also address the requirements in respect of proposals for interim servicing and front end financing of infrastructure. A development phasing and sequencing plan will be required as part of the Block Plan submissions. The development phasing and sequencing plan will generally include the physical and community infrastructure required to be in place before planning approvals are granted by the City. Part 5 of this document presents a growth management strategy for Bram West.

As such, a GMP Implementation Details Table (see Table 6) will be included as an appendix to the Bram West Secondary Plan amendment with a requirement that the table be updated at least annually. This table would be a basis for preparing, evaluating, and documenting sequencing strategies for the provision of infrastructure necessary to support growth.

Sub-areas have been delineated within the largely undeveloped areas of Bram West for the purposes of Block Planning, and the sub-areas have been numbered according to the expected sequence of development based on available servicing information (see Figure 11). Tertiary Planning Areas have been identified in Bram West where planning approvals have already been granted and construction has commenced.

To this end, residential development in Bram West will not proceed in advance of Regional and City capital budgets unless the full spectrum of services and infrastructure

are optimized, so that current service levels can be maintained for existing residents and the payments back to the proponents of development are related to the collection of Development Charges (i.e.: Tax funds will not be used for front ended facilities).

Environmental Management Strategy

The environmental management strategy within Bram West will be in accordance with the recommendations of the Gateway West Subwatershed Study (Gartner Lee Ltd, September 1999), which was undertaken as a background study to the current Bram West Secondary Plan. The environmental policies of the current Bram West Secondary Plan are largely based on the recommendations of the Gateway West Subwatershed Study, and address the following:

Lands included within the Open Space designation are shown schematically in the current Bram West Secondary Plan and the recommended land use strategy. The locations, configurations and boundaries of these lands will be confirmed through detailed studies and plans, as part of the Block Plan Process or due to the completion of a Class Environmental Assessment, and may be revised without further amendment to the Bram West Secondary Plan. These studies may include:

- An Environmental Implementation Report;
- An Environmental Impact Study;
- A Stormwater Management Study;
- A Tree Conservation Plan;
- A Functional Servicing Report; and,
- A Municipal Class Environmental Assessment.

Natural features such as trees and hedgerows determined, through detailed evaluation, to be worthy of preservation, will be protected and incorporated into the parkland system and development projects, wherever practical and possible.

Parks and open spaces will be given a high profile within the community as visible and accessible public amenities. To this end, continuous road frontage will be encouraged.

Valleylands

Lands designated Valleyland in the current Bram West Secondary Plan and the new Bram West land use structure have been identified as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands will remain primarily in a natural state or be utilized for stormwater management purposes and complementary uses in accordance with relevant policies of the Official Plan and the recommendations of the Gateway West Subwatershed Study.

The development of the land use options for Bram West recognize the importance of valleylands in the development of the community structure and in their contribution to developing of each neighbourhood within the plan.

Woodlots

Lands designated as Woodlot in the current Bram West Secondary Plan and the new Bram West land use structure are tableland woodlots that were identified for their ecological significance relative to the natural heritage system and water management function by the Gateway West Subwatershed Study.

It will be the intent of the Bram West Secondary Plan to protect Woodlots where possible. Lands designated Woodlot are to remain in a natural state and be used for purposes such as passive recreation and conservation. The extent of a Woodlot to be protected will be confirmed through the preparation of an Environmental Implementation Report and/or an Environmental Impact Study. Gratuitous conveyance will be required as conditions of development approval, where appropriate.

Where woodlots are not indicated to be retained, because they are not a priority for retention, every effort should be made to retain specimen trees within the fabric of the community and the City may require additional landscaping/tree planting in lieu of retaining the woodlots. While woodlots are retained for their ecological significance to the natural ecosystem, woodlots also serve as an organizing element both physically and visually in the Open Space system to provide identity as a community design element.

The limit of development adjacent to valleylands and woodlots will be determined through site specific investigation as part of the Environmental Implementation Report and/or an Environmental Impact Study.

Golf Courses

Golf Courses and related facilities are permitted in all land use designations within the Bram West Secondary Plan, subject to obtaining all environmental approvals, and provided that access to the public can be achieved through the implementation of pedestrian pathway in accordance with the Pathways Master Plan.

When such facilities are proposed within or adjacent to a valleyland designation, the environmental impacts of the use will be assessed through an Environmental Implementation Report or equivalent scoped assessment. Appropriate mitigation of potential impacts will occur in accordance with these studies. The establishment of a golf course or related use will be subject to zoning, site plan and all other necessary approvals.

Stormwater Management

In considering options for stormwater management, the following principles will apply:

- stormwater will be considered as a resource, not a waste product;

- stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment, to the extent practical; and,
- stormwater facilities will be designed, wherever possible, to provide community amenities such as visual attraction and passive recreation. Where practical, these facilities will include linkages to the Pathways system.

It should be noted that stormwater management facilities shown on the new Bram West land use structure are conceptual and are permitted in all land use designations provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report.

General principles for Stormwater Management within Bram West will be determined by the Conservation Authority and the City in accordance with the Gateway West Subwatershed Study (Gartner Lee Ltd.).

A Stormwater Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Gateway West Subwatershed Study (Gartner Lee Ltd.). The Stormwater Management Plan will describe existing and proposed drainage conditions, the stormwater management techniques and best management practices which may be required to control the quantity and quality of stormwater drainage, mitigate environmental impacts, minimize erosion and siltation in the Credit River and associated tributaries during and after the construction period and will identify a monitoring program.

Part 5 of this document presents an environmental management strategy for Bram West that includes a stormwater management component.

Financial/Economic Management Strategy

An important aspect of planning for the Bram West Secondary Plan is to have a land use concept that is financially responsible and generates a positive economic benefit for the City of Brampton and the Region of Peel. Broad level financial and economic impact studies were undertaken by Hemson Consulting to assist in arriving at an appropriate land use mix for Bram West. The findings of the studies confirm that the two land use options proposed for the Bram West Area will yield positive financial benefits for both the City of Brampton and the Region of Peel. The financial and economic impact strategy is further elaborated in Section 5.6 of this document. A full discussion of the findings of the Hemson studies can be found in Appendix A of this document.

1.4 Proposed Consultation Process

It is proposed that an extensive public consultation with the residents, stakeholder and landowners be undertaken as part of the Bram West Review. The public consultation will

also include two planning charettes in order to seek input to this document and the proposed Bram West land use options.

The planning charettes will be held with the participation of the general public and interested stakeholder groups in order to gather input and comments on the contents of this document including the two land use options for Bram West. The planning charettes will be held over a weekend in February and March 2004. The charettes will help City staff “fine-tune” the land use options for Bram West before presenting them to Council for consideration.

Following the charettes, staff will report to Council on the public consultation process and present a revised Bram West Secondary Plan for consideration in Spring 2004. Staff are intending to present a revised Bram West Secondary Plan amendment to a statutory public meeting for further public review and comment before the end of June 2004. Council is expected to approve a new Bram West Secondary Plan in the Fall 2004. The proposed consultation and approval process is presented in Chart 1.

PART 2: BRAM WEST SECONDARY PLAN REVIEW BACKGROUND

2.1 Secondary Plan Area Context

The Bram West Secondary Plan encompasses about 2,450 hectares (6,050 acres) in the southwest quadrant of the City of Brampton (see Figure 1). The Bram West Secondary Plan Area is bounded by the Credit River to the northeast, the Brampton/Mississauga municipal boundary to the south, Winston Churchill Boulevard to the west and the Orangeville Railway Development Corporation rail line and Chinguacousy Road/Mavis Road to the southeast.

Since the approval of the Bram West Secondary Plan in 1998, market, planning and growth management considerations have indicated the need to undertake a comprehensive review of the land use designations and policy structure of the Plan. In particular, the objectives of the Bram West Secondary Plan Review are to:

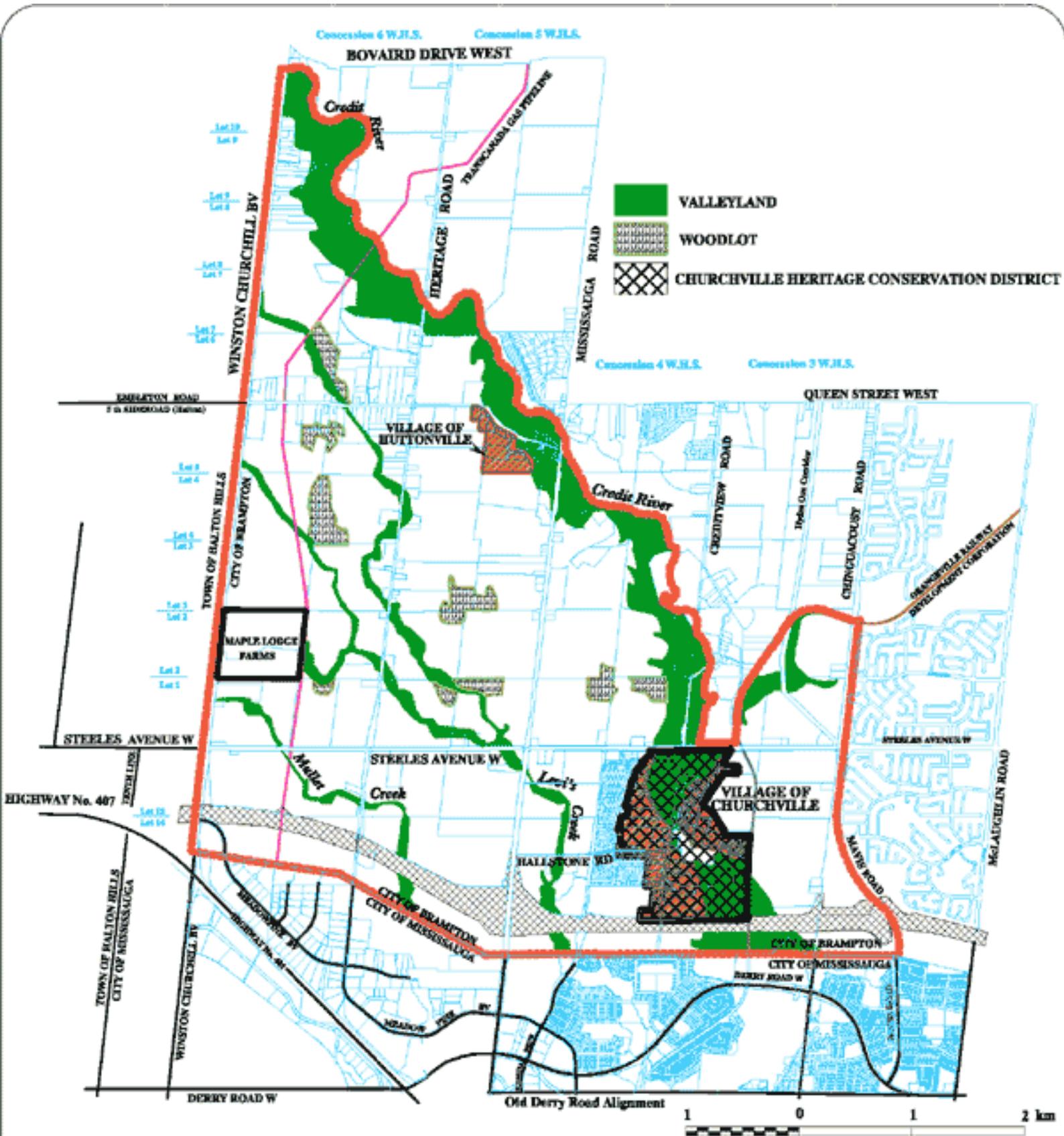
- refine the land use designations of the Bram West Secondary Plan to more specifically designate a realistic amount of land at appropriate locations for signature office buildings and Prestige Industrial/commercial development;
- update environmental protection measures;
- to address specific urban design issues; and,
- to address the future widening of Mississauga Road from Highway 407 to Lionhead Golf Course (including a 7 metre centre median) and the alignment of Financial Drive north of Steeles Avenue West.

2.2 Existing Land Use and Zoning

At the moment, the Bram West Secondary Plan Area is generally rural with agriculture being the predominant use north of Steeles Avenue West (Photo 9). Small horticultural nurseries are concentrated in the Embleton Road and Heritage Road area (Photo 10). The Secondary Plan Area is interspersed with established residential enclaves such as the villages of Huttonville and Churchville (Figure 2 and Photos 12 - 14). The Maple Lodge Farms poultry processing plant, located in the southwest portion of the Secondary Plan Area, is the largest industry in the Bram West area, with 1,800 workers (Photo 11).

Significant environmental and visual features within the Bram West Secondary Plan Area include

- the Credit River Valley
- stream corridors associated with the Levi's Creek and Mullet Creek; and,
- woodlots and hedgerows.



CITY OF BRAMPTON

Date: 2003 06 01 Drawn By: J. Kennedy
 File no. bwfigure2.dgn Map no.



FIGURE 2
NATURAL HERITAGE SYSTEM OF THE BRAM WEST
SECONDARY PLAN AREA



Photo 9
Mainly agricultural use west of
Steeles Avenue



Photo 10
Greenhouses and cottage industry
within Huttonville



Photo 11
Agricultural use east and west of
Heritage Road with the Maple
Lodge Farms plant in the
background



Photo 12
**Aerial view of Huttonville – an
evolving community**



Photo 13
**Churchville at the Credit River
Valley, a unique heritage
community**



Photo 14
**Existing dwellings characteristic
of traditional Ontario
architecture**

Proposed land uses adjacent to the Bram West Secondary Plan Area are presented in Figure 3 and described below:

- NORTH:** Existing Zoning – Mainly agricultural.
- Land Use Designations – The northern boundary of Bram West coincides with the Urban Boundary of the Official Plan as well as the 2021 Regional Official Plan Urban Boundary. Lands beyond the urban boundary are part of the Northwest Brampton Urban Expansion Area, which is currently under review by the City to determine future long term planning requirements.
- EAST & NORTHEAST** Existing Zoning – Agricultural, Residential Hamlet and Floodplain.
- Land Use Designations – The Credit Valley Secondary Plan Area (Area 45) represents most of the lands east and northeast of Bram West (Photo 15). Lands within the Credit Valley Secondary Plan adjacent to Bram West are designated Primary Valleyland and City-wide Park (for Eldorado Park). The rest of the Credit Valley Secondary Plan permits mainly low density residential development. Lands between the Credit River Valley and Mississauga Road, north of Huttonville, are designated Village Residential and Estate Residential in the Official Plan.
- SOUTHEAST** Existing Zoning – Residential.
- Lands abutting Bram West and north of Steeles Avenue West are designated Low & Medium Density Residential within the Fletchers West Secondary Plan (Area 15). Lands abutting Bram West and south of Steeles Avenue West are designated Low Density Residential within the Fletchers Creek South Secondary Plan (Area 24).
- SOUTH** The municipal boundary between the City of Brampton and the City of Mississauga also represents the southern limit of the Bram West Secondary Plan. South of the municipal boundary, the abutting land uses within the City of Mississauga include the Meadowvale Business Park, the Parkway Belt and Residential (Photo 16).
- WEST** The western boundary of the Bram West Secondary Plan coincides with the municipal boundary between the City of



Legend

- | | | | | | | | |
|--|----------------------------|--|---------------------|--|--------------------|---|-------------------|
| | Medium Density Residential | | Business Employment | | R Rural | | Parkway Belt West |
| | Village Residential | | Industrial | | A Agricultural | NOTE: | |
| | Estate Residential | | Business Industrial | | CP Community Park | Land uses adjacent to Bram West shown on this figure are general & not intended to be an accurate representation. | |
| | | | Primary Valleyland | | CWP City Wide Park | | |



CITY OF BRAMPTON

Date: 2003 06 03 Drawn By: J. Kennedy
 File no. bwfigure5.dgn Map no.



**FIGURE 3
 LAND USES ADJACENT TO THE
 BRAM WEST SECONDARY PLAN AREA**



Photo 15
Mississauga Road across the
Credit Rive Valley near
Huttonville



Photo 16
Meadowvale Business Park in
Mississauga, located south of
Bram West



Photo 17
Rural land in Halton Hills, west
side of Winston Churchill
Boulevard

Brampton and the Town of Halton Hills. The lands west of the municipal boundary are predominately rural (Photo 17).

In summary, lands to the north and west of the Bram West Secondary Plan Area are rural with agriculture being the predominant economic use at the moment. Lands to the east are designated valleyland and residential in the recently approved Credit Valley Secondary Plan. The Meadowvale Business Park in the City of Mississauga, which is directly to the south of the Bram West Secondary Plan, has set the character for the type of office and industrial development the City expects will materialize in the Bram West area.

2.3 Major Land Holdings and Ownership Pattern

As of November 2003, the 44 major land holdings (i.e. land holdings greater than 50 acres) within the Bram West Secondary Plan Area represented about 3,900 acres, or 65%, of the total land area within Bram West (see Figure 4). Twelve of these land holdings are in excess of 100 acres and represent about 1,500 acres, or 25%, of the total land area within Bram West (see Table 3).

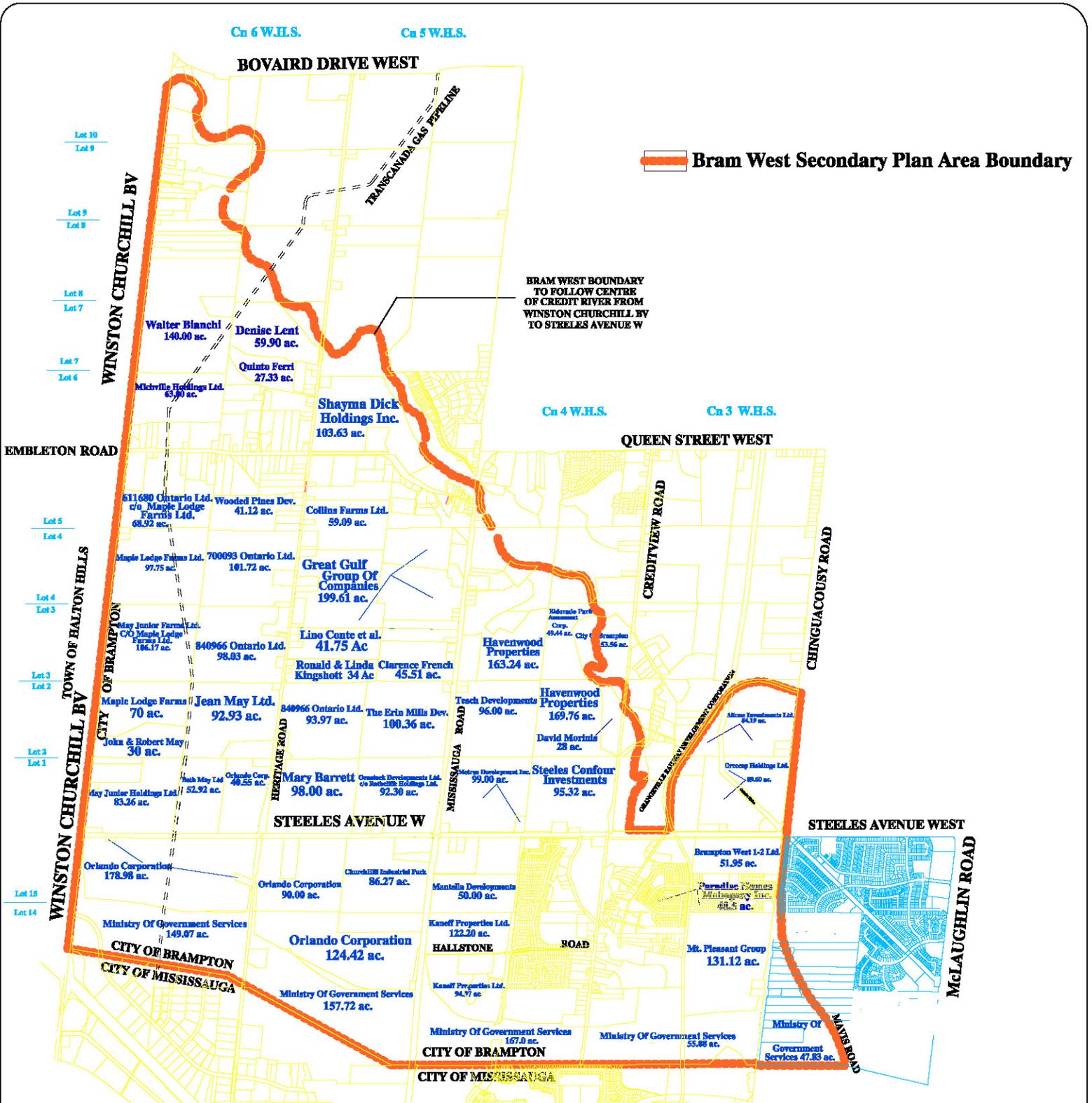
Table 3 – Land Holdings Greater than 100 Acres in Bram West (November 2003)		
Landowner	Area	
	Hectares	Acres
Great Gulf Group of Companies	80.9	200
Havenwood Properties (Central) Ltd.	65.9	163
The Erin Mills Development Corporation	40.5	100
Gordon and Wayne Laidlaw	36.8	91
700093 Ontario Inc.	40.8	101
May Junior Farms Ltd.	42.9	106
James E Thatcher Ltd.	39.6	98
Walter Bianchi	56.6	140
Marilyn Elizabeth Oldham	39.6	98
Mount Pleasant Group of Cemeteries	53	131
Orlando Corporation	112	302
Total	619	1,530

Note: The acreage of the land holdings in Table 3 is approximate and intended for general comparison only.

2.4 Existing Servicing and Transportation Network

Water and sanitary services within Bram West are currently provided through private or communal water and sewage systems. Water supply is mainly from drilled wells and sewage disposal is through septic systems.

The Brampton Official Plan requires that development within the Bram West Secondary Plan Area proceed only with the provision of full municipal services, including: piped water and sanitary sewers and stormwater management facilities.



Property Ownership Data
 Updated November 2003

CITY OF BRAMPTON

Date: Nov. 2003 Drawn By: J.H.
 File no. Bramowner.dgn Map no.



FIGURE 4
MAJOR LAND HOLDINGS (> 25 acres)
IN THE BRAM WEST SECONDARY PLAN AREA

The existing road network within Bram West (see Figure 5) is comprised of Highway 407 (a toll road) and arterial, collector and local roads.

Provincial highways are designed to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Highway 407 is a Provincial tollway adjacent to the southern boundary of the Bram West Secondary Plan Area. Grade separated interchanges with Highway 407 are provided at Mississauga Road and Mavis Road.

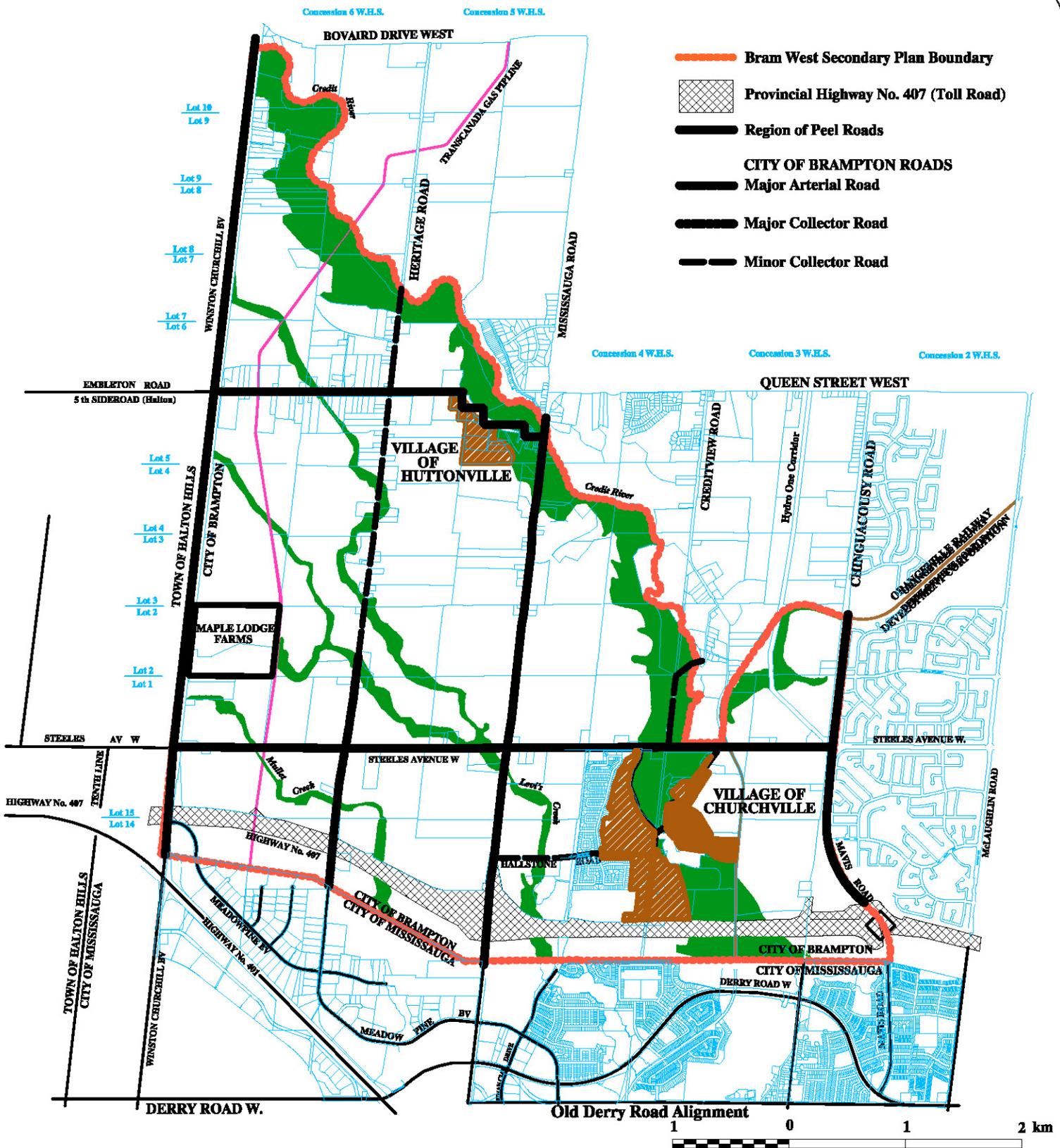
The presence of a Provincial highway within Bram West represents a tremendous opportunity to attract office and prestige industrial users that require superior highway access and visibility and to resolve significant capacity issues that are emerging based on general background traffic from North West Brampton.

According to the Brampton Official Plan, Major arterials are designed to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation as well as traffic to or from Provincial highways and freeways.

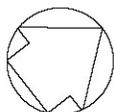
Table 4 – Existing Road Network		
Road	Jurisdiction	Right-of-Way
Highway 407	Province of Ontario	
Mississauga Road	Region of Peel	45 metres
Winston Churchill Boulevard	Region of Peel	36 metres
Steeles Avenue West	Region of Peel	45 metres
Mavis Road	Region of Peel	45 metres
Embleton Road	Region of Peel	26-30 metres
Chinguacousy Road	City of Brampton	40-45 metre Major Arterial
Heritage Road	City of Brampton	36m Minor Arterial to Financial Drive & 23-26m Collector north of Financial Drive
Creditview Road	City of Brampton	23-26 metre Collector
Churchville Road	City of Brampton	23-26 metre Collector
Hallstone Road	City of Brampton	23-26 metre Collector
Financial Drive	City of Brampton	26-30 metre Collector

Minor arterials are designed to be continuous and to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation.

Collector roads accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or business and employment areas, or to and from the arterial system. Local roadways accommodate low to moderate volumes of traffic travelling at low speeds between neighbourhoods, between points of origin and the collector road system.



CITY OF BRAMPTON



Date: 2003 06 25 Drawn By: J. Kennedy
 File no. bwfigure3.dgn Map no.

FIGURE 5 EXISTING ROAD NETWORK IN BRAM WEST SECONDARY PLAN AREA

While Highway 407 is a Provincial tollway, the rest of the existing road network within Bram West consists of roads under the jurisdiction of either the Region of Peel or the City of Brampton (see Table 4).

2.5 Current Bram West Secondary Plan

The current Bram West Secondary Plan (Figure 6) came into force and effect on September 2, 1998. The Bram West Plan designates 980 hectares (2,420 acres) of employment lands (i.e. office, industrial and commercial), which accounts for 40% of the total land area budget of 2,450 hectares (6,050 acres). It should be noted that of the 2,420 acres designated for employment uses in the Bram West Secondary Plan, the Standard Industrial designation predominates, representing about 40% of total employment lands, or 390 hectares (965 acres).

The Prestige Industrial designation follows at 20% (485 acres), while the Office Node Commercial designation accounts for 12%, or 290 acres, of total employment lands designated in the current Bram West Secondary Plan. The Bram West Secondary Plan also designates 23% (555 acres) of the total land for residential development.

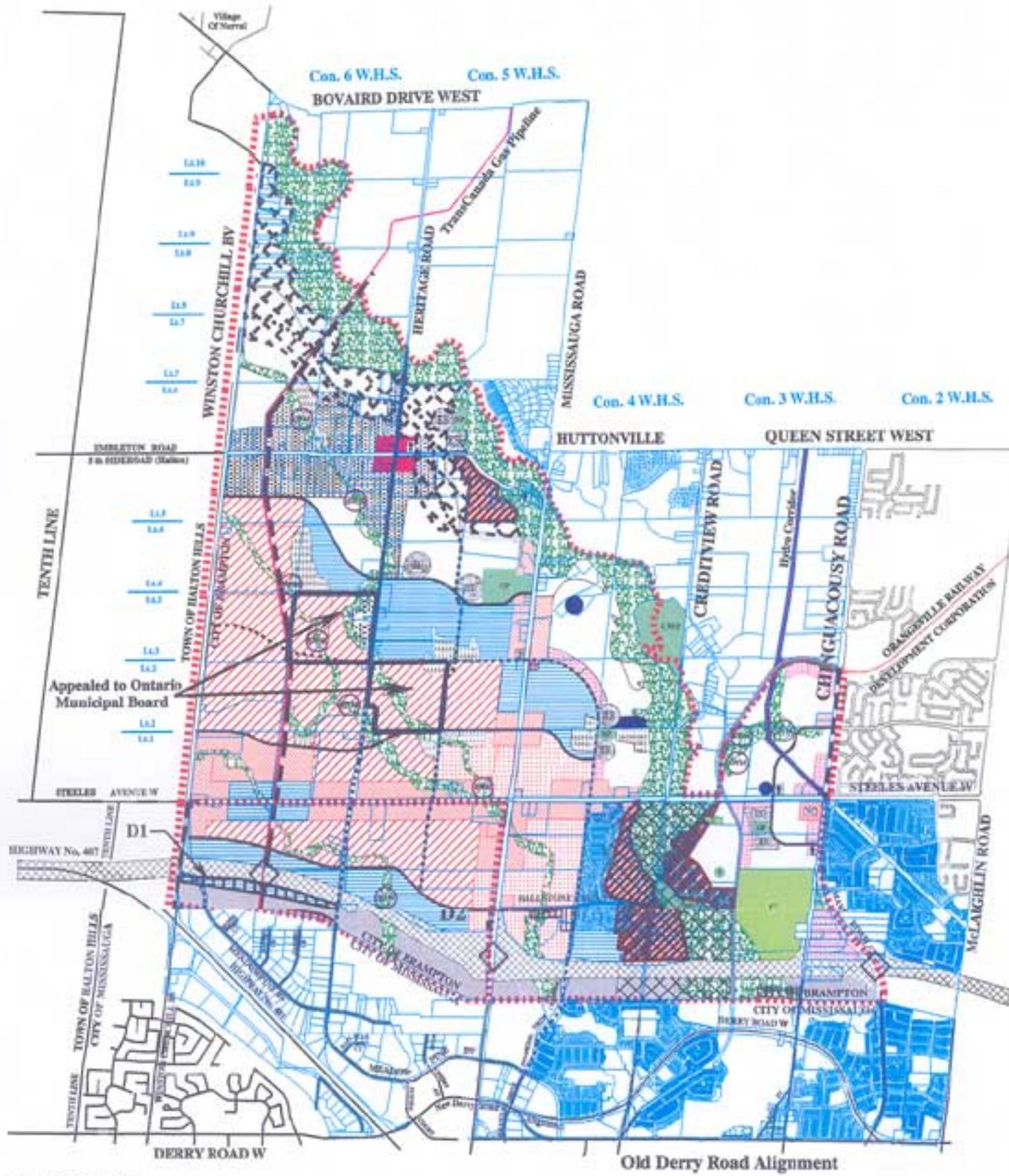
2.6 Secondary Plan Review Process

In February 2001, the City retained the services of Brook McIlroy and Hemson Consulting to prepare the Community Design and Employment Allocation Analysis components of the Bram West review work program, respectively. The purpose of the Community Design Study was to formulate a vision for Bram West that was based on a set of guiding planning and design principles that:

- ensures employment lands and any other development is sensitive to the surrounding natural heritage system and is appropriately integrated with, or buffered from, adjacent land uses; and,
- open space resources are accessible to the community, where appropriate.

The purpose of the Employment Allocation Analysis was to provide a profile of the employment land market that is expected to invest in Bram West over the next thirty years. The findings of the Community Design and Employment Allocation Analysis were presented in a staff report to the Planning Design and Development Committee at its meeting of October 21, 2002. Direction was given to present the findings and recommendations of the Brook McIlroy study to the public on November 26, 2002.

The Community Design Study completed for the Bram West Secondary Plan Review set out three public consultations with the residents, landowners and stakeholders of Bram West. The first meeting was held on May 31, 2001 at Huttonville Public School. The second meeting was held on July 25, 2001 at Brampton City Hall. A third meeting was held on November 26, 2002 to present the findings and recommendations of the Brook McIlroy final report, and to obtain additional public comment. The land use concept plan



- | | | | |
|---|--|---|---|
| <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 Highway & Service Commercial Office Node Commercial Neighbourhood Retail Convenience Retail | <ul style="list-style-type: none"> Churchville Heritage Conservation District Bram West Secondary Plan Area Boundary Deferral (D1) (D2 1993 Official Plan) Deferral (D2) (R2 1993 Official Plan) "Upscale Executive Housing Special Policy Area" | <p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland City Wide Park Community Park Neighbourhood Park Parkette Cemetery Woodlot SWM Facility (Quantity) <p>INFRASTRUCTURE:</p> <ul style="list-style-type: none"> Parkway Belt West TransCanada Gas Pipeline Ontario Hydro Power Corridor Orangeville Railway Development Corporation | <p>INSTITUTIONAL:</p> <ul style="list-style-type: none"> Secondary School Elementary School Place Of Worship (Reserve) Fire Station <p>ROAD NETWORK:</p> <ul style="list-style-type: none"> Highway No. 407 Major Arterial (45-50 metres) Minor Arterial (36 metres) Major Collector Roads (26-30 metres) Minor Collector Roads (23-26 metres) Interchange Local Access |
|---|--|---|---|

Revised : March 11, 2002



CITY OF BRAMPTON

Date: Dec. 08, 2003 Drawn By: J. Kennedy
 File no. fig_6.dgn Map no.



FIGURE 6
SCHEDULE SP 40 (a)
BRAM WEST SECONDARY PLAN
AREAS No. 40 (a) & 40 (b)

PLANNING, DESIGN & DEVELOPMENT

presented in the Community Design Study represents a basis for the proposed land use structure presented in Part 4 of this document.

A municipal fiscal impact analysis was also prepared as part of the above-noted Employment Allocation Analysis in order to assess the fiscal impact of the Brook McIlroy concept plan. The fiscal impact analysis compared the following three scenarios:

Scenario 1: Bram West under the current Bram West Secondary Plan;

Scenario 2: Bram West under the current Bram West Secondary Plan if it were modified based on the Credit Manor Heights application by Metrus; and,

Scenario 3: Bram West under the Brook McIlroy concept plan.

The Metrus application, referred to in Scenario 2, proposed changes to the current Bram West Secondary Plan that would result in about 181 hectares (447 acres) of employment lands, north of Steeles Avenue West and east and west of Mississauga Road, being converted to a Low Density Residential designation.

Subsequently, applications have also been submitted by Kaneff Properties Ltd. and Mantelia Developments Inc. that would result in the additional conversion of about 17 hectares (42 acres) of employment lands in the current Bram West Secondary Plan to residential uses. The conversion applications by Metrus, Kaneff Properties Ltd. and Mantelia Developments Inc. are described in Appendix B of this document.

In order to evaluate the economic impacts of the scenarios and their fiscal impacts on the City's and the Region's finances, further studies were carried out by Hemson Consulting on behalf of the City that evaluated the fiscal and economic impacts of:

- the current Bram West Secondary Plan;
- the current Bram West Secondary Plan modified by the Credit Manor Heights application by Metrus Central Properties;
- the current Bram West Secondary Plan modified by the conversion applications of Kaneff Properties Ltd. and Mantelia Developments Inc.; and,
- the proposed land use structure, including a mix of land use designations for the Brampton portion of the North-South Corridor Protection Area.

The City retained the services of Marshall Macklin Monaghan to update the 1997 Bram West Transportation Study. This update was needed to evaluate the revised road network at the 2021 horizon year based on the Brook McIlroy Concept Plan, including a scenario that assumed no development of the lands west of Heritage Road because of the Corridor Protection Area designated in Bram West. An assessment of the alignment of Financial

Drive within the northeast quadrant of Mississauga Road and Steeles Avenue West in the current Bram West Secondary Plan was also undertaken as part of the update.

The findings of the supplemental background studies noted above are discussed in Appendix A of this document.

PART 3: PLANNING AND LAND DEVELOPMENT CONTEXT

3.1 The Planning Framework

The Provincial Policy Statement, Region of Peel Official Plan, the City's Strategic Plan and the Brampton Official Plan provide the broad policy framework for the proposed land use structure. The following discussion presents Sections of these plans that are relevant to the Bram West Secondary Plan and explains how the proposed Bram West land use structure conforms to these policy documents, including the recent Smart Growth initiative.

3.2 The Provincial Policy Statement

The Provincial Policy Statement provides policy direction on matters of Provincial interest with regard to land use planning and development in Ontario. Sections of the Provincial Policy Statement of particular relevance to the Bram West Secondary Plan are Section 1.1 – Developing Strong Communities, Section 1.2 – Housing, Section 1.3 – Infrastructure, Section 2.3 Natural Heritage, Section 2.4 Water Quality and Quantity and Section 2.5 Cultural Heritage and Archaeological Resources.

Policy Statement: Developing Strong Communities

Section 1.1.1 (a) focuses growth to Urban Areas and 1.1.1 (e) requires a co-ordinated approach in dealing with issues which transcend municipal boundaries. The Bram West Secondary Plan is within the 2021 Regional Urban Boundary and shares its western border with the Town of Halton Hills in the Region of Halton and its southern border with the City of Mississauga.

Response: The planning process for the Bram West Secondary Plan involves the participation and input from the Town of Halton Hills, the City of Mississauga, the Region of Halton and the Region of Peel. In formulating the various land use, environmental and infrastructure elements of the current Bram West Secondary Plan and the recommended land use strategy, a particular objective was to avoid impacts on adjacent municipalities.

Section 1.1.1 (f) intends to avoid development and land use patterns which may cause environmental or public health and safety concerns.

Response: The areas proposed for development in the proposed Bram West land use structure exclude those valleylands that require environmental protection and lands within the Regional Floodline. The current Bram West Secondary Plan is based on the recommendations of the Gateway West Subwatershed Study undertaken as part of the background studies to the Bram West Secondary Plan. Accordingly, Environmental Implementation Reports will be required as part of Block Plan submissions.

Section 1.1.2 (a) requires the provision of sufficient land for industrial, commercial, residential, recreational, open space and community uses to promote employment opportunities, and for an appropriate range and mix of housing, to accommodate growth projected for a time horizon of at least 20 years.

Response: The proposed Bram West land use structure has designated employment, residential, institutional and community uses to provide for an estimate of employment and population to support the full development of Bram West, based on the most recent forecast undertaken by Hemson Consulting.

Section 1.1.2 (c) addresses the provision of a range of uses in areas that have existing or planned infrastructure to accommodate them.

Response: The proposed land use structure designates these uses in areas intended to be serviced by municipal water and sewer and contains a network of existing and proposed roads. For example, the Bram West land use structure redesignates the Employment Estates land use to an urban residential designation to be developed on full municipal services.

Relevant sub-Sections of Section 1.1.3 state that long term economic prosperity will be supported by:

- making provisions such that infrastructure and public service facilities will be available to accommodate projected growth;

Response: In addition to the physical infrastructure, such as roads, the proposed Bram West land use structure designates school sites, a fire station, parks and recreational facilities that will be staged in accordance with the City's Growth Management Program;

- providing a supply of land to meet long term requirements;

Response: The proposed Bram West land use structure designates adequate land to accommodate the forecasted employment, housing and related needs for Bram West that will meet the long term requirements of the City;

- providing for an efficient, cost-effective and reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions and is appropriate to address expected growth;

Response: Policies that will be prepared in conjunction with the Bram West Secondary Plan amendment will address the potential future transit terminal in the general vicinity of Steeles Avenue West and Mississauga Road. The Brampton Official Plan designates Steeles Avenue West and a portion of Mississauga Road as part of the City of Brampton Mass Transit Network. Further, the future north-south transportation facility and Bram West Parkway, will include transit lanes.

The City's Transportation and Transit Mater Plan (TTMP) Study, now underway, is expected to produce a long-term strategy for effectively and efficiently accommodating Brampton's transportation needs in response to future growth, with particular attention given to increasing and improving the role of transit.

A sub-Section of Section 1.2.1 requires that provision will be made in all planning jurisdictions for a full range of housing types and densities to meet projected demographic and market requirements of current and future residents of the housing market area by maintaining at all times, where new development is to occur, at least a 3-year supply of residential units with servicing capacity in draft approved or registered plans.

Response: The proposed Bram West land use structure provides for a range of housing types and densities in keeping with demographic and market requirements and land use potential within Bram West.

Policy Statement: Natural Heritage, Cultural Heritage and Archaeological Resources

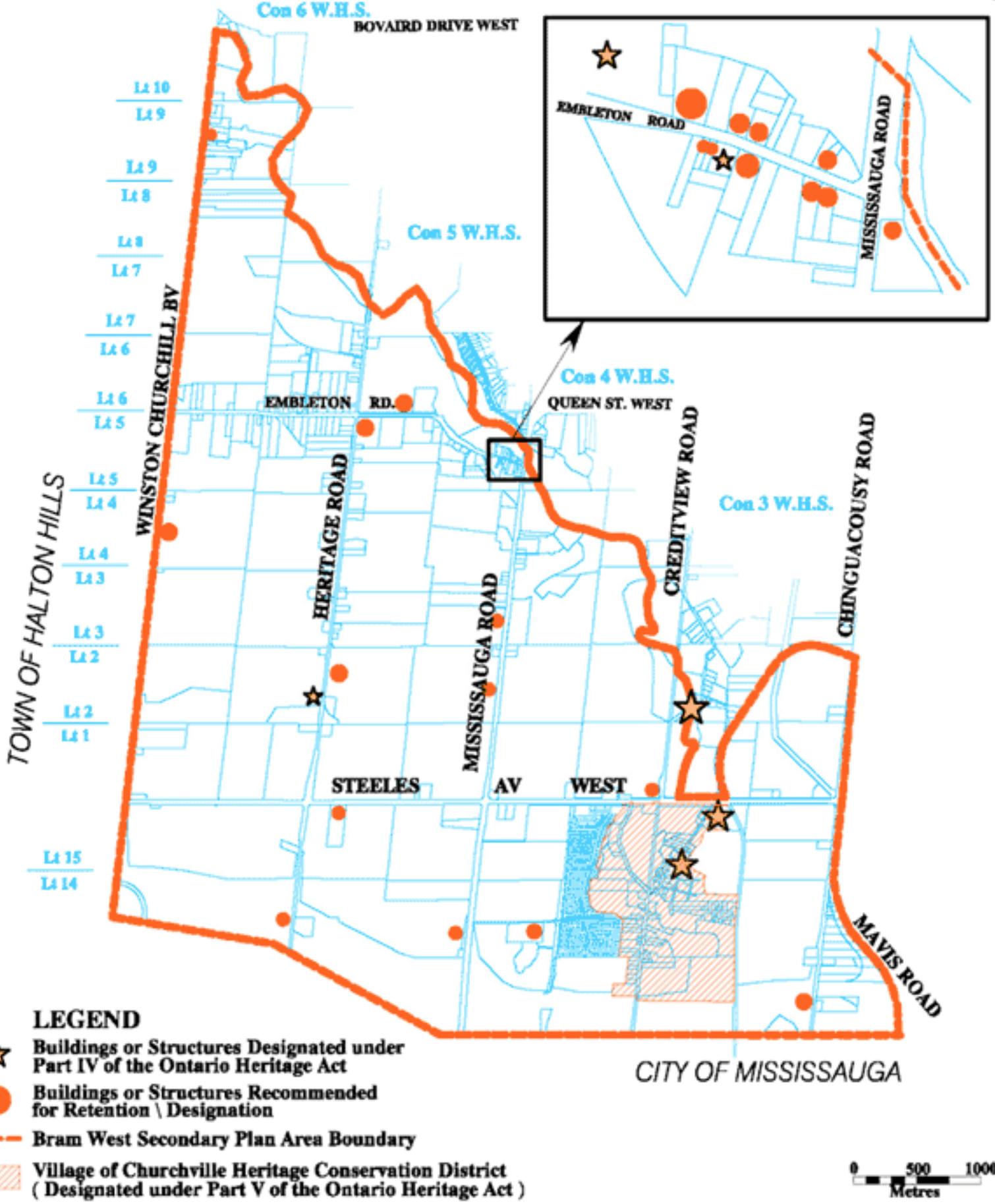
Section 2.3.1 states that natural heritage features and areas will be protected from incompatible development, while Section 2.5 states that significant built heritage resources and cultural heritage landscapes will be conserved. According to Section 2.5.2, development and site alteration may be permitted on lands containing archaeological resources or areas of archaeological potential if significant archaeological resources have been conserved by removal and documentation, or preservation on site.

Response: Based on a heritage resource assessment within Bram West, certain heritage resources, including the Village of Churchville Heritage Conservation District, have been designated under the Ontario Heritage Act and some others have been recommended for retention/designation. The heritage sites proposed to be identified within Bram West are shown in Figure 7.

Policy Statement: Water Quality and Quantity

Section 2.4.1 addresses the protection or enhancement of the quality and quantity of groundwater and surfacewater and the function of sensitive groundwater recharge/discharge areas, aquifers and headwaters.

Response: The environmental and open space policies of the current Bram West Secondary Plan provide for the protection and enhancement of the quality and quantity of groundwater and surfacewater, based on the recommendations of the Gateway West Subwatershed Study. These policies will be retained or enhanced in the revised Bram West Secondary Plan.



CITY OF BRAMPTON

Date: Feb. 27, 2003 Drawn By: J. Kennedy
 Up dated April 11, 2003
 File no. bram_appa.dgn Map no.



FIGURE 7
BRAM WEST SECONDARY PLAN
HERITAGE RESOURCES RECOMMENDED
FOR DESIGNATION OR RETENTION

3.3 Region of Peel Official Plan

The Region of Peel Official Plan contains similar policy statements as that of the Provincial Policy Statement, but is refined to address land use and planning matters from a Peel perspective.

The Regional Official Plan identifies lands within the Bram West Secondary Plan for urban development. It also identifies a portion of the Credit River valley corridor, near the crossing of the Credit River and Mississauga Road, as a Core Area of the Greenlands System. Policy 2.3.2.5 prohibits development and site alterations within Core Areas of the Greenlands System except for the following:

- minor development, minor site alterations and passive recreation;
- essential servicing;
- works for conservation; and,
- compatible recreation within the Urban System.

Policy 2.3.2.8 directs the area municipalities to require environmental impact studies for development and site alterations proposed on lands adjacent to Core Areas of the Greenlands System.

Response: The City retained Gartner Lee to undertake a subwatershed study for the Bram West area as part of the Secondary Planning program. The subwatershed study identifies additional studies that would be required for implementing the recommended Bram West greenlands plan.

The Valleylands and Woodlots designated in the proposed land use structure correspond to the respective designations in the existing Bram West Secondary Plan. The policies with respect to Valleylands and Woodlots in the existing Bram West Secondary Plan require that these natural features be protected from incompatible development and that Environmental Implementation Reports, prepared as part of block plan submissions, determine setbacks from valleylands and rationalize woodlot boundaries. It is proposed that these policies be retained in the revised Bram West Secondary Plan.

According to the Regional Official Plan, the following roads within Bram West are classified as Regional Roads:

- Mississauga Road;
- Winston Churchill Boulevard;
- Steeles Avenue West;
- Mavis Road; and,
- Embleton Road.

The following policies of the Regional Official Plan relating to Regional Roads are of particular relevance at the secondary plan stage:

- ensure the provision, in conjunction with the Province, and the local area municipalities, of the Major Road Network shown on Schedule D of Peel's Official Plan (Policy 5.6.4.2.1).

Response: A north-south conceptual corridor, which represents Bram West Parkway, between Winston Churchill Boulevard and Heritage Road in the Bram West Secondary Plan Area is designated on Schedule "D" of the Regional Official Plan;

- protection of the Regional road rights-of-way for future road widening and improvements (Policy 5.6.4.2.6);
- protection and preservation of the natural environment where Regional Roads are proposed to be widened, reconstructed or improved (Policy 5.6.4.2.7);
- controlling frontage development and vehicular access onto Regional Roads (Policy 5.6.4.2.10);
- protecting residential development adjacent to Regional Roads from vehicular noise through appropriate noise mitigation, planning and design and ensuring the provision of appropriate noise attenuation measures at the time of development (Policy 5.6.4.2.12).

Response: The rights-of-way of Regional roads have been incorporated in the proposed land use structure. The existing development approval process provides the opportunity for the Region to require conditions of development approval that satisfy the above-noted policies.

The Region's policy is to require and provide full municipal water and sewage services to accommodate growth in the Urban System (Policy 6.3.2.1).

Response: The existing Bram West Secondary Plan policies require that development within Bram West will be based on full municipal services. As discussed in a previous section, the proposed land use structure redesignates the Employment Estates designation for urban densities. The City's Growth Management Program seeks to stage development with the timely provision of public infrastructure.

As discussed herein, the policies of the Regional Official Plan are similar to the Provincial Policy Statement but have been refined from a Peel perspective. As such, the discussion in Section 3.2 of this document with respect to the Provincial Policy Statement is also relevant with respect to the Regional Official Plan. Particularly, the environmental, transportation, housing, servicing and, natural and cultural resources aspects of the proposed Bram West land use structure conform to the Region's Official Plan.

3.4 Brampton's Strategic Plan – “The Six Pillars”

The community vision for the City of Brampton, as stated in its recently approved Strategic Plan 2003 is: *“to be a vibrant, safe and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.”*

The Strategic Plan entitled “Vision Brampton: Six Pillars Supporting Our Great City” identifies six pillars of strategic importance, based on extensive public consultation, in order to achieve the community vision. The Six Pillars upon which all City plans and initiatives will be based are:

1. Modern Transportation Systems;
2. Managing Growth;
3. Protecting Our Environment and Enhancing Our Community;
4. A Dynamic and Prosperous Economy;
5. Community Lifestyle; and,
6. Excellence in Local Government.

The goals and objectives of the “Pillars” that are directly related to the Bram West Secondary Plan program and the application of the relevant “Pillars” to the Bram West Secondary Plan are discussed below.

Pillar 1: Modern Transportation Systems

Goal: to implement a master plan to develop a safe and efficient transportation system for moving people and goods within Brampton's central corridors, as well as provide improved and efficient linkages within the Greater Toronto Area.

Objectives:

- an integrated and expanded road network;
- expanded public transit service and technology; and,
- pathways and trails for people.

Response: *The road network designated in the proposed land use structure is based on the findings of the 1997 Bram West Transportation Study prepared by Marshall Macklin Monaghan and provides for the transportation needs in the Bram West Secondary Plan Area up to the 2021 horizon year. The proposed road network identifies new road alignments that are to be integrated with the existing road network and identifies road widenings where appropriate. The proposed land use plan designates a Corridor Protection Area to provide for the ultimate development of a north-south transportation facility that includes Bram West Parkway as a key link to Highway 407.*

Policies that will be prepared in conjunction with the Bram West Secondary Plan amendment will address the potential future transit terminal in the general vicinity of

Steeles Avenue West and Mississauga Road. The Brampton Official Plan designates Steeles Avenue West and a portion of Mississauga Road as part of the City of Brampton Mass Transit Network. Where appropriate, the recommendations of the Transportation and Transit Master Plan will be incorporated as part of the Bram West Secondary Plan.

The proposed land use structure is based on linked pathways, cycle paths, trails and an open space system identified in the City's Pathways Master Plan and Design Guidelines documents and further refined as part of the Brook McIlroy Community Design Study.

Pillar 2: Managing Growth

Goal: to manage a program that co-ordinates and stages the level and distribution of development growth in Brampton in relation to the specific elements of infrastructure (roads, sewers and water) and community services (schools, fire stations, transit and parks and recreation facilities) required to support such growth in a manner that minimizes public costs and optimizes service levels to both residents and businesses.

Objectives:

- maintain an effective development approval process that makes the most of the public and economic benefits of growth while providing the necessary services and infrastructure to serve residents and businesses;
- achieve a balanced land use pattern;
- reinforce Central Area of the City; and,
- preserve employment lands.

Response: With respect to a balanced land use structure, the population and employment estimates arising from the proposed land use structure and the associated infrastructure requirements have been analyzed in conjunction with the estimates of growth and infrastructure requirements in other areas of the City through its Growth Management Program. The integration of the secondary planning process with the City-wide Growth Management Program contributes to the timely delivery of infrastructure to support development.

The proposed land use structure provides an appropriate balance of residential and employment lands that yields a positive financial and economic benefit to the City based on the work completed by Hemson Consulting.

Pillar 3: Protecting Our Environment and Enhancing Our Community

Goal: Brampton is committed to conserving and protecting significant environmental features for the citizens of Brampton to enjoy. We shall build a community that preserves our heritage and achieves a high standard of civic design for the whole City.

Objectives:

- protect our natural environment;
- conserve our heritage;
- conserve woodlots and wetlands;
- apply leading environmental design standards; and,
- build attractive communities.

Response: The Valleyland and Woodlot designations in the prevailing Bram West Secondary Plan, which are in accordance with the Gateway West Subwatershed Study undertaken for Bram West, have been retained in the proposed land use structure. In accordance with the recommendations of the Gateway West Subwatershed Study, lands designated Valleyland in the proposed land use structure are to be left in their natural state. A portion of the Huttonville Valley Environmentally Sensitive Area (ESA) is within the Bram West Secondary Plan. The environmental Sections of the Provincial Policy Statements, Peel's Official Plan and the Brampton Official Plan require the protection of the Huttonville ESA.

With respect to the application of leading edge environmental standards, the environmental designations and policies of the current Bram West Secondary Plan, which will apply to the proposed revision to the Bram West Secondary Plan, are based on subwatershed planning. Subwatershed planning is based on ecosystem planning principles, which are endorsed by the Peel and Brampton Official Plans.

The proposed land use structure is based on strong community design principles in order to create an attractive, healthy and balanced community for Bram West. The community design strategy is discussed in Section 5.2 of this document.

Pillar 4: A Dynamic and Prosperous Economy

Goal: Continue to foster the emergence of Brampton, as one of Canada's dynamic and prosperous local economies by:

- attracting and retaining targeted employment growth in strategic locations including Downtown Brampton; and,
- supporting a competitive business infrastructure.

Response: The Highway 407 exposure and the proximity of lands within Bram West to the prestigious Meadowvale Business Park in Mississauga contribute to a significant potential for employment uses within Bram West. By virtue of their location, these lands also represent the western gateway into Brampton. The employment designations in the proposed Bram West land use structure represent strategically identified locations that have the potential to attract employment uses of various categories, including higher order employment uses.

Pillar 5: Community Living

Goal: Achieve a higher level of service excellence related to the Brampton attributes that residents are most proud of, namely: parks, recreation and sports; fire and emergency services; cleanliness; multiculturalism; arts and culture; and Brampton's rich history.

Relevant Objectives:

- To ensure Brampton residents, workers and members of the business community have a strong sense of civic pride and local identity in Brampton as a separate and self-reliant municipality in Ontario;
- To protect its citizens and businesses, the City of Brampton continues to be a national and international leader in delivering Fire and Emergency Services; and,
- Brampton will be a community where all residents can use our parks and open spaces for family outings and other leisure activities.

Response: The Bram West Secondary Plan Area is the southwest gateway into the City of Brampton. Accordingly, the proposed land use structure designates several gateway locations within Bram West that will provide strong visual markings representative of the existing character of the community and create a sense of civic pride.

With respect to the Fire Station Location Study (2001), a fire station site is designated at the southwest corner of Mississauga Road and Financial Drive in the current Bram West Secondary Plan. In consultation with Brampton Fire & Emergency Services, the Bram West land use structure relocates the fire station site to a site on the west side of Mississauga Road, generally mid block between Financial Drive and Steeles Avenue. However, Brampton Fire & Emergency Services are reconsidering the proposed location for one that is in the general area of Financial Drive and Mississauga Road. The Fire Station Location Study has estimated that a fire station in this general location would be required no later than 2007. However, new construction activity and recent development approvals in Bram West have accelerated the need for this public facility.

In accordance with the City's standards for park provision, the proposed land use structure provides for one Community Park (25 to 30 acres in size) and seven Neighbourhood Parks (each of two acres). In addition several parkettes (each of two acres) will be identified as part of the Block Plan process. Policies to be prepared as part of the Bram West Secondary Plan amendment will require that parks are planned as focal points of the community and provide for indoor and outdoor recreational and social activities of the community. The Open Space policies will provide for an Open Space System whereby the parks, woodlots and valleylands are linked by a network of recreational trails.

Pillar 6: Excellence in Local Government

Goal: To be a leader in the efficient and effective delivery of services that the community values most.

Relevant Objective:

Encourage citizen participation.

Response: The Bram West Secondary Plan work program has provided and will continue to offer several opportunities for public consultation at various stages of the review, including a statutory public meeting. Four public information sessions have been held to date since the commencement of the review in October 2000. Public consultation undertaken to date has provided valuable input to the refinement of the proposed land use structure. Staff will continue with public consultation throughout the Bram West Secondary Plan Review and this document represents a major component of that program as are the charettes that are planned for 2004.

3.5 City of Brampton Official Plan

Lands within the Bram West Secondary Plan Area are currently designated as follows on Schedule “A” (General Land Use Designations) of the Brampton Official Plan (see Figure 8):

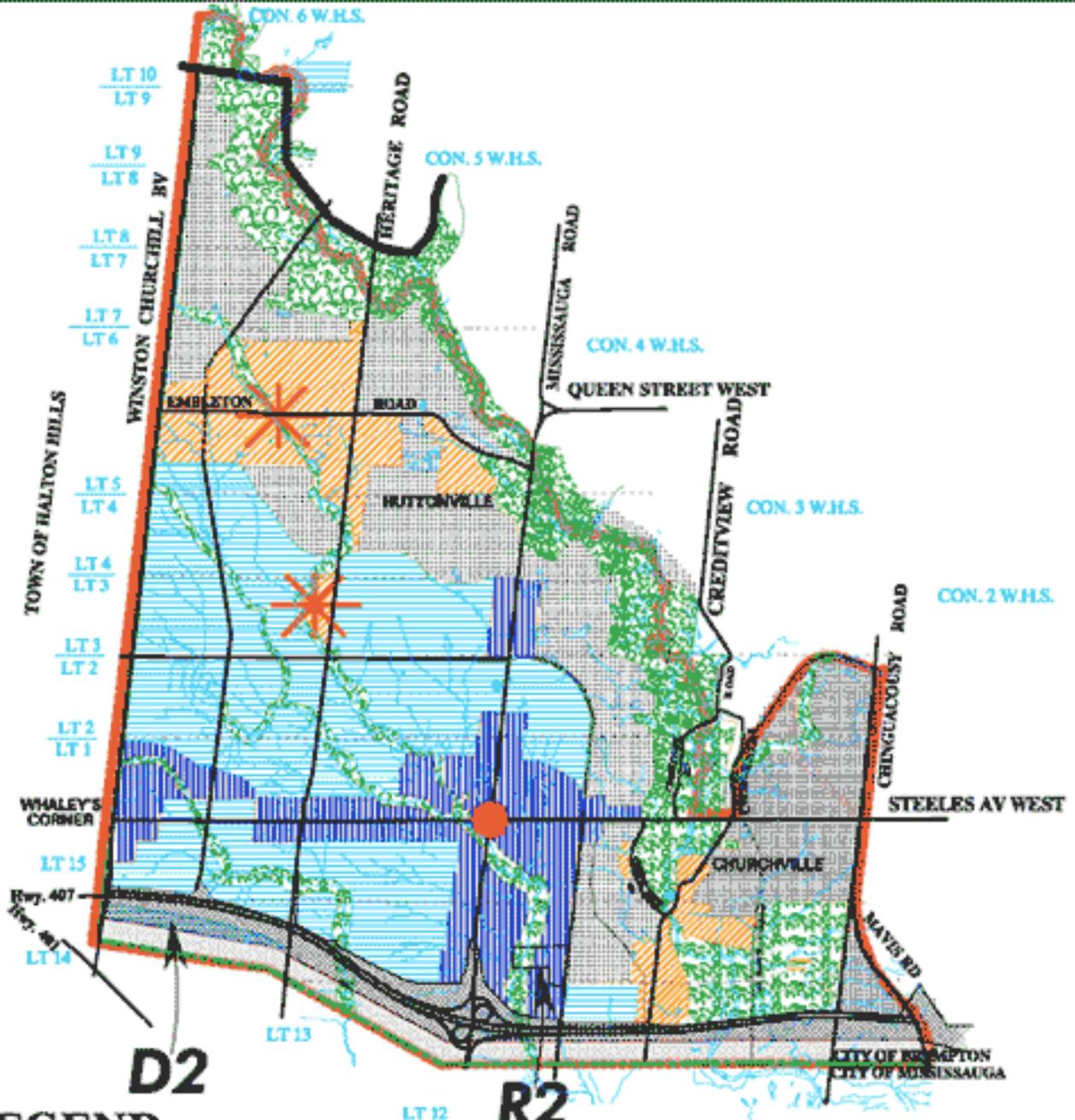
- Industrial;
- Business Industrial;
- Office Node;
- Residential;
- Village Residential;
- Special Policy Area; and,
- Open Space.

The Official Plan designations noted above have been modified, as appropriate, in the proposed land use structure.

Office Node and Business Industrial

The Office Node and Business Industrial Sections of the City’s Official Plan are of particular relevance to the employment designations in the proposed land use structure. Section 4.2.5.1 of the Brampton Official Plan states that the Office Node designations are to be developed at densities and concentrations suited to the particular areas as determined in subsequent secondary planning studies.

Response: The guidelines in the Bram West Community Design Study propose that development in the Office Node designation within Bram West contribute to a distinctive Primary Gateway character at the intersection of Steeles Avenue West and Mississauga



LEGEND

- | | | | |
|----------------------|---------------------|--|-------------------------------|
| | RESIDENTIAL | | OPEN SPACE |
| | VILLAGE RESIDENTIAL | | PARKWAY BELT WEST / UTILITY |
| | OFFICE NODE | | PROVINCIAL FREEWAY 407 |
| | INDUSTRIAL | | SPECIAL POLICY AREA |
| | BUSINESS INDUSTRIAL | | PRIVATE COMMERCIAL RECREATION |
| REFERRALS (R) | | | URBAN BOUNDARY |
| DEFERRALS (D) | | | SECONDARY PLAN AREA BOUNDARY |

CITY OF BRAMPTON

Date: May 21, 2003 Drawn By: J. Kennedy
 File no. Map no.
 bramwest_fig9.dgn



FIGURE 8
OFFICIAL PLAN DESIGNATIONS
OF LANDS WITHIN THE BRAM WEST
SECONDARY PLAN AREA

PLANNING, DESIGN & DEVELOPMENT

Road. In this regard, the guidelines propose a high level of design in building placement, massing and, architectural and landscape features in order to reinforce the focal point of this location.

Section 4.2.5.1 also lists the uses permitted within the Office Node designation, which include business, professional or administrative offices, hotels, motels, accessory and personal service retailing, food and beverage establishments, compatible recreation, institutional and convenience retail uses and business support activities.

Response: In keeping with the City's vision for Mississauga Road between Highway 407 and north of Steeles Avenue, only offices uses are proposed to be permitted fronting Mississauga Road. For the balance of the Office Node Commercial lands, the additional uses stated in Section 4.2.5.1, including Convention Centres and Prestige Industrial will also be permitted.

Section 4.2.5.2 requires that office buildings within the Office Node designation be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

Response: In order to generate the scale and intensity of development a Floor Space Index ranging from 0.6 to 2.0 is required. Where applicable, the scale and character of development in the Office Node designation will be compatible with adjacent residential land uses. Large surface parking areas will be discouraged. Where large parking areas are required, such areas will be screened by appropriate landscaping. The recreational trail system will be linked with the open spaces adjacent to office developments.

With regard to the Business Industrial Section of the City's Official Plan, Section 4.2.10.1 states that the boundaries of the Business Industrial designation are to be interpreted flexibly at the Secondary Plan level, in accordance with studies undertaken as part of a new Secondary Plan or a Secondary Plan review process. Section 4.2.10.2 classifies the Business Industrial designation into several sub-designations such as mixed commercial/industrial, highway commercial, service commercial, highway and service commercial, business and prestige industrial. The requirements and restrictions for permitting office, restaurants, hotels, motels, entertainment, retail and service uses are also stated.

Response: In accordance with the Bram West Community Design Study, the proposed land use structure designates employment lands in areas with the greatest potential based on attributes including favourable market conditions, highway visibility, accessibility and compatibility with adjacent land uses. Arterial roads and natural areas such as valleylands have been used as effective separators between employment and residential lands. The Business Industrial lands within Bram West have been sub-designated Prestige Industrial, Office Node Commercial, Gateway Commercial, Specialty Office and Service Commercial, Neighbourhood Commercial and Convenience Commercial in the proposed land use structure. Policies with respect to these sub-designations will address the uses that will be permitted within each sub-designation.

Section 4.2.10.6 states that, at the development review or Secondary Plan stage the planning of lands within the Business Industrial designation will satisfactorily address the following matters:

- (i) a system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
- (ii) the location of ingress and egress points to highways or arterial roads;
- (iii) the impact of the type and volume of vehicular traffic on roadways and at intersections, to be generated by the particular use and its effects on the use and operations of adjacent properties;
- (iv) the location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties;
- (v) the types and locations of outside storage facilities and their effects on adjacent properties; and,
- (vi) opportunities for transit-supportive patterns and designs.

Response: Policies with respect to a new Bram West Secondary Plan amendment will require that these issues be addressed at the Block Plan stage.

Residential

The upscale executive housing policies and the revised housing mix and density policies of the City's Official Plan will apply to the residential designations in the proposed land use structure considering that about 5% of the total lands in Bram West has been identified as Upscale Executive Housing Special Policy Area by Official Plan Amendment OP93-130. Both sets of policies have largely determined the allocation of developable land for residential and related uses and the resulting population capacities. The objectives of the revised housing mix and density policies provided in Official Plan Amendment OP93-115 are as follows:

- to accommodate a broad range and mix of housing in terms of dwelling types, densities, tenure and cost for a diverse community;
- to provide attractive residential communities with upscale executive housing characteristics at selected locations within the City;
- to ensure that residential development achieves an attractive built form that enhances the neighbourhood characteristics and creates architecturally complementary streetscapes;

- to establish housing policies that promote the development of a high proportion of single detached unit types within all new development areas; and,
- to improve the City’s residential assessment base and to reduce the costs of providing municipal services to residential development.

OP93-115 anticipates a housing mix where single detached units make up about 60% of the City’s housing stock, semi-detached units and townhouses comprise about 25% and apartment units make up the balance of 15%. OP93-115 also requires that the housing mix and density categories as set out in Table 5 be referenced in the preparation of housing mix and density targets for the specified Secondary Plans. However, individual secondary plans are allowed to narrow or expand these categories or use these densities in various combinations. The revised housing mix and density categories are as follows:

**Table 5
City-Wide Housing Mix and Density Categories**

Density Category	Maximum Density	Permitted Housing Types
Low Density	30 units per net hectare (12 units per net acre)	Single Detached Houses
Medium Density	50 units per net hectare (20 units per net acre)	Single Detached Houses Semi-Detached Houses Townhouses
High Density	200 units per net hectare (80 units per net acre)	Townhouses Duplexes Maisonettes Apartments

Response: The housing mix and density policies of the City’s Official Plan have been considered in the residential designations and residential targets for Bram West and are described in Section 4.2.3 of this document.

Other relevant Sections of the Official Plan that have contributed to the proposed land use plan for Bram West include the Transportation Section, Environmental Management Section with regards to the natural heritage system, the Open Space Section addressing the park system and the Village Residential Section as applied to the Churchville and Huttonville areas.

Transportation

The objectives of the City’s Official Plan with respect to transportation are:

- to provide for the safe and efficient movement of people, goods and services within an integrated automobile, transit, cyclist and pedestrian supportive transportation system;

- to ensure the provision of adequate road, transit, pedestrian and bicycle links between Brampton and adjacent municipalities;
- to promote the development of an efficient intra-city transportation system that supports the live-work relationship goal of this Plan; and,
- to promote a high standard of environmental management and aesthetic quality in the routing, design and construction of transportation and associated structures.

The desired major road network within the City, including Bram West, consisting of Provincial Freeways, Provincial Highways, Major Arterials, Minor Arterials and certain Collectors is indicated on Schedule “B” of the Brampton Official Plan. Section 4.3.2.3 states that significant Local roads will generally be shown in Secondary Plans. The remainder of the minor road network will be planned as part of the subdivision design process.

Response: The road network within Bram West as shown on Schedule “B” of the City’s Official Plan is largely based on the Bram West Transportation Study (1997) undertaken by Marshall Macklin Monaghan in conjunction with the preparation of the existing Bram West Secondary Plan. An update to this study undertaken in 2003 as part of the current Bram West Secondary Plan Review confirmed that the proposed road network was adequate to serve the revised population and employment estimates arising from the Bram West Community Design Study. The proposed road network is described in Section 4.2.4 of this document.

With regard to transit, Section 4.3.4.9 states that the City will promote the use of public transit by encouraging the development of higher density residential and employment nodes along major transit routes, in accordance with Schedule "A" of the Official Plan. Such nodes will be served by at least one transit route with existing or planned peak hour headway of 10 minutes or less.

Section 4.3.4.10 encourages the location of major trip generators (residential, office, and retail uses developed at densities above 0.5 FSI) within a convenient walking distance from a transit stop (200 metres or less).

Section 4.3.4.7 encourages development along provincial highways and arterial roads that facilitates direct pedestrian access from the roadway (e.g. by constructing buildings that are oriented towards the streets and close to the street line).

Response: Within Bram West, Steeles Avenue West and Mississauga Road are designated as part of the Mass Transit Network as shown on Schedule “C” of the Brampton Official Plan. Option 1 of the proposed land use structure, presented in Part 4 of this document, generally designates a band of office and employment uses fronting Mississauga Road in order that more intensive uses are located adjacent to a major transit route.

Guidelines in the Bram West Community Design Study with respect to development abutting Steeles Avenue West and Mississauga Road propose that buildings front onto the road and have well-defined pedestrian access to the sidewalk. Bus stops will be planned close to intersections in the form of a “lay-by” to ensure safe and convenient transit use.

Response: With regard to the fourth objective, noted above, of the Transportation Section of the Official Plan, streets within Bram West will be developed, in general, as landscaped corridors in which the level and intensity of landscape treatment reflects the role of the street and its relationship with the valley lands, woodlots, stormwater ponds and parkland.

The objectives of the Brampton Official Plan with respect to pedestrian and cycling trails are:

- to provide an overall bicycle circulation system that will safely and efficiently accommodate both recreational and journey to work cyclist trips;
- to promote the use of the bicycle for purposes other than recreation and specifically for the journey-to-work, shopping, and entertainment trips;
- to promote walking as healthy, environmentally friendly and as the preferred mode of trip making for short trips; and,
- to ensure safe and convenient movement of pedestrians throughout the City.

Response: Based on the City’s Development Design Guidelines, Pathways Master Plan and the Bram West Community Design Study, a network of pedestrian and bicycle trails will be proposed throughout Bram West that will be integrated with the City’s trail network and the trails of the surrounding regional open space system. The trails will provide opportunities for walking, running, cycling, and in-line skating and will connect residential and employment areas to park areas and open space networks. The pedestrian and cyclist trails strategy for Bram West is presented in Section 5.3 of this document.

Environment

The environmental policies of the Brampton Official Plan adopt an ecosystem approach to environmental planning to ensure the implementation of the preservation principles of ecosystem planning, and the maintenance, enhancement and restoration of the various features and functions of the system. In order to ensure that environmental concerns are evaluated equally with social and economic concerns, the Official Plan requires that the Environmental Management Section of the Official Plan be applied to all land use designations within the Official Plan.

Response: The Gateway West Subwatershed Study (Gartner Lee Ltd, September, 1999), prepared in conjunction with the preparation of the existing Bram West Secondary Plan, is based on the ecosystem approach to environmental planning. The recommendations of

the Subwatershed Study have been incorporated in the environmental policies of the existing Bram West Secondary Plan and will be retained in the proposed Bram West official plan amendment.

Relevant Subsections of Section 4.4 of the Brampton Official Plan that address matters that are wholly, or jointly, the responsibility of the City and are to be dealt with at the Secondary Plan stage include the following:

- stormwater management;
- valleylands, watercourses and natural hazards;
- sensitive areas;
- forestry, trees and planting;
- wetlands;
- habitat: fisheries and wildlife;
- buffers, setbacks and linkages; and,
- noise and vibration impacts.

Sensitive Areas are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection and preservation in the long term interest of the environment and the community. Among the several Sensitive Areas designated in the Brampton Official Plan, the Credit River Valley and the Huttonville Valley are Sensitive Areas partly within the Bram West Secondary Plan Area. The objective of Section 4.4.6 of the Official Plan is to protect and preserve Sensitive Areas. The City will require an Environmental Impact Study with respect to developments that include or abut Sensitive Areas.

One of the objectives of Section 4.4.7 is to protect, maintain and enhance all woodlots, trees and hedgerows within the City to the greatest extent practical. Section 4.4.7.3 states that the City will conserve and enhance the woodlots identified in Schedule “D” of the Official Plan. Proponents of development are also required to address the City’s Woodlot Development Guidelines.

The Huttonville Valley Wetlands as designated on Schedule D of the Brampton Official Plan, on the north side of Steeles Avenue West and the west side of Creditview Road, represents a part of the Natural Area and Corridor of the Regional Greenlands System. Section 4.4.8.2 of the City’s Official Plan states that the City may require an Environmental Impact Study for development proposed within or adjacent to such a wetland. Section 4.4.8.7 requires that Subwatershed Management Studies, prepared in conjunction with Secondary Plans, consider all wetlands within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how such wetlands will be accommodated within the development process.

With respect to fish and wildlife habitat, Section 4.4.9.2 requires that Subwatershed Management Studies, prepared in conjunction with Secondary Plans, address fisheries and wildlife populations and habitat and the measures necessary for their maintenance

and enhancement. Impact assessment studies may be required for fisheries and wildlife habitat on sites proposed for development.

Section 4.4.10 of the Official Plan addresses buffers, setbacks and linkages. Section 4.4.10.2 states that the City will, in assessing land use compatibility, consider such matters as noise, air particulates and/or other conditions applicable to a specific development application in order to mitigate adverse effects. Section 4.4.10.3 requires naturalized buffers or setbacks to be imposed from the margin of natural features in order to have regard for the hazardous nature, ecological function or sensitivity of such features. Section 4.4.10.4 states that the City will require that studies, undertaken in conjunction with development, examine in appropriate detail the need for buffers and/or setbacks from the natural features of interest.

Section 4.4.11.2 requires a noise or railway vibration impact analysis with respect to a development proposal, where the City or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration. All of the recommendations of such noise or vibration impact studies are required to be implemented.

Response: In accordance with the recommendations of the Gateway West Subwatershed Study (Gartner Lee Ltd, September, 1999) the following studies may be required as part of the Block Plan process that will address the requirements of the Environmental Section of the Brampton Official Plan:

- *an Environmental Implementation Report;*
- *an Environmental Impact Study;*
- *a Stormwater Management Study;*
- *a Tree Conservation Plan;*
- *a Functional Servicing Report and,*
- *a Municipal Class Environmental Assessment.*

Valleylands and woodlots designated in the current Bram West Secondary Plan will be protected in accordance with the recommendations of the Gateway West Subwatershed Study. The environmental management strategy for Bram West is presented in Section 5.5 of this document.

Section 4.5.4.1 states that the City shall ensure that the Secondary Plan process shall adequately address the appropriate factors to support the selection and designation of those more detailed elements of the open space system that are not identified on Schedule "A" or "E" of the Brampton Official Plan. These elements include Neighbourhood Parks, Community Parks, City Wide Parks and Environmental Parks as described in the definitions and policies of the City's Official Plan.

Section 4.5.4.5 requires a Master Open Space Landscaping and Pedestrian Concept Plan study as a component of each Secondary Plan study, which will address the following matters:

- i) the relationship of the Secondary Plan Area recreational facilities and opportunities to a defined or appropriate role for adjacent areas and facilities;
- ii) the appropriate use of all the open space lands which shall be consistent with the concurrent results and findings of the subwatershed management study and the evolving overall land use concept for the Secondary Plan;
- iii) the alternative ways of integrating natural features, valleylands, school sites and adjacent parkland elements with each other, both within the Secondary Plan area and with adjacent external parkland areas;
- iv) a listing and proposed locations of all recreation activities and facilities to be developed within or in the immediate vicinity of the Secondary Plan area;
- v) the appropriate detailed means of providing pedestrian and cyclist access to all school sites, libraries, commercial sites and other key destination points within and adjacent to the Secondary Plan area, in conjunction with the findings of the pedestrian/cyclist system analysis component of the transportation study; and,
- vi) the design and landscaping guidelines to be employed to ensure that subsequent design and landscaping plans for all elements of the open space system will be functionally effective and compatible with each other and with an acceptable theme or design concept for the overall Secondary Plan open space system.

Response: A Master Open Space, Landscaping and Pedestrian System Plan was prepared in September 1997 in conjunction with the preparation of the current Bram West Secondary Plan. The Master Open Space, Landscaping and Pedestrian System Plan identified environmental features and lands designated as Open Space, existing parkland and schools, proposed locations for new tableland parks and school sites and a valleyland pedestrian and bicycle trail system within the Credit River Valley system. The proposals in the Master Open Space, Landscaping and Pedestrian System Plan with respect to the hierarchy of parks and the trail system have been refined through the Bram West Community Design Study (October 2002) in light of the revised land use concept for Bram West.

Villages of Churchville and Huttonville

Section 4.1.4.1 of the City's Official Plan states that the City may, in addition to residential uses within village settlements, permit convenience commercial, community services, crafts, and home workshops/offices which comply with detailed criteria set out in applicable Secondary Plans.

Section 4.1.4.2 states that in formulating Secondary Plans for urbanizing areas abutting or incorporating an identified Village Residential designation, the City, in conjunction with the public, area landowners and others as appropriate, will consider the need for ways and means to integrate the character of the settlements into an urban environment.

Section 4.1.4.3 states that development applications, including consents, within the Village of Churchville shall be subject to the policies of the Churchville Heritage Conservation District Plan.

Response: Policies in the current Bram West Secondary Plan require that development within the Churchville Heritage Conservation District will be subject to the provisions of the Churchville Heritage Conservation District Plan. The policies also require that development adjacent to the Churchville Heritage Conservation District will be compatible with the character of the Churchville Village. The City will require architectural design guidelines to be developed and implemented for all development adjacent to the Village of Churchville Heritage Conservation District.

Policies in the existing Bram West Secondary Plan require that all applications for development adjacent to the Village of Huttonville and infill within the Village of Huttonville will be considered in terms of the scale, character and location of the proposed development in relation to the Village of Huttonville.

3.6 Smart Growth

In preparing the new Bram West land use structure, the principles of Smart Growth and Sustainable Development were considered and incorporated into the land use plan. Those principles are discussed below with specific Bram West examples provided. It should be noted that the Bram West Review is part of the City's Strategic Smart Growth Solutions program (see Table 6). Development within Bram West will be subject to the rigours of this program including those aspects related to growth management and urban design.

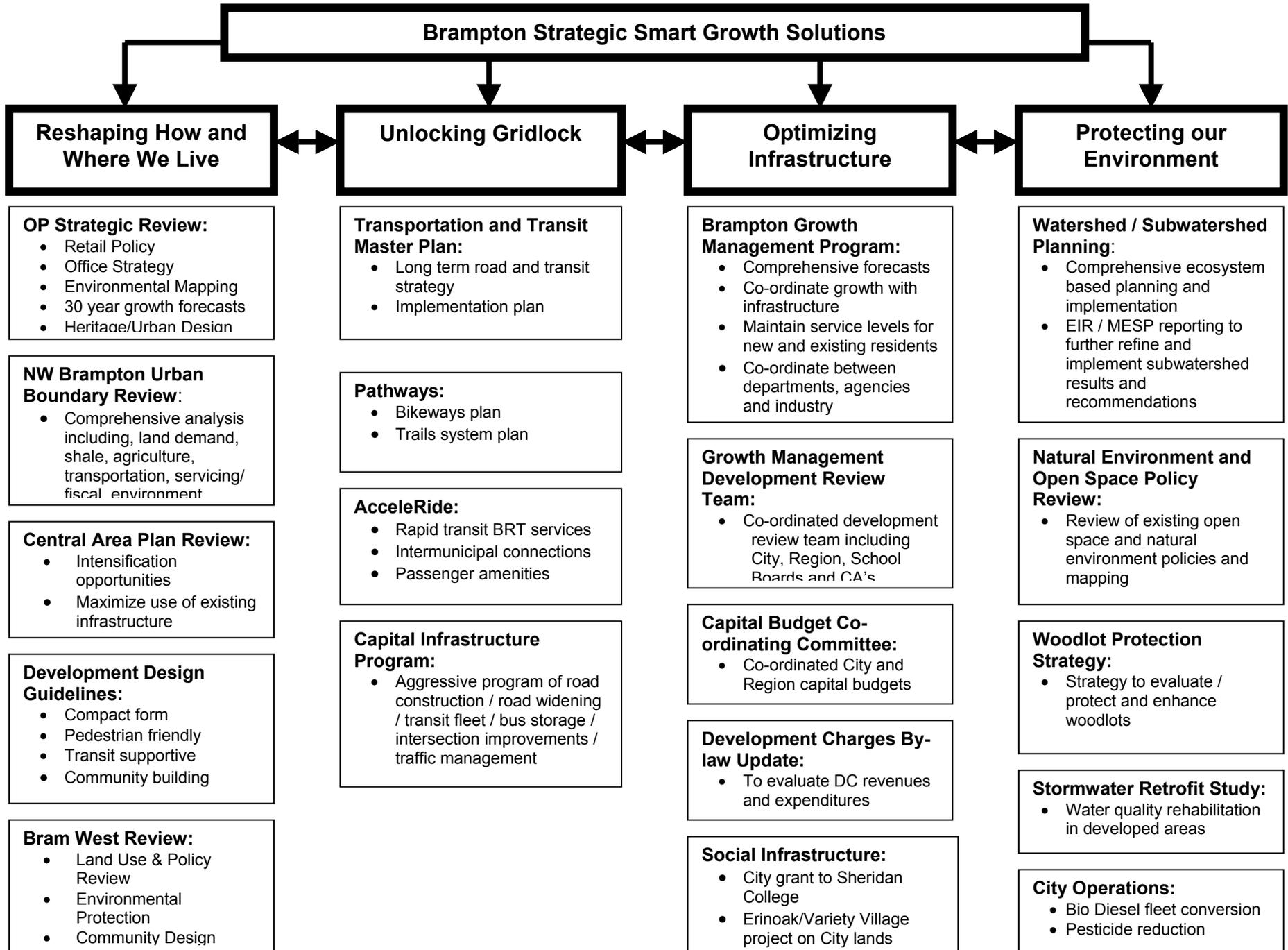
Mix of Land Uses

The Bram West land use structure provides for different land use designations ranging from office and industrial to retail and residential. Employment lands have been designated at the south end of Bram West to take advantage of Highway 407 via Mississauga Road and Highway 401 from Winston Churchill Blvd. Residential uses are designated in areas adjacent to the Credit River Valley and represent the interface between the Credit River Valley and the employment areas to the south. The unique heritage and community attributes of the existing villages of Huttonville and Churchville will be preserved and protected in the long term development of Bram West. Retail sites are designated along major roads to provide residents and employees with convenient shopping and services. Community uses are provided to service future development.

Balancing Economic Growth

The proposed Bram West land use structure designates employment lands at strategic locations to take advantage of transportation access to the major arterial roads and the Provincial highway network. The plan also designates an office corridor fronting Mississauga Road from Highway 407 to north of Steeles Avenue that represents the premier greenfields location for corporate office buildings that Brampton has to offer.

Table 6



The proposed Bram West land use structure was evaluated as part of the financial and economic work completed by Hemson Consulting. Hemson concluded that the proposed land use structure has a positive financial and economic benefit to the City and Region.

Creating a Range of Housing Opportunities

The Bram West land use structure proposed a wide range of housing types and densities, from single family dwellings to townhousing to apartment buildings. The range of housing forms to be permitted in Bram West will provide opportunities for all ages and stages of a person's life cycle, from starter housing to executive homes to apartments for seniors.

Promoting Distinctive, Accessible Communities with a Strong Sense of Place

The Bram West land use structure builds upon the key man made and natural attributes of the area. For example, the Highway 407 and Mississauga Road gateway entrance into Brampton and the two major streets of Mississauga Road and Steeles Avenue that link Bram West to the balance of the City and adjacent municipalities. Lionhead Golf Course together with the existing villages of Huttonville and Churchville set the tone for future residential development and the environmental features of Bram West provide opportunities for integration with the park and open space system.

Protecting the Open Space and Natural Heritage System

The proposed Bram West land use structure includes an environmental management strategy based on subwatershed planning principles in order to protect its natural heritage system. For example, the Credit River Valley and the corridors of the tributaries of Mullet Creek and Levi's Creek are designated as valleyland. Woodlots that are considered to be significant are identified in the land use plan and protected from development.

Preserving and Continuing the Local Character and Traditions of the Area

The proposed Bram West plan is seen as an expansion of the established Huttonville and Churchville communities with appropriate densities and housing forms that protect the tradition of these villages but also provide opportunities for growth and expansion. The plan will also attempt to protect the existing heritage resources of Bram West.

Encouraging Citizen and Stakeholder Participation

The proposed Bram West land use structure is based on significant contribution from the residents, landowners and stakeholders of Bram West through a series of meetings, information sessions and workshops. Staff intend to continue with public consultation following the release of this document to help further refine the Bram West land use plan before Council approval in the Fall of 2004.

PART 4: STRATEGIC LAND USE DIRECTIONS

4.1 The Bram West Vision Statement

The following represents the Bram West Vision Statement:

- the Credit River valley shall be preserved and protected, which will be the primary determinant of urban form;
- the protection and preservation of unique and significant environmental features including woodlots, valleylands, stream corridors and other elements that constitute the ecosystem. The linkage of these natural elements is a vital principle of ecosystem planning;
- the opportunity to provide abundant public access and visibility to the rich natural heritage and environmental features of the Bram West community;
- the preservation and protection of the significant heritage and cultural resources, including the community attributes of the Villages of Churchville and Huttonville in the long term development of Bram West;
- the development of corporate head office buildings within the Office Node designation fronting Mississauga Road between Highway 407 to north of Steeles Avenue West;
- the development of a signature prestige industrial park west of Mississauga Road, south of Steeles Avenue West;
- the development of an upscale industrial and office precinct with the highest quality civic design and architecture which maximizes employment and enhances the financial position of the municipality;
- the establishment of a prestige gateway streetscape along the Mississauga Road corridor to enhance Brampton's urban identity and image on a GTA wide basis;
- the promotion of a balanced community structure including the proper allocation of both residential and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity in keeping with the City's Strategic Plan;
- the implementation of a revised secondary plan amendment based on comprehensive community and stakeholder consultation;
- the implementation of an effective Growth Management Strategy in a financially sustainable manner that will phase development in conjunction with the provision of adequate infrastructure and community facilities;

- the development of an effective and efficient transportation and transit system to serve Bram West and the entire West Brampton Area.
- The incorporation of environmental protection and Green Design principles as outlined in the Greening Policy of the City's Asset Management Department; and,
- the implementation of the Pathways Master Plan, especially as it relates to key linkages to the Credit River Valley and other open space corridors in the Bram West Area.

4.2 Recommended Land Use Strategy

4.2.1 The Two Land Use Options

The Bram West Community Design Study is founded on the planning framework discussed in the foregoing section and has provided a conceptual land use plan and guiding design principles. The recommendations and guidelines of the Study are also consistent with the August 2003 Council approved Development Design Guidelines.

The recommended land use strategy represents a refinement of the conceptual land use plan presented in the Brook McIlroy Study, and is based on further public consultation held in November 2002 and staff review. The two options presented herein have been further evaluated by the City's consultants in the area of municipal finance, economic impact and transportation planning. The results of this supplemental evaluation is presented in Appendix A.

The two concepts also incorporate staff's planning opinion on the industrial to residential conversion applications by Metrus, Kaneff and Mantelia (see Appendix B).

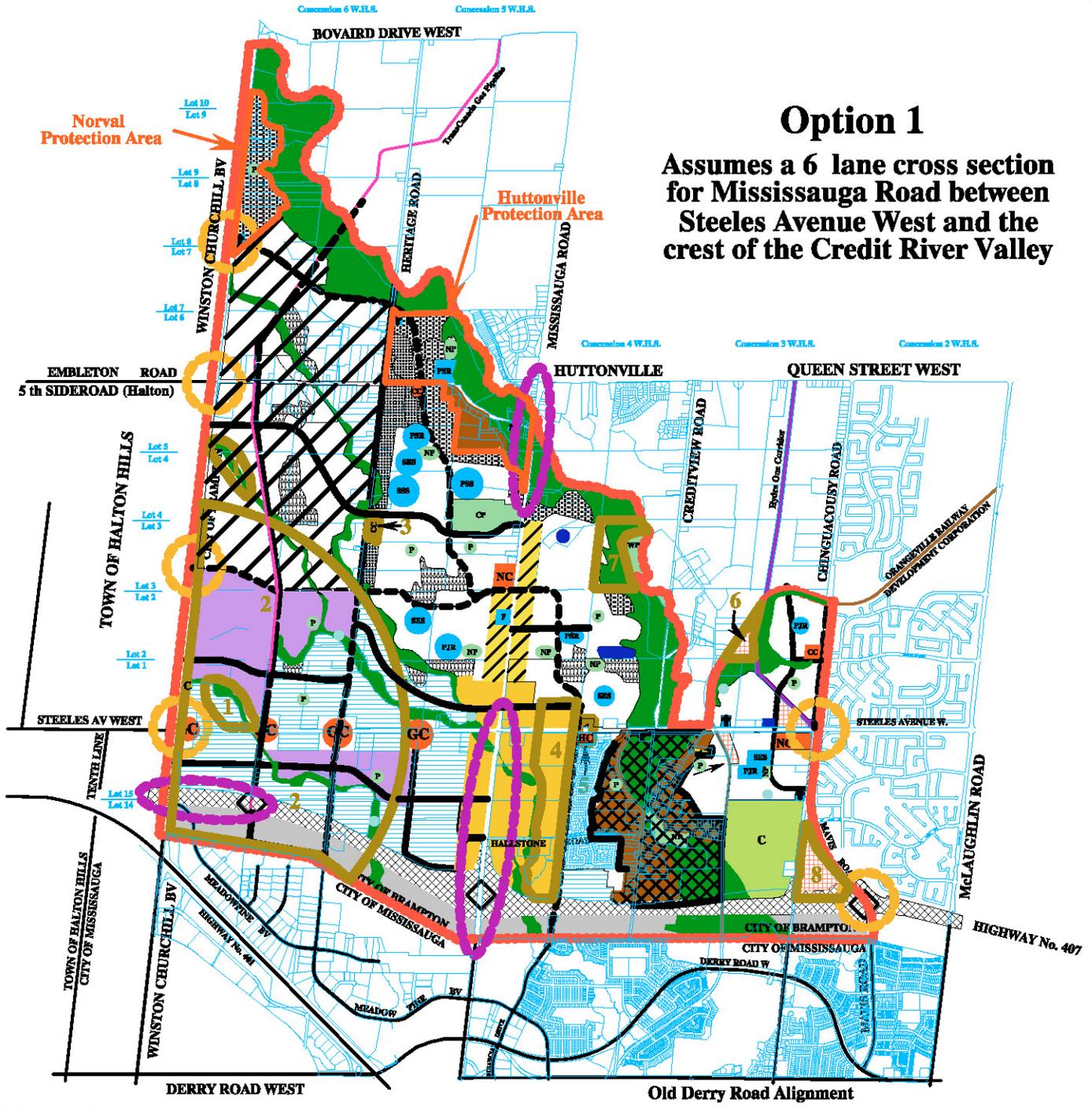
The recommended land use strategy includes two options (see Figures 9 and 10). The difference between the two options is that Option 1 presents a greater employment focus along Mississauga Road than Option 2. This is because Option 1 assumes Mississauga Road as a six lane cross section between Steeles Avenue and the crest of the Credit River Valley as opposed to four lanes of traffic in Option 2. Staff consider higher density employment and related uses a more appropriate land use based on a six lane cross-section for Mississauga Road.

The proposed land use structure incorporates the following refinements:

- within the generalized Residential designation of the land use concept, lands have been designated Executive Residential, Low Density, Low/Medium Density, Medium Density and High Density in the proposed land use structure, in accordance with Office Plan policies with respect to Upscale Executive Housing Special Policy Areas, and housing mix and density categories;

Option 1

Assumes a 6 lane cross section for Mississauga Road between Steeles Avenue West and the crest of the Credit River Valley



<p>RESIDENTIAL:</p> <ul style="list-style-type: none"> Executive Residential Low Density Low / Medium Density Medium Density Village Residential High Density <p>EMPLOYMENT:</p> <ul style="list-style-type: none"> Prestige Industrial Highway Commercial Neighbourhood Commercial Gateway Commercial Convenience Commercial Business Park Office Node Commercial Specialty Office & Service Commercial 	<p> Churchville Heritage Conservation District</p> <p> Bram West Secondary Plan Area Boundary</p> <p> Special Policy Area</p> <p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland City Wide Park Community Park Neighbourhood Park Parkette Cemetery Woodlot Potential Stormwater Management Pond 	<p>INFRASTRUCTURE:</p> <ul style="list-style-type: none"> Parkway Belt TransCanada Gas Pipeline Hydro One Corridor Orangeville Railway Development Corporation <p>INSTITUTIONAL:</p> <ul style="list-style-type: none"> Public Secondary School Senior Public Elementary School Junior Public Elementary School Separate Secondary School Separate Elementary School Place Of Worship (Reserve) Fire Station 	<p>ROAD NETWORK:</p> <ul style="list-style-type: none"> Highway No. 407 Major Arterial (45-50 metres) Minor Arterial (36 metres) Major Collector Roads (26-30 metres) Minor Collector Roads (23-26 metres) Interchange Local Access Primary Gateway Secondary Gateway Corridor Protection Area
--	---	--	---



CITY OF BRAMPTON

Date: Dec. 02, 2003 Drawn By: J. Kennedy
 Revised November 19, 2003
 File no. fig_10.dgn Map no.

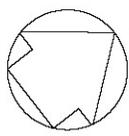
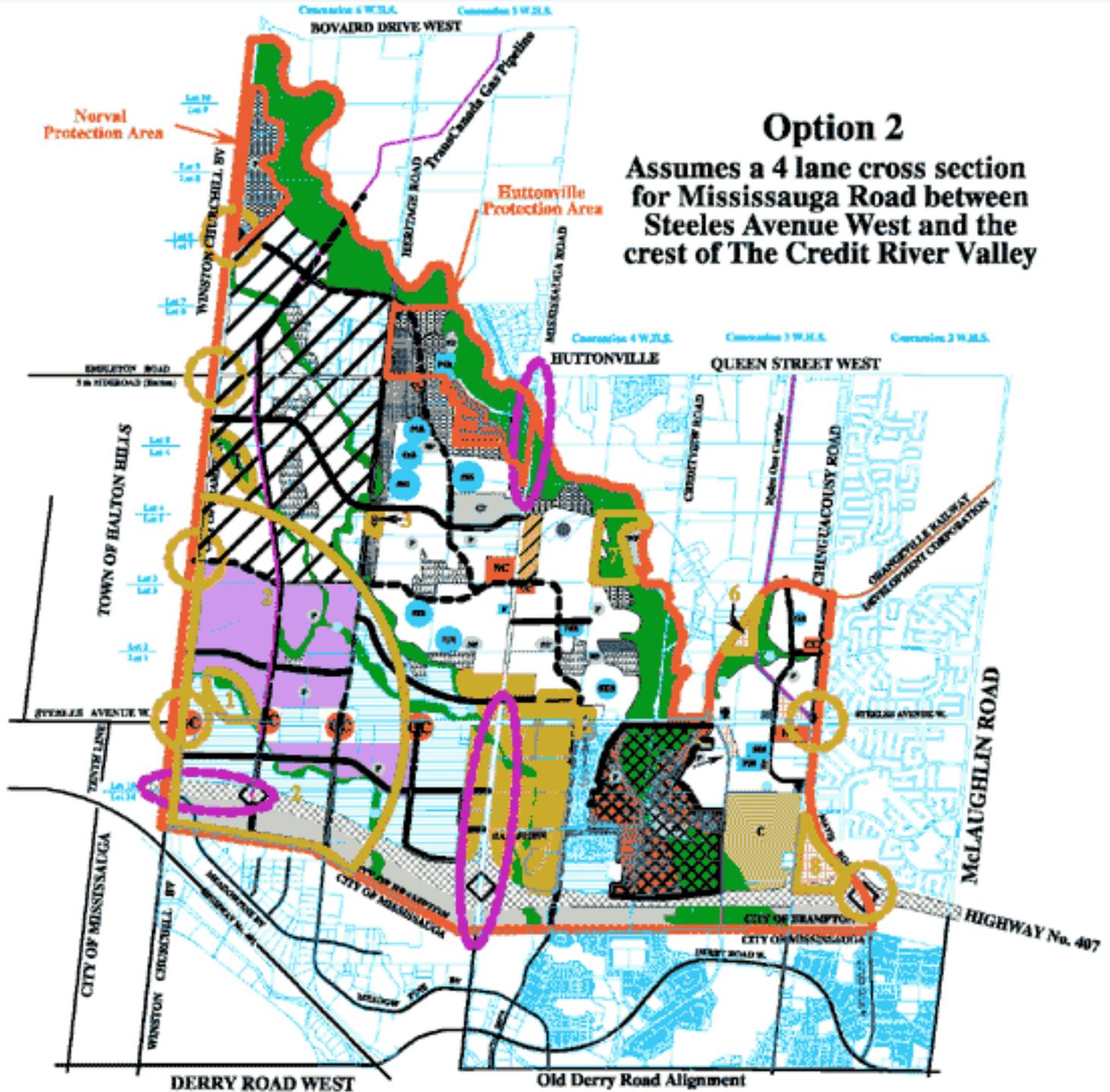


FIGURE 9
PROPOSED LAND USE STRUCTURE - OPTION 1
BRAM WEST SECONDARY PLAN

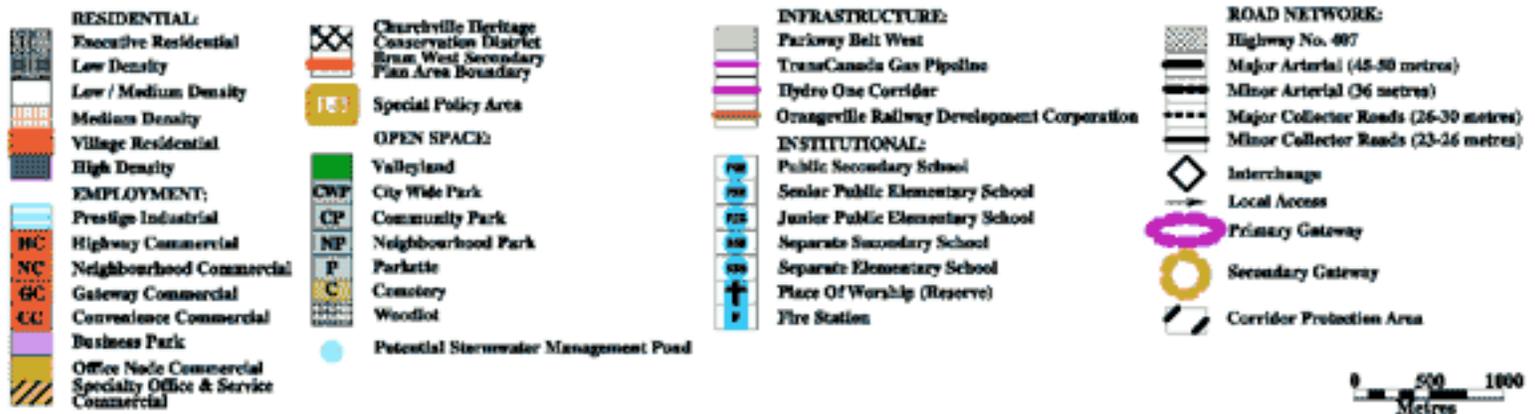
Option 2

Assumes a 4 lane cross section for Mississauga Road between Steeles Avenue West and the crest of The Credit River Valley



DERRY ROAD WEST

Old Derry Road Alignment



CITY OF BRAMPTON



**FIGURE 10
PROPOSED LAND USE STRUCTURE - OPTION 2
BRAM WEST SECONDARY PLAN**

Date: Dec 02, 2003 Drawn By: J. Kennedy
 Revised November 19, 2003
 File no. fig_11.dgn Map no.

- the designations of schools have been refined in consultation with the Peel District School Board and the Dufferin-Peel Catholic District School Board, based on student yields arising from the proposed land use structure;
- Park designations have been refined in consultation with the City's Community Design Department based on population yields from the proposed land use plan;
- Special Policy Area designations in the current Bram West Secondary Plan have been retained in the proposed land use structure and other Special Policy Areas have been designated as appropriate;
- Lands adjacent to the Maple Lodge Farms that were designated Prestige Industrial in the land use concept have been redesignated Business Park. This redesignation was intended to provide an appropriate area of compatible employment lands around the Maple Lodge Farms facility;
- A Corridor Protection Area has been designated in the northwest part of the Bram West Secondary Plan Area in order to protect for a future North-South Transportation facility to serve the West Brampton and East Halton area in accordance with the findings and recommendations of the iTrans North-South Transportation Corridor Study;
- Financial Drive has been realigned north of Steeles Avenue maintaining the original function of Financial Drive and providing the capacity required for an effective by-pass of the Mississauga Road and Steeles Avenue intersection. The alignment does not impact on the woodlots and provides for future road access to the Lionhead Golf Course lands located east of Financial Drive;
- In Option 1 of the proposed land use structure lands south of Financial Drive and either side of Mississauga Road and lands north of Financial Drive on the east side of Mississauga Road have been designated Specialty Office and Service Commercial based on a six lane Mississauga Road. Staff consider this to be a more appropriate land use as opposed to low density housing, from a community design and noise perspective;
- Lands on the west side of Financial Drive north and south of Steeles Avenue West, which were designated Prestige Industrial in the land use concept have been designated Office Node Commercial in the land use structure.

The proposed land use structure (Figures 9 and 10) designates residential uses as the primary interface between the Credit River valley and the proposed employment areas. The community design guidelines of the Brook McIlroy Study, emphasize a high quality integrated employment and residential community with an emphasis on providing strong connections and buffers between Bram West's natural heritage system, residential enclaves, heritage areas and the developing community.

4.2.2 Land Budget

The overall development yields anticipated for Bram West, based on Option 1 and Option 2 of the proposed land use structure, are presented in Table 7 and Table 8 and discussed in the following sections. It is to be noted that the land budget for the various land use categories and the resulting estimates of population and employment are based on exclusion of the lands within the Corridor Protection Area.

TABLE 7- Land Use Allocations for Proposed Bram West Land Use Structure Option 1 (assumes a 6 lane Mississauga Road)

LAND USE DESIGNATION	GROSS AREA Hectares (Acres)	Percentage of Total Area	Unit Estimate
RESIDENTIAL			
Village Residential	77.88 (192.36)	3.18	808
Executive Housing	86.25 (213.03)	3.52	894
Low Density	21.52 (53.16)	0.88	298
Low and Medium Density	389.82 (963.22)	15.92	8,226
Medium Density	23.40 (57.81)	0.96	809
High Density	5.05 (12.48)	0.21	437
Total Residential	603.84 (1492.06)	24.66	11,472 units Population = 39,690
EMPLOYMENT			
Prestige Industrial	245.68 (607.06)	10.03	
Business Park	136.32 (336.71)	5.56	
Office Node Commercial	123.66 (305.56)	5.05	
Specialty Office & Service Commercial	27.61 (68.19)	1.13	
Highway Commercial	0.81 (2)	0.03	
Convenience Commercial	1.62 (4)	0.07	
Neighbourhood Commercial	9.11 (22.5)	0.37	
Gateway Commercial	25.91 (64)	1.06	
Special Policy Area 3	1.98 (4.88)	0.08	
Total Employment	572.61 (1414.90)	23.38	
OPEN SPACE			
Valleylands	417.48 (1031.18)	17.04	
Woodlots	54.94 (135.71)	2.24	
Cemetery	49.13 (121.35)	2.01	
City Wide Park	8.75 (21.61)	0.36	
Neighbourhood Park	4.04 (10)	0.19	
Community Park	12.15 (30)	0.50	
Parkette	14.57 (38)	0.60	
Total Open Space	561.66 (1387.85)	22.93	
INSTITUTIONAL			
School Sites	43.70 (108)	1.78	
Places of Worship	4.05 (10)	0.17	
Fire Station	0.80 (1.98)	0.03	
Total Institutional	48.57 (119.98)	1.98	
INFRASTRUCTURE			
Hydro One Corridor	5.10 (12.60)	0.21	
Parkway Belt West	99.70 (246.35)	4.07	
Highway 407	106.50 (263.06)	4.35	
Arterial Roads	103.59 (255.87)	4.23	
Rail Line	4.20 (10.38)	0.17	
Trans Canada Pipeline Easement	10.40 (25.69)	0.42	
Total Infrastructure	329.41 (813.95)	13.45	
Corridor Protection Area (Excluding valleylands and woodlots within SSA)	333.03 (822.91)	13.60	
OVERALL TOTAL	2449 (6,051)	100	

Note: Stormwater management ponds are included within the area calculated for valleylands.

TABLE 8 - Land Use Allocations for Proposed Bram West Land Use Structure Option 2 (assumes a 4 lane Mississauga Road)

LAND USE DESIGNATION	GROSS AREA Hectares (Acres)	Percentage of Total Area	Unit Estimate
RESIDENTIAL			
Village Residential	77.88 (192.36)	3.18	808
Executive Housing	86.25 (213.03)	3.52	894
Low Density	21.52 (53.16)	0.88	298
Low and Medium Density	407.59 (1007.14)	16.64	8,601
Medium Density	23.40 (57.81)	0.96	809
High Density	5.05 (12.48)	0.21	437
Total Residential	621.61 (1535.98)	25.38	11,847 units Population = 40,750
EMPLOYMENT			
Prestige Industrial	193.55 (478.25)	7.90	
Business Park	188.40 (465.52)	7.69	
Office Node Commercial	123.66 (305.56)	5.05	
Specialty Office & Service Commercial	9.22 (22.77)	0.38	
Highway Commercial	0.81 (2)	0.03	
Convenience Commercial	1.62 (4)	0.07	
Neighbourhood Commercial	9.72 (24)	0.40	
Gateway Commercial	25.91 (64)	1.06	
Special Policy Area 3	1.98 (4.88)	0.08	
Total Employment	554.84 (1370.98)	22.65	
OPEN SPACE			
Valleylands	417.48 (1031.18)	17.04	
Woodlots	54.94 (135.71)	2.24	
Cemetery	49.13 (121.35)	2.01	
City Wide Park	8.75 (21.61)	0.36	
Neighbourhood Park	4.04 (10)	0.19	
Community Park	12.15 (30)	0.50	
Parkette	14.57 (38)	0.60	
Total Open Space	561.66 (1387.85)	22.93	
INSTITUTIONAL			
School Sites	43.70 (108)	1.78	
Places of Worship	4.05 (10)	0.17	
Fire Station	0.80 (1.98)	0.03	
Total Institutional	48.57 (119.98)	1.98	
INFRASTRUCTURE			
Hydro One Corridor	5.10 (12.60)	0.21	
Parkway Belt West	99.70 (246.35)	4.07	
Highway 407	106.50 (263.06)	4.35	
Arterial Roads	103.59 (255.87)	4.23	
Rail Line	4.20 (10.38)	0.17	
Trans Canada Pipeline Easement	10.40 (25.69)	0.42	
Total Infrastructure	329.41 (813.95)	13.45	
Corridor Protection Area (Excluding valleylands and woodlots within SSA)	333.03 (822.91)	13.60	
OVERALL TOTAL	2449 (6,051)	100	

Note: Stormwater management ponds are included within the area calculated for valleylands.

4.2.3 Housing Mix Population and Employment Targets

The housing mix and density policies of Amendment OP93-115 also apply to the Bram West Secondary Plan, and have the following objectives:

- to maintain the competitive choice of housing in the City, providing opportunities for attractive residential neighbourhoods with upscale executive housing characteristics at selected locations;
- to promote a high proportion of single detached unit types within all new development areas ensuring the development of attractive residential streetscapes; and,
- to promote a high level of residential amenities and architectural designs.

Amendment OP93-115 anticipates a housing mix where single detached units make up about 60% of the City's housing stock, semi-detached units and townhousing comprises about 25% and apartment units make up the balance of 15%. These percentages have been considered in the residential designations for Bram West.

The population and housing mix targets yielded on the basis of the residential land use designations shown on the proposed Bram West land use structure are set out in Table 9. The anticipated residential yield for Bram West is about 11,470 units on the basis of Option 1 and 11,850 units for Option 2. The overall residential density target, based on either option of the proposed land use structure, is 27 units per hectare (11 units per acre) of net residential area. Based on an occupancy ratio at build-out of 3.52 persons per single family unit, 3.49 persons per semi detached unit, 3.29 persons per townhouse and 2.41 persons per apartment unit, the projected population for Bram West in the year 2021 is about 39,690 persons with respect to Option 1 and 40,750 persons for Option 2. The population yield from the prevailing Bram West Secondary Plan is about 38,600.

The larger population yield is due to the redesignation of employment lands to residential in fringe locations and converting all the Employment Estates lands in the current Bram West Secondary Plan and outside of the Corridor Protection Area to a higher density residential designation in the proposed land use structure.

When compared to recently approved Brampton secondary plans areas like Credit Valley, Fletchers Meadow and Fletchers Creek, the average residential density of 11 units per net residential area in the proposed Bram West land use options is consistent if not higher than what is approved for these planning areas.

It should be noted that the lands within the Corridor Protection Area were excluded by staff when estimating future population for Option 1 or Option 2. The ultimate land use mix for the Corridor Protection Area will be established once the Ministry of Transportation's Needs Assessment Study has determined if the North-South Corridor will be part of the Provincial highway network. However, it can be assumed that a mix of residential and

employment lands will be designated within the Corridor Protection Area regardless of the final disposition of the North-South Transportation Corridor.

**Table 9
Proposed Housing Mix and Population Targets for Bram West**

Housing Type	Maximum Net Residential Density Units/Hectare (Units/Acre)	Designated Area in Net Hectares (Acres)		Unit Yield		Population	
		Option 1	Option 2	Option 1	Option 2	Option 1	Option 2
Executive Residential	15 units / hectare (6 units / acre)	60.37 (149.12)	60.37 (149.12)	894	894	3,141	3,141
Village Residential	15 units / hectare (6 units / acre)	54.51 (134.65)	54.51 (134.65)	808	808	2,844	2,844
Low Density	20 units / hectare (8 units / acre)	15.07 (37.21)	15.07 (37.21)	298	298	1,044	1,044
Low/Medium Density	30 units / hectare (12 units/acre)	272.87 (674.25)	285.31 (705)	8,226	8,601	28,880	29,940
Medium Density	50 units / hectare (20 units/acre)	16.38 (40.47)	16.38 (40.47)	809	809	2,727	2,727
High Density	125 units / hectare (50 units/acre)	3.54 (8.74)	3.54 (8.74)	437	437	1,053	1,053
TOTAL		422.74 (1044.58)	435.18 (1075.32)	11,472	11,847	39,690	40,749

It is estimated that Option 1 of the proposed land use structure will generate about 41,700 workers and Option 2 will yield an employment of 39,700. The employment yield from either Option is higher than the 39,000 jobs that would have been created by the existing Bram West Secondary Plan. As noted previously, there will be additional employment lands designated within the Corridor Protection Area following the final disposition of the North-South Transportation Corridor.

4.2.4 Land Use Principles

Residential

Option 1 of the proposed land use structure designates 604 hectares (1,492 acres) of residential land amounting to 24.7% of the total land area of 2,449 hectares or 6,050 acres (refer to Table 7). Option 2 designates 621 hectares (1,536 acres) of residential land amounting to 25% of the total land area. In comparison, residential designation in the

existing Bram West Secondary Plan comprises 550 hectares, or 1,359 acres, which represents 23% of the total land area.

The Low/Medium Density Residential category represents the major component (at 65%) of the residential designation for Bram West in both Option 1 and Option 2. The Low Density designation separates the core Executive Residential and the Low/Medium Density Residential areas. The Executive Residential Special Policy Area adjacent to the Credit River Valley, which is designated in the current Bram West Secondary Plan, has been refined in accordance with the criteria set out in the Official Plan. All the High Density Residential designations in the current Bram West Secondary Plan have also been retained in the proposed land use structure.

The proposed land use structure does reduce existing densities of the current Bram West Secondary Plan, but increases densities within areas designated Low Density from a maximum density of 5 units per net residential acre in the current Bram West Secondary Plan to a maximum density of 6 units per net residential acre within the Executive Residential designation and a maximum density of 8 units per net residential acre within the Low Density designation of the proposed land use structure. Densities have also been increased by converting the Employment Estates lands in the current Bram West Secondary Plan to Low Density in the proposed land use structure.

The proposed land use structure utilizes open spaces, such as valley and stream corridors, to provide an effective transition and interface between the residential areas and the employment land. The City's Development Design Guidelines apply to the Bram West Secondary Plan and the development of Executive Housing will have to conform to the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and the relevant policies of the Official Plan.

To achieve the housing mix objectives for Bram West, the Executive Residential and Low Density categories are proposed to generally permit single detached dwellings. The Low/Medium Density and Medium Density categories will permit single detached, semi-detached and townhouse units in keeping with the current policies of the Bram West Secondary Plan. The High Density residential category will permit townhouses, apartments and other forms of multiple housing. In respect of Option 1 and Option 2 of the proposed land use plan, the approximate unit yields are as follows:

- Executive Residential 890 units;
- Low Density 300 units;
- High Density 440 units;
- Medium Density 810 units; and,
- Village Residential 810 units.

The Low/Medium Density use yields 8,230 units in respect of Option 1 and 8,600 units in respect of Option 2. Once again, the unit yields do not include the lands within the Corridor Protection Area, but are higher than the unit yields of the prevailing Bram West Secondary Plan.

Amendment OP93-130 provides for the establishment of seven Upscale Executive Housing areas in the City of Brampton, including the Bram West Secondary Plan. Amendment OP93-130 provides for these communities to be planned abutting or close to significant natural and man-made features, valleys, woodlots, golf courses and areas of rolling or unique topography and to be integrated into the community design to define the special character of the community.

Amendment OP93-130 defines the maximum density for Core Upscale Executive Housing as 14.5 units per net residential hectare (6 units per net acre). The Upscale Executive Transitional Housing areas abutting these Core areas are to be limited to a maximum density of 20 units per net residential hectare (8 units per net acre). OP93-130 states that a minimum of 1,000 Upscale Executive Housing Units will be designated within the Bram West Secondary Plan. As noted above, the proposed land use structure designates about 890 Upscale Executive Housing Units within areas outside of the Corridor Protection Area. It is to be noted that a portion of the Bram West Upscale Executive Housing Special Policy Area is within the Corridor Protection Area. The appropriateness for executive housing will be determined based on the final disposition of the North-South Corridor Study.

Employment

Option 1 of the proposed land use structure provides for approximately 1,400 acres or 567 hectares of employment land, which represents 23% of the total land. Option 2 of the proposed land use structure provides for 555 hectares (1,370 acres) of employment land, which is 23% of the total land. It should be noted that these totals do not incorporate a land use mix for the Corridor Protection Area in Bram West.

The land allocation for each of the employment areas is provided in Tables 7 and 8. The reduction in employment lands is due to the change in the designation of lands north of the northern tributary of Levi Creek from employment use in the prevailing Bram West Secondary Plan to Residential use in the proposed land use structure, in order that Residential use will serve as the primary interface between the employment lands to the south and the Credit River valley to the north. Further, the adjacency of residential uses to natural features provides a better opportunity for their preservation by incorporating them into the community.

Prestige Industrial

The proposed land use structure concentrates Prestige Industrial lands in the western half of the Bram West Secondary Plan Area, mainly from Mississauga Road to Winston Churchill Boulevard, from Highway 407 north to the future Financial Drive alignment (see Figure 9). The quantum of Prestige Industrial lands designated in Option 1 is 246 hectares or 608 acres while Option 2 designates about 194 hectares (478 acres).

Business Park

Option 1 of the proposed land use structure designates 136 hectares (337 acres) of Business Park lands and Option 2 designates 188 hectares (465 acres) of Business Park lands. The Business Park designation is mainly concentrated in the area south of Financial Drive and north of Mullet Creek between Winston Churchill Boulevard and Heritage Road. Business Park lands are also designated between Steeles Avenue West and Highway 407 on the north side of Mullet Creek.

Office Node

The Office Node Commercial designation represents 123 hectares (305 acres), of the Bram West Secondary Plan Area in both options of the proposed land use plan (refer to Tables 7 and 8). The Office Node Commercial designation will have as its focus the Primary Gateway at Mississauga Road and Steeles Avenue West. Only offices and related uses are proposed for the lands fronting Mississauga Road between Highway 407 and Steeles Avenue West. This approach was adopted by the City Council in approving the Orlando subdivision fronting the west side of Mississauga Road. A high standard of built form, site design and landscaping is proposed for the areas designated Office Node Commercial, in general, and the Primary Gateway in particular.

Commercial

Recognizing the need for higher quality mixed use area of office commercial and related uses part of the Lionhead Golf Course lands fronting the east side of Mississauga Road have been designated Specialty Office and Service Commercial. Option 1 of the proposed land use structure designates 27.61 hectares (68 acres) of Specialty Office and Service Commercial land and Option 2 designates 9.22 hectares (23 acres) of Specialty Office and Service Commercial land. Both Option 1 and Option 2 build upon the existing zoning for the area by designating additional lands for similar uses.

The focus in Option 1 is to establish an employment emphasis along the Mississauga Road corridor from north of Steeles Avenue to Financial Drive. In Option 1, Mississauga Road is assumed to be six lanes. In Option 2, the mixed-use employment designation only fronts the east side of Mississauga Road north of Financial Drive resulting in a mix of residential and employment lands fronting a 4 lane Mississauga Road.

Most of the Regional Retail needs of the residents in the Bram West Secondary Plan will be serviced by space found in adjacent Secondary Planning Areas or to the south in the City of Mississauga. However, community-based shopping and services for Bram West will be provided in two sites designated Neighbourhood Retail and two sites designated Convenience Commercial in the general locations shown on Option 1 of the proposed land use structure. Staff are of the view that there is sufficient market support to designate another Neighbourhood Retail Centre in Bram West. Subject to the final disposition of the North-South Corridor, the lands within the Corridor Protection Area represent a good location for such a site.

In addition to the commercial designations found in Option 1, Option 2 of the proposed land use structure provides an additional Convenience Commercial site on the south east corner of Financial Drive and Mississauga Road.

In both Option 1 and Option 2, another Convenience Commercial site, which has been designated Special Policy Area, is on a portion of the Ferri property fronting the east side of Heritage Road. This Special Policy Area designation recognizes and provides for the continued functioning of a long-standing specialty retail outlet for apple related products on this site that is characteristic of the current agricultural and past horticultural activities of the area.

Gateway Commercial Centres have been designated in the employment areas of Bram West at the intersections along Steeles Avenue West. A full range of business support services such as retail, service shops, local serving offices, restaurants, specialty food stores, accommodation facilities and limited highway commercial uses (i.e. gas bars) are proposed to be permitted within this designation. Selected industrial uses that have a significant retail component are also proposed to be permitted within this designation. The Gateway Commercial Centres will be subject to a high standard of urban design to emphasize their gateway focus and to be consistent with the high quality design requirements of the surrounding employment areas.

Institutional

Institutional land uses designated within Bram West include schools, places of worship and a fire station. Elementary and secondary school sites have been designated so as to provide the option of functioning either in a campus setting, incorporating Neighbourhood Parks, or in a standalone format and have been sited in response to the unique characteristics and arrangement of land uses within the Secondary Plan Area in consultation with the local area school boards.

Schools

Requirements for the number of school sites for the Bram West area were estimated by utilizing the projected pupil yields calculated by the Peel District School Board and the Dufferin-Peel Catholic District School Board. In accordance with Section 4.8.5 of the City's Official Plan, school sites shown on the proposed land use structure have been selected on the basis of their ability to meet the following criteria:

- centrally located to the intended catchment area;
- site accessibility from a collector road; and,
- location adjacent to parks in order to maximize opportunities for effective shared use of facilities. In this respect, the Dufferin-Peel Catholic District School Board has indicated a preference for standalone school sites in Bram West.

Excluding the lands within the Corridor Protection Area, a total of four more schools are needed in Bram West consisting of three elementary and middle school. The increase in the number of school sites is based on the additional population resulting from the redesignation of the employment lands to residential and the changeover of the Employment Estates designation to an urban residential density. The distribution of school sites in Bram West is shown on Options 1 and 2.

The Dufferin-Peel Catholic District School Board has indicated the need for an additional elementary school site to be located, generally, within the Lionhead Golf Course lands. City staff are proposing to address this requirement through a policy statement in the revised Bram West Secondary Plan amendment.

In accordance with municipal objectives to develop multi-use facilities and encourage a central focus for the community, the proposed land use structure designates a Community Park/Public Secondary School facility at the northwest quadrant of Mississauga Road and the proposed east-west Collector Road south of Embleton Road. The Community Park site was approved in 1998 as part of the prevailing Bram West Secondary Plan that was approved by the OMB. Policies were incorporated into the prevailing Bram West Secondary Plan with respect to valuation of the subject lands, timing of acquisition and interim use permissions. The location of the Community Park at this location provides a visual open space link with the Lionhead Golf Course on the eastern side of Mississauga Road and enhances the gateway character of the Mississauga Road corridor.

Places of Worship

Consistent with the City's updated policies for church site designations, a total of four sites (in addition to the existing church on the south side of Embleton Road at Huttonville) have been designated to accommodate places of worship within the Bram West Secondary Plan. This requirement is based on the following criteria for evaluating the need for places of worship:

- one place of worship per 10,000 population;
- a minimum reserve site area of 0.8 hectares (2.0 acres);
- arterial road exposure, and collector road access;
- opportunities for the provision of shared parking with other facilities; and,
- a fair distribution of reserve church sites amongst larger holdings.

The current Bram West Secondary Plan designates four place of worship sites including the existing Embleton Road church site in Huttonville.

Fire Station

In terms of the Council approved Fire Station Location Study 2001, a fire station site has been designated generally on the west side of Mississauga Road in the current Bram West Secondary Plan. A site within the east half of Lot 2 Concession 5 W.H.S. is designated in the proposed land use structure. However, Brampton Fire & Emergency Services are

reconsidering this site for one that is located in the general area of Financial Drive and Mississauga Road. The 2001 Fire Station Location Study has estimated that a fire station in this general location would be required by 2007 but due to recent construction activity and development applications pending approval, the timing for provision of this public facility will need to be advanced.

Environment/Open Space

The Valleyland and Woodlot designations in the prevailing Bram West Secondary Plan, which are in accordance with the Gateway West Subwatershed Study undertaken for Bram West, have been retained in the proposed land use structure. In accordance with the recommendations of the Gateway West Subwatershed Study, lands designated Valleyland in the proposed land use structure will be left in their natural state. These include the Credit River Valley and the valleylands associated with the Mullet and Levi's Creeks. The Provincial Policy Statement and the Regional and Brampton Official Plans all recognize the Huttonville Valley ESA. Environmental Implementation Reports (EIR) prepared during Block Planning will determine the site-specific limits of development and indicate the feasibility of minor alterations to the stream corridors in accordance with the findings of the Gateway West Subwatershed Study.

Parks

Community Parks and Neighbourhood Parks are designated in the general areas shown in the proposed land use structure. The single Community Park designated on the west side of Mississauga Road approximately 900 metres to the south of Embleton Road in the current Bram West Secondary Plan is retained in the proposed land use structure. The proposed land use structure designates six more Neighbourhood Parks in addition to the four Neighbourhood Parks designated in the current Bram West Secondary Plan. The relatively larger number of Neighbourhood Parks in the proposed land use structure is due to the fact that the City now adopts a smaller size of 2-3 acres for Neighbourhood Parks as opposed to the 3-5 acre Neighbourhood Park developed in the past. It has been the practice of the City to develop Neighbourhood Parks next to a school site providing the opportunity for shared activity programming. However, the City is presently evaluating this arrangement on a site specific basis.

Pedestrian and cyclist paths, although not designated in the proposed land use structure, are intended to link the park system and the natural areas and will be identified through the Block Planning process.

Eldorado Park, part of which is within the Bram West Secondary Plan (the remainder being in the Credit Valley Secondary Plan), is designated as a City-Wide Park and will be maintained as a unified open space feature incorporating both active and passive use areas and allowing a variety of recreational activities.

Parkettes will be identified at the Block Plan stage and refined at the subdivision stage considering proximity to residences and school blocks and matters of civic design.

Stormwater Management Ponds

The locations of stormwater management ponds in the current Bram West Secondary Plan have been retained in the proposed land use structure. The final location and number of stormwater management ponds will be determined as part of the Block Planning process through the preparation of a Stormwater Management Plan.

Special Policy Areas

Special Policy Areas 1, 2 and 6 through 8, indicated on Figure 10, are designated Special Policy Areas in the current Bram West Secondary Plan. It is proposed that the revised Bram West Secondary Plan amendment retain all of the Special Policy Areas from the prevailing Bram West Plan.

Special Policy Area 1 represents two spill zone areas on Levi's and Mullett Creeks where broad but shallow floodplains exist. The special policies will address the existing potential to reduce the extent of these broad floodplains through culvert and/or channel modifications to improve local drainage conditions. Policies will require that all environmental and water management issues related to the potential watercourse alteration will be reviewed in the context of an Environmental Implementation Report and will be subject to the approval of the appropriate public agencies.

Special Policy Area 2, indicated on Figure 9, represents a zone of influence due to a CBC AM transmitter situated on the Eighth Line in the Town of Halton Hills, south of Highway 401. Special policies will address the issue of limiting maximum building heights to 47 metres (154.2 feet) through implementing zoning by-laws so that transmission signals are not obstructed.

Special Policy Area 3 (see Figure 9), which comprises a portion of the Ferri property, recognizes a long-standing factory, producing apple-related products, and a sales outlet that is characteristic of the current agricultural and past horticultural activities of the area. In order to provide for the continued functioning of this business and to facilitate expansion for convenience retailing, the proposed land use structure designates a Special Policy Area on a five acre portion of the Ferri property, fronting Heritage Road, where the existing outlet and ancillary facilities are located.

Special Policy Areas 4 (see Figure 9) is designated Office Node Commercial and Special Policy Area 5 is designated Highway Commercial and Convenience Commercial in the proposed land use structure. The intent of the Special Policy Area designation within these lands is to limit the range of industrial permissions to those that are compatible with the Streetsville Glen residential subdivision situated on the east side of Financial Drive. These areas will also require a superior standard of architectural massing and design that is compatible with the residential character of Streetsville Glen. It is proposed that policies will require smaller buildings of residential proportions, residential-type roof treatment and innovative and discrete sign treatments.

Special Policy Area 6, indicated on Figure 9, represents the uniquely constrained triangular area of land designated Medium Density Residential in the proposed land use structure and bounded by the Orangeville Railway Development Corporation rail right-of-way, the Hydro One Corridor right-of-way and the designated Valleylands in Lot 2, Concession 3, W.H.S.

The policies with respect to these lands in the current Bram West Secondary Plan are based on an OMB decision that permits single-detached, semi-detached or townhouse dwellings at a density up to 50 units per net residential hectare (20 units per net residential acre) provided that development of the subject lands have adequate regard for the low density character of the adjacent residences along Upper Churchville Road, adequate road crossing or crossings of the Hydro One Corridor right-of-way is approved by Hydro One and the City of Brampton, and potential vehicle, municipal servicing and pedestrian access for the adjacent lands to the 8157 Churchville Road is provided.

Camp Naivelt is a recognized and long standing private recreational facility located in Part of the East Half of Lot 3, Concession 4 W.H.S. and identified as Special Policy Area 7 on Figure 9. The special policies for this area are intended to permit the existing private recreational use to continue on the subject property notwithstanding the Open Space - Valleyland designation that applies to it and to require measures that will avoid incompatibility of the recreational use with the adjacent development.

Special Policy Area 8 referred to on Figure 9, is a triangular shaped land designated Medium Density Residential and defined by Mavis Road, Highway 407 and Chinguacousy Road. Due to noise and access constraints, as well as fragmented ownership, development of the subject area may be difficult for residential purposes. Therefore, special policies with respect to this area permit development in a flexible manner for all medium density residential types, a mix of medium and low density residential types or all low density residential types. In order to address the concerns of Meadowvale Cemetery, staff will be adding policies to control community design in order to create an appropriate interface with the cemetery located right across from Special Policy Area 8.

Transportation

The Proposed Road Network

According to an update to the 1997 Transportation Study undertaken by Marshall Macklin Monaghan for the City of Brampton, the proposed road network was found to be sufficient for the development of the Bram West Secondary Plan Area. The results of the update are described in Appendix B.

The road network proposed for Bram West consists of Arterials, Collector Roads and Local Roads in the general locations shown in the proposed land use structure (see Figure 9). The alignment of Credit Valley Parkway and the proposed extension of Financial Drive as shown in the current Bram West Secondary Plan have been revised in the proposed land use structure, in order to preserve the woodlot in its entirety.

The Region of Peel proposes to widen Mississauga Road to six lanes between Highway 407 and Steeles Avenue West, and four lanes from Steeles Avenue West to just beyond the crest of the Credit River valley. A four lane cross-section will be maintained between Embleton Road and Queen Street West, but the Region is protecting for a six lanes through this area as the ultimate right-of-way for Mississauga Road is 45 metres (150 feet) as designated in the Regional Official Plan.

According to the Region's Capital Programming, construction along Mississauga Road will commence in 2005 on the section between Highway 407 and Steeles Avenue West and in 2006 on the section between Steeles Avenue West and Queen Street West.

Embleton Road is designated as a Major Road in the Regional Official Plan with a 26 metre right-of way between Queen Street West and Huttonville Village and a 30 metre right-of-way west of the Village of Huttonville.

Since Creditview Road is to be maintained as a scenic country road, north-south vehicular traffic through the Credit Valley Secondary Plan and into Bram West will be serviced mainly by the proposed New Creditview Road, which is designated as a Minor Arterial Road in the Credit Valley Secondary Plan.

As indicated in the Credit Valley Secondary Plan, New Creditview Road will be extended into the Bram West Secondary Plan Area as a Minor Arterial Road to intersect with Steeles Avenue West and as a Minor Collector Road south of Steeles Avenue West. The alignment of New Creditview Road is also intended to reduce vehicular traffic at the intersection of Steeles Avenue West and Chinguacousy Road.

The Brampton Official Plan designates Heritage Road as a Minor Arterial Road (36 metre right-of-way) between the City limit in the south and the proposed extension of Financial Drive, and as a Minor Collector Road (23-26 metre right-of-way) north of this location. The update of the 1997 transportation study recommends that the number of lanes on Heritage Road north of Financial Drive be increased from two to four in order to provide additional lane capacity for the area. This recommendation is consistent with the findings of the City's Transportation and Transit Master Plan and the analysis completed by iTrans Consulting for the North West Brampton Urban Boundary Review.

The ultimate right-of-way width and alignment for the section of Heritage Road north of Embleton Road will be determined through the upcoming Ministry of Transportation Needs Assessment Study for the GTA East-West Corridor.

Corridor Protection Area

The proposed land use structure designates a Corridor Protection Area in the northwest part of the Bram West Secondary Plan Area in order to permit the Province to undertake their GTA East-West Corridor Needs Assessment Study that includes Bram West Parkway as a key component of the future North-South transportation facility. The Corridor Protection Area is based on the findings and recommendations of a study

completed by iTrans Consulting for the City of Brampton and the Ministry of Transportation as part of the Northwest Brampton Urban Boundary Review. The Brampton portion of the Corridor Protection Area is bounded by Winston Churchill Boulevard to the west, the Credit River valley to the north, Heritage Road to the east and the proposed extension of Financial Drive west of Mississauga Road to the south. South of the proposed extension of Financial Drive, the iTrans study recommends the need for Bram West Parkway to continue to be a major arterial road as designated in the prevailing Bram West Secondary Plan and the proposed land use structure (see Figure 9). The classification of Bram West Parkway as an arterial road will be finalized through the Secondary Plan review. However, its role, function and final alignment will be determined by way of an Environmental Assessment Study.

Cultural Heritage

Figure 7 identifies those individual properties designated under Part IV of the *Ontario Heritage Act*, and the Village of Churchville Heritage Conservation District designated under Part V of the *Ontario Heritage Act*.

The heritage structures identified for retention or designation in the Bram West Secondary Plan are those properties already included as part of the City of Brampton Inventory of Heritage Resources. These predominantly residential properties are located throughout the Secondary Plan Area, with a significant concentration of sites in the Huttonville area. The inclusion of these 'listed' heritage properties in the appendix of the revised Bram West Secondary Plan will allow staff to identify heritage properties that may be threatened as a result of development or public infrastructure projects and deal pro-actively to preserve Bram West's existing cultural heritage resources.

PART 5: IMPLEMENTATION

5.1 Block Plan Process

In March 2003, City Council approved a Block Plan Review Process for the City of Brampton which requires that a Block Plan be submitted as part of the planning process for all new Secondary Plans adopted after September 1, 2002. The Block Plan represents a key component of the Community Design Strategy. The introduction of Block Planning as part of the City's development approvals is intended to:

- achieve the City's civic design objectives in the earliest stages of the development process and to ensure consistency and high quality in the development of new communities from Block Plan Concept to implementation;
- expedite the subdivision approval process by clarifying the design and resolving related technical issues at an earlier stage;
- co-ordinate development proposals of various landowners and development interests;
- provide a tertiary land use planning framework, which will be able to focus on the design implications of development, in particular, compatibility or fit between uses and connectivity of existing and proposed roads, before the detailed design stage;
- facilitate the approval of Environmental Implementation Reports for the entire block area, Environmental Impact Studies for specific features, and Class Environmental Assessments or equivalent for specific infrastructure;
- ensure that the appropriate delineation of open space corridors and linkages are implemented;
- provide for the rational and equitable allocation of community service uses;
- provide a tertiary level framework for the preparation of community wide urban design guidelines;
- incorporate significant vegetation and cultural elements into the design, a vegetation assessment and cultural heritage assessment will be required at this stage;
- provide a community framework for the preparation of cost sharing agreements; and,
- provide for staging and sequencing of development that ensures appropriate service levels for existing and new residents.

The Council approved Block Plan process also provides the opportunity for the submission of Block Plans and the initiation of the approval process in conjunction with the formulation of a secondary plan amendment.

A major portion of the Bram West Secondary Plan Area, which mainly represents the undeveloped areas of Bram West, has been divided into five preferred sub-areas (Sub-Areas 1 to 5) for Block Planning purposes (see Figure 11). The remaining areas of Bram West have been divided into two further sub-areas (Sub-Areas A & B) for the purpose of tertiary planning, considering that development has already proceeded, or is pending, in these sub-areas. The delineation of sub-areas was based on existing physical edges such as valleys, roads and rail corridors as well as land ownership patterns, development status and sub-area community design objectives.

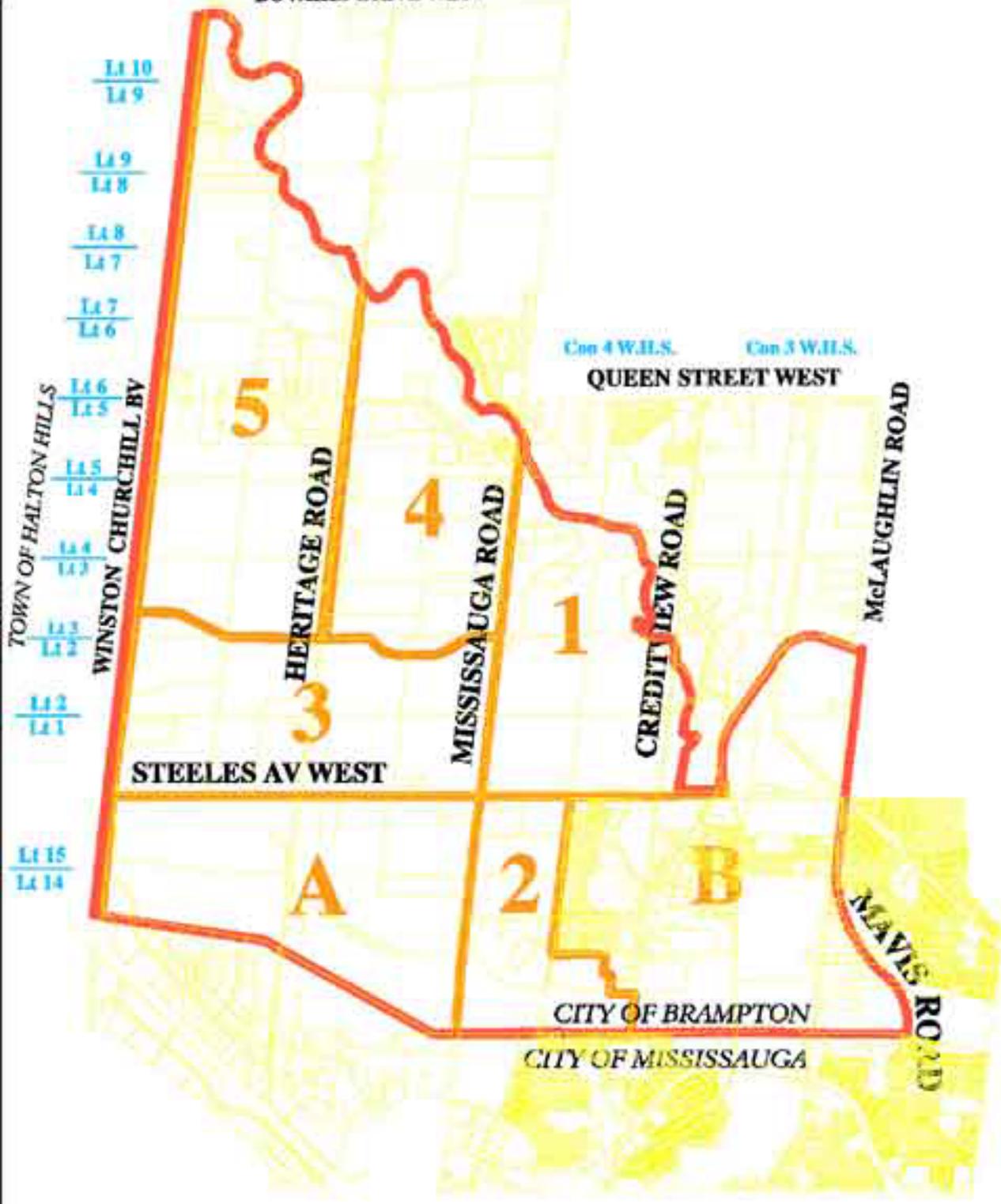
5.2 Community Design Strategy

The urban design strategy will be based on the following guiding principles:

- The City's Development Design Guidelines represents a key component of the Bram West Community Design Study, which brings forward the principles of Block Planning, development and environmental protection. Referenced together with the Brook McIlroy Urban Design Guidelines, these documents will direct the further development of the Bram West Secondary Plan and form the basis for Block Planning, which is to follow.
- Bram West represents the south west gateway into the City of Brampton and, as such, should project the highest quality of streetscape, built form and landscaping;
- the Credit River valley shall be preserved and protected, which will be the primary determinant of urban form;
- Prestige Industrial and Office uses will be located on the most highly visible sites, with the Mississauga Road frontage lands between Highway 407 and to an area just north of Steeles Avenue West restricted to just office and related uses;
- residential and employment areas will be separated by valley corridors, woodlots and major roads. Such separators will be enhanced by buffering, landscaping and edge treatment; and,
- new roads will be developed, generally, as landscaped corridors that are sensitive to the environmental features of Bram West. The level and intensity of landscape treatment will reflect the role of the street and its relationship with the open spaces.

The City's Development Design Guidelines represent a key component of the Bram West Community Design Strategy which introduces the principles found in the Brook McIlroy Urban Design Guidelines with respect to block planning, high quality development and environmental protection. Referenced together, these two documents are intended to direct

Con 6 W.H.S. Con 5 W.H.S.
BOVAIRD DRIVE WEST



- Bram West Secondary Plan Area Boundary
- 1 - 5 Block Plan Boundary
- A - B Tertiary Plan Boundary



CITY OF BRAMPTON

Date: Dec. 01 2003 Drawn By: J. Kennedy
File no. subarea2.dgn Map no.



FIGURE 11
BRAM WEST SECONDARY PLAN REVIEW
PROPOSED SUB - AREAS
FOR BLOCK PLANNING

PLANNING, DESIGN & DEVELOPMENT

the future development of the Bram West Secondary Plan and form the basis for future block plan submissions.

Primary and secondary gateways designated at the intersections of primary streets will express the character of the community and the locale to which they provide entry. For example, the Primary Gateway at Queen Street and Mississauga Road will characterize entry into Bram West at the Credit River Valley and Huttonville. The Primary Gateway at Mississauga Road and Steeles Avenue West will characterize entry to the high profile Office Centre areas and the Primary Gateway at Highway 407 between Winston Churchill Boulevard and the future Bram West Parkway will characterize the highest profile Prestige Industrial area.

The Greening Policy of the City's Asset Management Department represents another component of the Community Design Strategy for Bram West. Environmental protection and Green Design principles as outlined by the Green Policy have been incorporated into the recommended land use strategy for Bram West.

In this regard the Credit River Valley is the most significant Green Corridor within the Bram West area. Parks and open spaces will be given a high profile within the community as visible and accessible public amenities. Streets and blocks will be aligned to provide a high degree of visibility of the natural areas, and neighbourhoods will be designed to provide access to natural areas. An interconnected system of parks and natural areas will be created through pedestrian and cyclist paths.

The Development Design Guidelines, the Brook McIlroy Urban Design Guidelines and the 1990 Council approved City of Brampton Parks & Recreation Master Plan describe a number of community design objectives for the open space system that have been applied to the Bram West land use structure. Parkettes and Neighbourhood Parks will be distributed throughout the Bram West Secondary Plan to provide an identity for the neighbourhood as focal points. Neighbourhood Parks and Parkettes are to provide passive recreation opportunities for the neighbourhood. To achieve this vision, the following objectives must be met:

- maintaining a service radius of 800 metres;
- the local road patterns need to lead to the parks/neighbourhood focal points;
- block lengths should be less than 250 metres to facilitate road connections to the park; and,
- the location of Neighbourhood Parks and Parkettes should primarily be located to meet the service radius and recreational needs of the residents, but should also consider integrating natural and cultural features.

A Community Park represents the community focal point for Bram West and will serve the entire population of this secondary plan. To achieve this vision, the following objectives must be met:

- arrangement of the active facilities in the park must be compatible with the adjacent land uses (executive housing etc.);
- maintain a 1,200 metre service radius for Community Parks;
- the park block will be conveyed to the City free of any impediments from an environmental or servicing standpoint; and,
- the Community Park will be acquired and developed in accordance with the rate of development for the Bram West Secondary Plan (Growth Management Strategy.)

Streetscape

The streetscape will be addressed as part of the Block Plan process and will express the image and character of the community through the relationship of the built form to the street and the role and significance of the overall hierarchy of the road network (see Photos 3 to 6, and Figures 12 and 13). The design of streetscapes in Bram West will be undertaken in accordance with the City of Brampton Development Design Guidelines and the Brook McIlroy Urban Design Guidelines.

With regard to Mississauga Road, it is the understanding of City staff that the Region of Peel is about to enter the detailed design phase for the widening of Mississauga Road where a five metre raised centre median will be designed for Mississauga Road in accordance with the recommendations of the Mississauga Road Environmental Assessment prepared by iTrans Consulting.

As illustrated on Section A-A of Figure 13, a five metre centre median is proposed by the City for the section of Mississauga Road between Highway 407 and the crest of the Credit River Valley. The City developed this type of gateway feature for the Highway 10 Corridor between Highway 407 and Steeles Avenue.

DRAFT



Signage



Corner landscape feature



Corner lands

Note: Mississauga Road will have a 6-lane and a 4-lane option.

BRAM WEST DESIGN STUDY

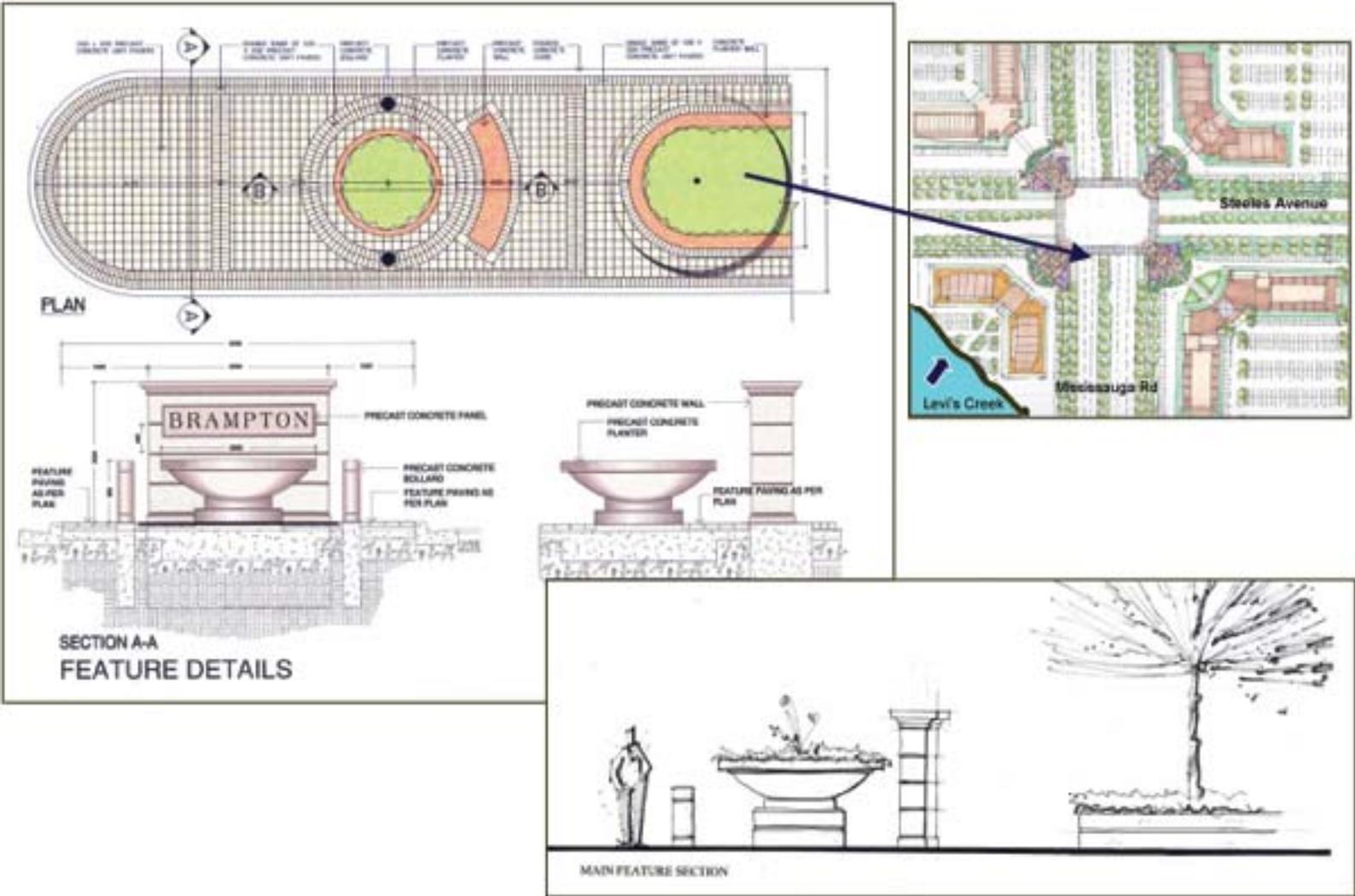
**DEVELOPMENT CONCEPT FOR THE INTERSECTION
OF MISSISSAUGA ROAD AND STEELES AVENUE WEST**

Urban Design & Public Buildings

January 7, 2004

FIGURE 12

DRAFT



BRAM WEST DESIGN STUDY
DETAIL OF GATEWAY FEATURE AT MISSISSAUGA ROAD AND STEELES AVENUE WEST

Urban Design & Public Buildings

January 7, 2004

FIGURE 13

Typical street sections will be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a high quality environment. These will illustrate:

- i) width of street right-of-way including centre median treatments;
- ii) roadway pavement width;
- iii) boulevard widths, boulevard landscaping / tree locations;
- iv) pedestrian sidewalks;
- v) bicycle paths, if applicable;
- vi) streetlight locations;
- vii) minimum building setbacks and projections; and,
- viii) relationship to garages.

Streetscape components such as street trees, street lighting, seating, gateway features and signage will be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the community in accordance with the City's Development Design Guidelines and the streetscape guidelines for Bram West recommended by the Brook McIlroy Urban Design Guidelines.

5.3 Growth Management Strategy

5.3.1 Brampton's Growth Management Program

The Bram West Secondary Plan will be implemented in accordance with the objectives and guidelines outlined in the City's Growth Management Program (GMP). The GMP, which was approved by Council in April 2003, is the City's response to challenges and opportunities arising from high rates of growth in Brampton. The GMP is an implementation program aimed at ensuring the timely delivery of services and infrastructure to new development areas while maintaining appropriate service levels for existing residents.

The focus of the GMP is the Development Outlook Report, which consists of the following three components:

- Development Outlook Forecast: to provide a single source of detailed short and long term population and employment forecasts and maps showing anticipated location and timing of growth, updated at least annually, to be used by City Departments, the Region of Peel and other agencies for planning and budgeting purposes.
- Growth Management Objectives and Guidelines: to establish specific objectives for key infrastructure and servicing elements. These objectives are to be achieved through the implementation of the Growth Management Program. Guidelines are to be developed to provide targets, thresholds and service levels appropriate to ensure co-ordination of growth with the infrastructure it requires.

- Implementation Details: to provide consolidated documentation of the major infrastructure elements to serve projected growth and incorporate these details into the planning and budgeting processes for infrastructure and services as well as the review of development proposals.

The Growth Management Program guidelines address the timely and adequate provision of the following key infrastructure and servicing elements:

- significant elements of the road network required to support a given amount of development;
- transit service;
- water and waste water services;
- school sites and related facilities;
- new parks and recreation facilities; and,
- emergency services such as fire stations.

The Growth Management Program guidelines also address:

- the protection of natural systems and resources;
- the protection of the City's archaeological and built heritage; and,
- employment and economic development issues including the creation of a balance between residential and employment growth and attracting high quality industrial and commercial development.

5.3.2 Implementing the GMP in the Bram West Secondary Plan

With respect to the preparation of the Bram West Secondary Plan, the GMP will be used to ensure that required public infrastructure is provided as development occurs. A similar growth management policy framework is proposed as was established in the Credit Valley Secondary Plan including the following key elements:

- As part of the Block Plan Process, GMP issues shall be addressed to ensure staging and sequencing of development is co-ordinated with required services and infrastructure. The GMP component of the Block Plan will be undertaken in accordance with the GMP objectives and guidelines contained in the City's approved GMP including addressing the following:
 - Co-ordination of required arterial and collector road network improvements;
 - Provision of school sites as required within various stages of development;
 - Efficient utilization of public investment in sanitary sewer and water supply infrastructure;
 - Accommodations to allow early and efficient delivery of transit service;
 - Appropriate staging of Environmental Implementation Report recommendations including stormwater management facilities; and,
 - The efficient provision and utilization of other necessary services and infrastructure such as parks, recreation and emergency services.

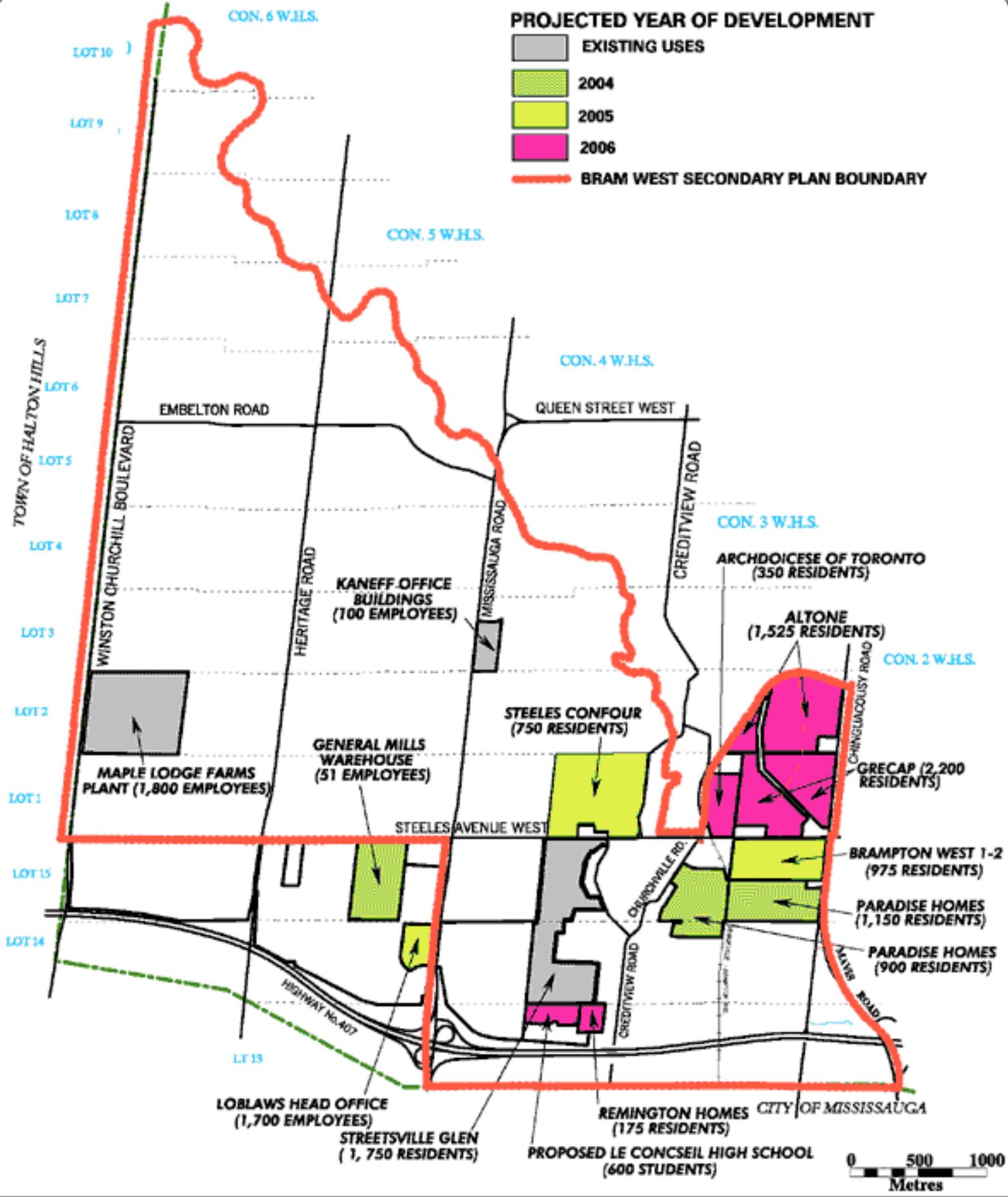
- Development may only be advanced by such mechanisms as front end financing of required infrastructure or interim servicing solutions where:
 - Developers assume the full financial costs of front end financing or interim servicing systems over ultimate systems including decommissioning costs;
 - The relative net public benefits of advancing and sequencing development are clearly demonstrated. This will include an analysis of alternate benefits if capacity was allocated elsewhere;
 - All public costs and implications shall be evaluated including requirements to advance necessary infrastructure and services such as schools, roads, transit, sanitary sewers, water supply, and parks; and,
 - Should benefits outweigh costs and a proposal be considered more favourable than the alternatives, then a staging and sequencing strategy is required to ensure all necessary infrastructure is also advanced and co-ordinated.

Sub-areas 1 through 5 have been delineated within the largely undeveloped areas of Bram West for Block Planning. The sub-areas have been numbered according to the expected sequence of development based on available servicing information. A development phasing and sequencing plan will be required as part of the Block Plan submissions. This sequencing plan will generally include the basic physical and community infrastructure required to be in place before planning approvals are granted by the City for the first phase of development, and will identify additional infrastructure to support each subsequent phase of development.

Development has already proceeded and/or been approved in some areas of the Bram West Secondary Plan where development proposed was consistent with the current Bram West Secondary Plan and the guidelines of the Bram West Community Design Study (see Figure 14). These are identified as areas A and B and Block Plans will not be required for these areas.

Implementation of the Growth Management Strategy will ensure that the phasing of the blocks/subdivisions in Bram West will not obligate the City to purchase the Community Park, until the development has progressed enough to generate the cash-in-lieu of parkland dedication required in the instance that a Parkland Agreement is not entered into.

As part of the City's GMP initiatives, City staff in consultation with the local area School Boards and the Region of Peel have prepared implementation details for secondary plan areas where significant development is expected. These details are comprised of tables and maps documenting existing development levels, status of development and infrastructure, and key infrastructure required to serve projected growth. To date such details have not been released for Bram West pending completion of the Secondary Plan Review. However, a preliminary GMP Implementation Details Table for Bram West has



CITY OF BRAMPTON

Date: 2003 10 23 Drawn By: CJK
 File no. BWSSTPROJECTIONS



FIGURE 14
DEVELOPMENT ACTIVITY IN THE
BRAM WEST SECONDARY PLAN AREA

been developed and refined over previous formats to include projected Block Plan Area sequencing and employment growth (Table 10).

Staff are proposing that Table 10 be completed with the GMP Implementation Details for Bram West in consultation with the School Boards, the Region of Peel and other service providers that this table be included as an appendix to the Bram West Secondary Plan Amendment along with a requirement to update the table at least annually. This table would then provide a transparent mechanism to be used by the City, other agencies, the development industry and the public to prepare, evaluate and document sequencing strategies and the provision of infrastructure necessary to support growth. Development would not be allowed to proceed in advance of the required key infrastructure where appropriate service levels (i.e. Objectives and Guidelines in Section 5.0 Growth Management Development Outlook Report, April 2003) would be compromised.

To this end, residential development in Bram West will not proceed in advance of Regional and City capital budgets unless the full spectrum of services and infrastructure are optimized, so that current service levels can be maintained for existing residents and the payments back to the proponents of development are related to the collection of Development Charges (i.e.: Tax funds will not be used for front ended facilities).

It should also be noted that proponents of development will be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should the operation of private water supply systems be detrimentally impacted through the process of developing the Bram West Secondary Plan Area.

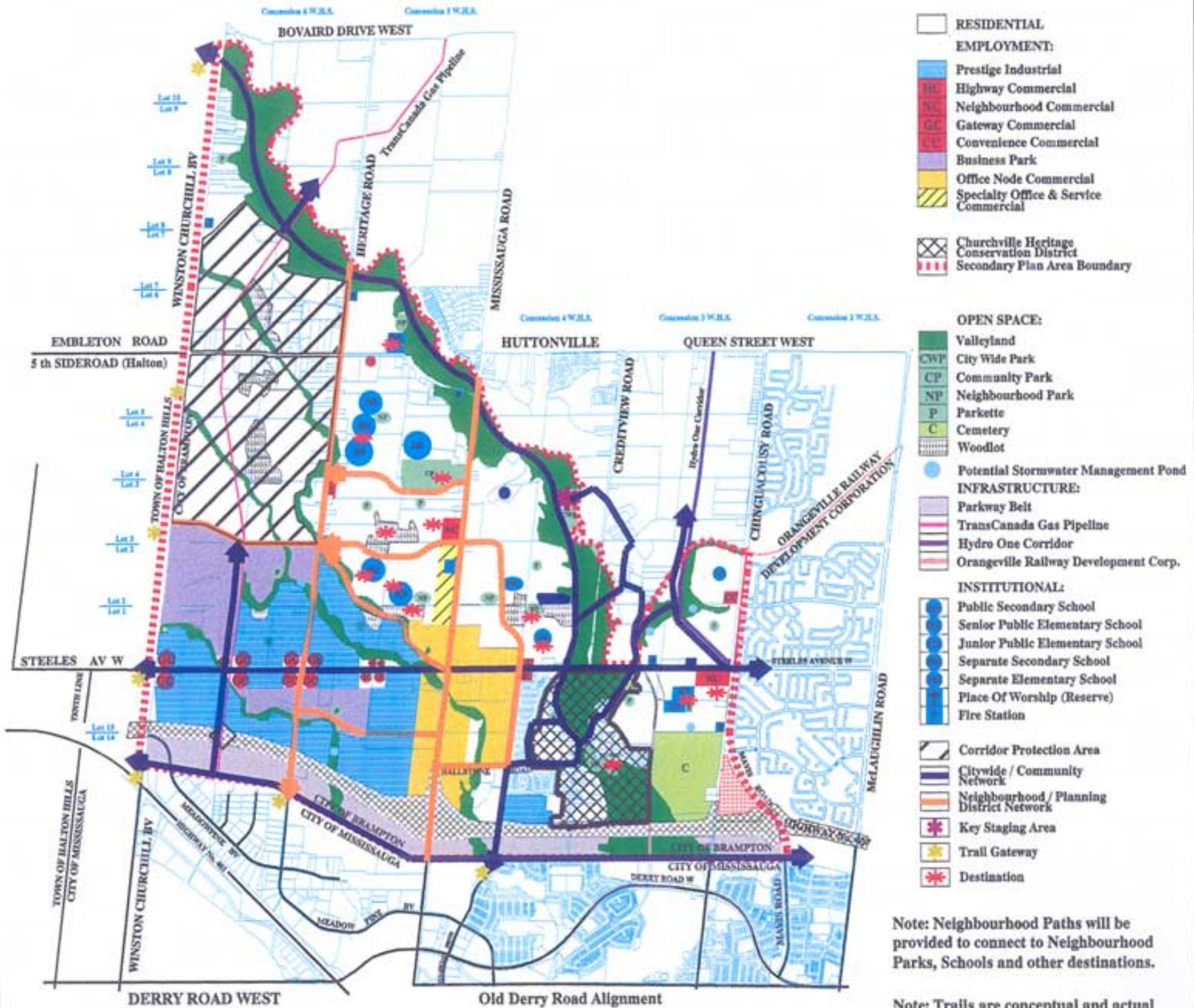
5.4 Pathways Strategy

One of the goals of the Brampton Strategic Plan – “The Six Pillars” is to achieve a higher level of excellence in the Brampton attributes the residents are most proud of. Parks, recreation and sports were identified as some of those key attributes. Accordingly, the Pathways Strategy proposes a network of multi-use trails throughout Bram West that will connect major parks and open space networks as well as provide regional and inter-regional pathway connections.

The pathways shown schematically on Figure 15 are split into two classifications: City Wide/Community Network; and Neighbourhood/Planning District Network. City Wide/Community Network will provide key north/south and east/west connections, provide linkages to the Community Park in Bram West and provide connections to both Mississauga and Halton Hills. The Neighbourhood/Planning District Network provides linkages within and between neighbourhoods and neighbourhood level amenities including parks, stormwater management ponds, school sites and the natural elements of the open space system such as valleylands and woodlots.

	Full Buildout Residential (2021)	Existing Status (2003)	2003	2006	At 3 year intervals to	2021	
TOTAL POPULATION	39,700	1,200	1,500	5,000		39,000	
TOTAL UNITS	11,500	400	500	1,700		11,500	
TOTAL EMPLOYMENT	41,700	3,000	4,500	6,000		41,700	
TERTIARY AND BLOCK PLAN AREAS	A	Population/ Units Employment	NA/NA 1200	N/A 1200	N/A N/A	N/A 2,000	N/A 14,000
	B	Population/Units Employment	640/200 20	640 20	200 N/A	4650 40	1500 80
	1	Population/Units Employment	96/30 0	96 0	30 N/A	0 50	8320 4150
	2	Population/Units Employment	NA/NA 750	N/A 750	N/A N/A	N/A 1,000	N/A 12,200
	3	Population/Units Employment	128/40 2500	128 2500	40 N/A	124 3,000	40 5,000
	4	Population/Units Employment	288/90 0	288 0	90 N/A	279 50	90 270
	5	Population/Units Employment	384/120 0	384 0	120 N/A	372 0	120 6000
	ROADS	Infrastructure Required at Full Build Out		Required Facitus/Comme		Required Facility	Status/Comments
Steeles Ave. (Peak)		2 lane rural on west of					
- 8 lanes Chiquitaway to Winston Churchil		Mississauga Rd					
Mississauga Road (Peak)		4 lane on Mississauga Rd					
- 8 lanes May 407 to May 7		2 lane rural on north of					
- 8 lanes May 107 to Steeles Ave		Steeles					
Credit Valley Parkway		4 lane urban on south of					
- 2 lanes		Steeles					
Heritage Road		n/a					
- 4 lanes		2-lane rural on					
New Creditview Rd.		n/a					
- 4 lanes Chiquitaway to Steeles Ave							
Winston Churchil Blvd	2 lane rural on						
- 6 lane on May 407 to emberton							
East - West Major Collector	n/a						
- 2 lanes							
Embleton Road	2-lane rural on						
- 4 lane Arnpark/Collector							
Arnpark Parkway	n/a						
- 8 lane on Steeles Ave. to May 7 - as per							
Transportation Study Scenario 1 - (6 lanes plus 2							
with lanes)							
Financial Drive	2 lanes south of Steeles						
- 4 lane on Major Collector	Ave						
New Creditview O&D Railway Overpass	n/a						
SEWER & WATER	Credit Valley Sewer Treatment Plant	Currently terminates at					
	Creditview Rd to Mississauga Rd # 4076, 4077,	Meadowdale in					
	10002, 4023	Mississauga					
	From Mississauga Rd to Heritage Rd # 2279, 5757						
	Components #4011, 4010, 4008, 4006, 5011						
	Mississauga Rd. Feedermain						
	Heritage Road and Steeles Ave. Components						
	#5004, 10007						
	Steeles Avenue to Queen St. Components #1308,						
	1784						
Mississauga Rd. Reservoir and Pumping Station							
Pumping Station and Pumps #4155, 5076, 4156,							
4158, 4160, 4154							
Meadowdale N. Reservoir and Pumping Sta Exp.							
Reservoir Expansion #4247, 4249, 4250							
Mullet Creek Pumping Station	Mullet Creek Pumping						
Station built in 2004	Station built in 2004						
Steeles Avenue Feedermain	Built in 2000/2001						
SCHOOLS	Peel District S.B.						
	- 4 Junior Elementary Schools						
	- 2 Senior Elementary Schools						
Dufferin Peel Separate S.B.							
- 7 Elementary Schools							
- 1 Secondary School							
PARKS & NATURAL FEATURES	4 Neighbourhood Parks	1 City Wide Park (Boards					
	1 Community Park	Park)					
1 City Wide Park							
2 Woodlots							
Valley Lands							
EMERGENCY SERVICES	Fire Station No. 212, 213	Construction of Fire					
		Station 212 budgeted for					
		2004					
		Site not yet available					

NOTE: It is proposed that this table be updated at least annually, based on available information.



CITY OF BRAMPTON

Date: Dec. 23, 2004 Drawn By: J. Kennedy
 File no. fig_13.dgn Map no.



FIGURE 15 PROPOSED PATHWAYS NETWORK

The pathways will provide both a recreational and utilitarian function by providing connections within residential areas and connections between residential and employment lands.

The trails and pathways system shown in Figure 15 is based on the following considerations:

- Connections the pathways connect and extend existing pathway segments to ensure a seamless pathways system;
- Spacing the spacing of the pathways network is planned to ensure that access to the community-wide network is within a 15 minute walk or five minute bike ride from any given point within the Bram West Secondary Plan Area. Access to the neighbourhood network is within a 10 minute walk from any given point within the Bram West Secondary Plan Area;
- Destinations the pathways were located to link desired destinations, including parks, community centres, schools, and commercial centres; the Eldorado City-wide Park is identified as a key staging area within City's overall Pathway's Master Plan;
- Visibility the pathways network will be highly visible, safe and enhance the character of Bram West; and,
- Barriers the pathways network was planned to avoid major barriers such as 400 series highways and rail corridors.

The pathways system will consist of the following categories:

- Class I Off road multi-use paths for pedestrians, in-line skaters, bicycles and other non-motorized vehicles;
- Class II dedicated bike lanes exclusively for bicycle use;
- Class III any road specifically signed to encourage bicycle use; pedestrians and in-line skaters will use the sidewalks.

As part of the Block Planning Process, pathways will be identified within the Bram West area to complement the trail network proposed in the City's Pathways Master Plan (see Figure 15). The pathways shown on Figure 15 will be refined as part of Block Planning and further refined during the processing of subdivision plans in accordance with Section 2.3 of the City's Development Design Guidelines and the City's Pathways Master Plan.

5.5 Environmental Management Strategy

The environmental management strategy within Bram West will be in accordance with the recommendations of the Gateway West Subwatershed Study, which was undertaken as part of the background work to the current Bram West Secondary Plan in September 1999. The environmental policies of the current Bram West Secondary Plan are based on the recommendations of the Gateway West Subwatershed Study, and address the following:

Lands included within the Open Space designation are shown schematically in the current Bram West Secondary Plan and the recommended land use strategy. The locations, configurations and boundaries of these lands will be confirmed through detailed studies and plans, as part of the Block Plan Process or due to the completion of a Class Environmental Assessment, and may be revised without further amendment to the Bram West Secondary Plan. These studies may include:

- An Environmental Implementation Report;
- An Environmental Impact Study;
- A Stormwater Management Study;
- A Tree Conservation Plan;
- A Functional Servicing Report; and,
- A Municipal Class Environmental Assessment

As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to the Bram West Secondary Plan.

Natural features such as trees and hedgerows determined, through detailed evaluation, to be worthy of preservation, will be protected and incorporated into the parkland system and development projects, wherever possible.

Parks and open spaces will be given a high profile within the community as visible and accessible public amenities. To this end, continuous road frontage will be encouraged, provided that this does not cause any realignment of a stream corridor. Housing, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley to a limited extent, and where appropriate. The Community Block Plan Process, including the Environmental Implementation Report, will confirm the extent of continuous road frontage adjacent to such facilities.

Valleylands

Lands designated Valleyland in the current Bram West Secondary Plan and the recommended land use strategy have been identified as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands will remain primarily in a natural state or be utilized for stormwater management purposes and complementary

uses in accordance with relevant policies of the Official Plan and the recommendations of the Gateway West Subwatershed Study.

Valleyland designations are intended to conceptually reflect the extent of the watercourse/valley corridor identified by the greater of the surveyed top of bank, floodplain, meander belt width, fisheries setback, geotechnical considerations, or surveyed dripline. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to the Secondary Plan. Appropriate setbacks will be imposed, if required, from the edge of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required, will be determined through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton and Credit Valley Conservation, prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

The development of the land use options for Bram West recognize the importance of valleylands in the development of the community structure and in their contribution to developing of each neighbourhood within the plan.

Woodlots

Lands designated as Woodlot in the current Bram West Secondary Plan and the recommended land use strategy are tableland woodlots that were identified for their ecological significance relative to the natural heritage system and water management function by the Gateway West Subwatershed Study. It is the intent of the Bram West Secondary Plan to protect Woodlots where practical. The preservation or treatment of Woodlots will be in accordance with Part I, Section 4.4.7 and other relevant policies of the Official Plan.

Lands designated Woodlot will remain in a natural state and be used for purposes such as passive recreation and conservation. The extent of a Woodlot to be protected will be confirmed through the preparation of an Environmental Implementation Report and/or an Environmental Impact Study to the satisfaction of the City of Brampton and Credit Valley Conservation. Any residual lands will revert to the adjacent land use designation without the necessity of further amendment to the Bram West Plan. It is expected that woodlots will be gratuitously conveyed to the City, however, policies will be included in the revised Bram West Secondary Plan amendment to compensate landowner dedications through density bonusing or other means.

Development proposals abutting Woodlots, will be reviewed through an Environmental Implementation Report and/or an Environmental Impact Study to the satisfaction of the City of Brampton and Credit Valley Conservation so that boundary rationalization and edge management of the Woodlot/development proposal preserves the ecological function of the Woodlot. The City, in processing a development proposal that would

retain all or part of any woodlot identified within the Subwatershed Study, may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with relevant policies of the Official Plan, or implement other suitable mechanisms to retain the woodlot and/or its function. The City expects that the cost of dedicating a tableland woodlot to the City will be an item included as part of a developer cost sharing agreement.

Where woodlots are not indicated to be retained, because they are not a priority for retention, every effort should be made to retain specimen trees within the fabric of the community and the City may require additional landscaping/tree planting in lieu of retaining the woodlots. While woodlots are retained for their ecological significance to the natural ecosystem, woodlots also serve as an organizing element both physically and visually in the Open Space system to provide identity as a community design element.

Golf Courses

Golf Courses and related facilities are permitted in all land use designations within the Bram West Secondary Plan, subject to obtaining all environmental approvals, and provided that access to the public can be achieved through the implementation of pedestrian pathway in accordance with the Pathways Master Plan.

When such facilities are proposed within or adjacent to a valleyland designation, the environmental impacts of the use will be assessed through an Environmental Implementation Report or equivalent scoped assessment. Appropriate mitigation of potential impacts will occur in accordance with those studies.

Stormwater Management

In considering options for stormwater management, the following principles will apply (see Photo 8):

- stormwater will be considered as a resource, not a waste product;
- stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment, to the extent practical; and,
- stormwater facilities will be designed, wherever possible, to provide community amenities such as visual attraction and passive recreation. Where practical, these facilities will be linked to the Pathways system.

Stormwater management facilities will be provided in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan. Stormwater management facilities shown on the recommended land use strategy are conceptual and are permitted on all land use designations provided that such facilities are integrated with adjacent uses and subject to

the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton and Credit Valley Conservation.

Stormwater Management practices within the Secondary Plan Area will address such concerns as flow (quantity) attenuation, water treatment (quality), erosion/siltation control and design requirements, as appropriate. General principles for Stormwater Management within Bram West will be determined by the Conservation Authority and the City in accordance with the Gateway West Subwatershed Study (Gartner Lee Ltd.).

A Stormwater Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Gateway West Subwatershed Study (Gartner Lee Ltd.), and in conjunction with the related Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation will be required where the drainage elements impact provincial roads.

The Stormwater Management Plan will describe existing and proposed drainage conditions, the stormwater management techniques and best management practices which may be required to control the quantity and quality of stormwater drainage, mitigate environmental impacts, minimize erosion and siltation in the Credit River and associated tributaries during and after the construction period. The Stormwater Management Plan will be consistent with and implement the recommendations of the Gateway West Subwatershed Study (Gartner Lee Ltd.), and will identify a monitoring program.

Detailed design submissions will be consistent with the Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

The main watercourse and valleyland corridors of the Credit River, Levi's Creek and Mullett Creek are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation and conveyance, and water quality. The functional importance of these features must be assessed along with other environmental and water management issues by the Environmental Implementation Report.

Prior to the alteration of any watercourse, the construction of any Stormwater Management Facility or the commencement of any grading or filling, the necessary approvals will be obtained from the Conservation Authority and the City.

5.6 Financial/Economic Management Strategy

An important aspect of planning for the Bram West Secondary Plan is to have a land use concept that is financially responsible and generates a positive economic benefit for the City of Brampton and the Region of Peel. This sense of fiscal responsibility directed City staff to retain the services of Hemson Consulting to undertake municipal finance and economic impact studies of four development scenarios, at full build-out, for the Bram

West Area. As part of the financial management strategy for Bram West, these studies would assist the City in decision-making with respect to an appropriate land use mix for the Secondary Plan Area. A full discussion of the findings of the Hemson studies can be found in Appendix A of this document.

The findings of the studies confirm that the two land use options proposed for the Bram West Area will yield positive financial benefits for both the City of Brampton and the Region of Peel. For example, financial study demonstrates that, based on the 2002 Budget, the March 2003 version of the proposed land use structure provides the greatest annual net fiscal benefit to the City of Brampton and the Region of Peel. In addition, the scale of development proposed for Bram West and the fact that its residential units will be new, means that the fiscal benefit will be higher than the City-wide average for residential uses.

The same positive conclusion was reached for the economic impact study, where regardless of the scenario tested, the development of the Bram West Secondary Plan Area would result in significant benefits to the economy of the City, the GTA and the Province. It should be noted that the estimated value of each indicator in respect of each scenario did not vary by more than 10%. In the context of a broad level economic analysis based on a long time frame, the difference of 10% in the economic impact of the various scenarios is not considered to be significant.

PART 6 PUBLIC CONSULTATION

Public consultation represents a vital part of the planning process prescribed by the Planning Act. The City's Strategic Plan identifies public consultation as key to its successful implementation. Accordingly, the public consultation program (see Chart 1) being undertaken for the Bram West Secondary Plan, which includes design charettes, workshops and statutory public meeting, will be continued through to Council adopting a revised Bram West Secondary Plan.

City staff are proposing to hold two charettes following the release of the Bram West Land Use and Growth Management Strategy. At the charettes, key aspects of the Bram West Land Use and Growth Management Strategy will be presented to facilitate public input on the two land use options. The purpose of the first charette is to gather public input on the land use options presented in this document. This charette will be held before the end of February 2004.

At the second charette, which is expected to be held before the end of March 2004, staff will present a preferred land use plan for further public review and, based on the input received, present a revised land use structure and proposed official plan amendment prior to proceeding to a public meeting before the end of June 2004.

Staff have included an optional workshop with the landowners and public agencies to discuss outstanding matters before Council adopts a revised Bram West Secondary Plan amendment.

It is the expectation of City staff that the new Bram West Plan will have a significant degree of community support prior to its adoption by Council considering the level of public input in the planning program since the review began in 2000.

APPENDIX A

FINDINGS OF SUPPLEMENTARY BACKGROUND STUDIES

Subsequent to the Bram West Community Design Study completed by Brook McIlroy, the City undertook the following supplementary background studies:

- a municipal fiscal and economic impact study that evaluated several scenarios including the land use concept proposed by Brook McIlroy, the existing Bram West Secondary Plan and versions of the existing Bram West Secondary Plan modified by three industrial to residential conversion applications;
- an update of the 1997 Bram West Transportation Study in order to evaluate the revised road network proposed in the Brook McIlroy land use concept, considering scenarios with and without the development of lands west of Heritage Road and the construction of Bram West Parkway. The update also included a realignment study of Financial Drive north of Steeles Avenue West.

1.1 Municipal Fiscal Impact Analysis

Hemson Consulting Ltd. were retained by the City to undertake a fiscal impact analysis of four development scenarios for Bram West, at full build-out, from the perspective of the City of Brampton and the Region of Peel. The purpose of the evaluation is to assist in decision-making with respect to an appropriate land use mix for Bram West. Copies of the Hemson Financial Impact Study are available under separate cover.

1.1.1 The Development Scenarios Evaluated

The four scenarios evaluated were:

Scenario 1: Bram West under the current Bram West Secondary Plan (see Figure 6 of this document);

Scenario 2: Bram West under the current Bram West Secondary Plan if it were modified based on the Credit Manor Heights application by Metrus (see Figures A-1 and A-2);

Scenario 3: Bram West under the current Bram West Secondary Plan if it were modified based on the conversion applications by Kaneff Properties Ltd. and Mantelia Developments Inc. (see Figures A-3 and A-4) and,

Scenario 4: Bram West under a March 2003 version of the proposed land use structure. It should be noted that this scenario precedes the designation of the Corridor Protection Area and includes a set of proposed land use designations within the Corridor Protection Area. These land uses generally included an industrial designation in the area bounded by Winston Churchill Boulevard, the Credit

River to the north, the proposed Bram West Parkway/Trans Canada Pipeline right-of-way to the east and the proposed extension of Financial Drive to the south. The remaining areas within the Corridor Protection Area were generally designated residential.

The prevailing Bram West Secondary Plan yields a population of about 38,800. The employment in non-residential areas of Bram West was estimated to be about 37,000. The total employment, including population-related employment (such as retail, education and health care) in residential areas, was estimated at 39,300.

Aspects of the Metrus, Kaneff and Mantelia applications that are relevant to the fiscal and economic impact analysis are discussed in this section. A detailed description of the applications, including an evaluation of the applications from a land use and policy perspective, is presented in Appendix B of this document.

The Metrus application proposed changes to the current Bram West Secondary Plan that are summarized in Table 1:

TABLE 1 - Changes Proposed by the Metrus Application to the Current Bram West Secondary Plan		
Land Use Designation	Change	Employees
Low Density Residential	Increase of 181 hectares (447 acres)	Increase of 476 employees ¹
Standard Industrial	Reduction of 92 hectares (227 acres)	Reduction of 2,346 employees
Prestige Industrial	Reduction of 62 hectares (153 acres)	Reduction of 2,108 employees
Office Node Commercial	Reduction of 20 hectares (49 acres)	Reduction of 2,833 employees
Highway and Service Commercial	Reduction of 7 hectares (17 acres)	Reduction of 297 employees
Total	Reduction of 181 hectares of employment land	Reduction of 7,358 employees

1: Population related employment (retail, education etc.) arising from an additional population of 8,800 within the 181 hectares.

These changes in designations result in an increase in population to about 47,300 and a decrease in total employment from 39,300 to 32,000.

The changes to the prevailing Bram West Secondary Plan proposed by the Kaneff Properties Ltd. and Mantelia Developments Inc. application are summarized in Table 2:

TABLE 2 - Changes Proposed by the Kaneff and Mantelia Applications to the Current Bram West Secondary Plan		
Land Use Designation	Change	Employees
Residential	Increase of 17.3 hectares (43 acres)	Increase of 100 employees ²
Prestige Industrial	Reduction of 14.5 hectares (36 acres)	Reduction of 700 employees
Office Node Commercial	Reduction of 1.6 hectares (4 acres)	Reduction of 300 employees
Retail	Reduction of 1.2 hectares (3 acres)	Reduction of 100 employees
Total	Reduction of 17.3 hectares of employment land	Reduction of 1,000 employees

2: Population related employment (retail, education etc.) arising from an additional population of 1,850 within the 17.3 hectares.

The proposed industrial to residential conversions in the Kaneff and Mantelia applications, would result in an increase in population by about 1,600 persons to 40,400 and a reduction in total employment by about 1,000 employees to 38,300 employees.

The fourth scenario, based on the March 2003 version of the proposed land use structure developed by City staff, yields a population of 50,600 and total employment of about 40,000. In this scenario, the Metrus lands are designated for a mix of employment and residential uses, while the Kaneff and Mantelia lands are maintained for employment uses.

The population estimate for each scenario is based on typical residential densities associated with each residential designation. Further, each residential density would have a mix of units of relevant housing types. Employment yields are calculated using typical employees per net hectare or square metre per employee assumptions, as appropriate, for each of the employment land uses. With respect to the Prestige Industrial and Business Park designations, the net employment area was multiplied by the applicable employees per net hectare factor in order to estimate the number of employees yielded. In respect of all Commercial land uses, including Office Node Commercial, typical square metres per employee factors were used to estimate employment yields.

1.1.2 Methodology

A Broad-level Simplified Model

Long term revenue and expenditure impacts of new developments are estimated using municipal fiscal impact models. In evaluating the above-noted scenarios, Hemson adopted a simplified model, stating that a simplified model is found to be appropriate when evaluating broad growth scenarios as the above. In contrast, detailed models analyze revenue, and capital and operating costs for each municipal service. Hemson states that detailed models are appropriate for complex studies such as Development Charges

calculations. In a simplified model, the approach involves the allocation of expenditure and income based on an average for each municipal service category (such as roads and sewers) that the growth scenario is likely to create a need. By using this method, the analysis implies that Bram West, on average, demands services in a similar fashion as the existing City as a whole for these services.

The analysis is based on the funding responsibilities in the 2002 City of Brampton and Region of Peel Budgets.

Sources of Revenue

The major source of revenue for all development scenarios will be property taxes. Other sources of revenue include Development Charges, planning and building permit fees. With respect to Development Charges, the Development Charges Act of 1997 requires that only sewer, water, road, police and fire be charged on a full cost recovery basis. Accordingly, the Act requires that the growth-related capital costs for “soft” services (e.g. libraries, indoor recreation, transit) be reduced by 10% in calculating the applicable Development Charge for such services. The City is also subject to a number of growth-related capital costs that are not recoverable through Development Charge and should therefore be borne through general revenue.

Municipal Expenditure

The City expenditure included the expenditure items listed under the various Departmental headings as presented in the 2002 City Budget. Expenses were estimated for each service based on the characteristics of the service and the particular scenario under consideration.

Allocation of Revenue and Expenditure

Revenue and Expenditure were allocated using either of the following allocation methods depending on the characteristics of the revenue and expenditure item:

- i) General Government
This method allocated equal weighting to population and employment in calculating revenue and expenditure, and was used for services of a general nature such as the services of the City Manager’s office.
- ii) Resident-Oriented
Revenues and expenditures for resident-oriented services such as Recreation and Parks were allocated based on a 95% weighting for population and a nominal 5% weighting for employment.
- iii) Transportation-Related
The Transportation-Related Method was used for transportation-related items such as transit. The allocation of revenue and expenditure in this method takes into consideration employment data. It recognizes that, for transportation

services, journeys to and from places of work are the key factors in determining demand for services.

- iv) **Assessment-Based**
In this method the growth scenario's share of the total assessment in the City is used to allocate revenues and expenditure. This method was used with respect to tax-related and property-related services.
- v) **Estimate of Actual**
With respect to revenues and expenditure items such as building permit fees, which can be directly related to the number of residential units and the floor area of employment uses, the actual amount was estimated.

1.1.3 Evaluation

The fiscal impact analysis based on the above methodology for allocating revenue and expenditure are presented in Tables 3 and 4 for the City of Brampton and the Region of Peel, respectively.

TABLE 3 - Summary of Net Fiscal Impacts – City of Brampton				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Residential Benefit	\$649,700	\$984,900	\$694,100	\$1,236,200
Non-Residential Benefit	\$461,700	\$348,000	\$655,900	\$1,413,000
Total	\$1,111,400	\$1,332,900	\$1,350,000	\$2,649,200
Residential Fiscal Benefit per Unit	\$56	\$70	\$57	\$82
Residential Fiscal Benefit per Person	\$17	\$21	\$17	\$24
Non-Residential Fiscal Benefit Per Square Metre	\$0.22	\$0.21	\$0.31	\$0.68
Non-Residential Fiscal Benefit Per Employee	\$12	\$12	\$18	\$38

TABLE 4 - Summary of Net Fiscal Impacts – Region of Peel				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Residential	\$657,200	\$1,020,600	\$703,600	\$1,296,200
Non-Residential	\$3,391,000	\$2,330,100	\$3,118,400	\$4,340,000
Total	\$4,048,200	\$3,350,700	\$3,822,000	\$5,636,200
Residential Fiscal Benefit per Unit	\$56	\$72	\$58	\$86
Residential Fiscal Benefit per Person	\$17	\$22	\$17	\$26
Non-Residential Fiscal Benefit Per Square Metre	\$1.60	\$1.40	\$1.48	\$2.08
Non-Residential Fiscal Benefit Per Employee	\$91	\$79	\$86	\$116

The foregoing analysis demonstrates that, based on the 2002 Budget, the March 2003 version of the proposed land use structure provides the greatest annual net fiscal benefit to the City of Brampton and the Region of Peel. Typically, residential development has resulted in a net fiscal cost to a municipality while non-residential development, especially industrial and commercial development has provided a relatively high net fiscal benefit. However, the new assessment system has reduced the difference between residential and no-residential development in terms of fiscal impact. In addition, the scale of development in Bram West and the fact that the residential units will be new, means that the fiscal benefit will be higher than the City-wide average for residential uses.

Review of the Fiscal Impact Analysis

The Hemson fiscal impact study on Bram West provides the City with a good understanding of the financial implications of the various proposed development scenarios at build-out. However, in drawing conclusions from the foregoing analysis, it should be emphasised that the analysis is based on a broad level simplified model, and does not include a detailed service by service analysis of revenue, capital and operating costs. As such, the results should not be regarded as definitive in determining the cost of growth. Further, some additional costs such as the cost of acquisition of parkland and

woodlots have not been included in the evaluation, as these costs are difficult to predict at this stage of the Bram West Review. It should again be noted that the March 2003 version of the proposed land use structure used in the foregoing evaluation includes land uses that were designated within the Corridor Protection Area.

In identifying the net fiscal impact upon the City using the above noted approach two issues need to be addressed. These are the phasing-in of the fiscal benefit and the significance of the assumptions included within the fiscal impact model used by Hemson.

With respect to the first issue, the Hemson analysis assumes complete build-out of the Bram West Secondary Plan Area. In a typical development scenario, services such as fire protection must be in place well in advance of build-out. These services are most often sized and staffed to the eventual needs of the community, resulting in a net fiscal deficit for the first few years until tax revenue gradually catches up with the cost of servicing the new community. When other services such as roads and transit are added, the issues with respect to when the fiscal benefit is realized become more uncertain.

With respect to the second issue, the simplified model used by Hemson in evaluating a development scenario assumes that the City's tax revenues are a function of property assessments and that services are demanded by the residential population and employees. The Hemson study also included a sensitivity analysis in order to find out how changes in the population and assessment assumptions changed the fiscal impact of the proposed land use structure (March 2003 version). The sensitivity analysis showed a significant swing in fiscal benefit brought about through changes in the assumed Population Per Unit (PPU) and average assessment. This highlights an important issue with respect to the use of a broad-level simplified model where changes to just a couple of key assumptions could turn a net fiscal benefit into a net cost.

1.2 Economic Impact Analysis

Hemson Consulting also undertook an economic impact analysis of the four scenarios noted above. Copies of the Economic Impact Study by Hemson are available under separate cover.

In this analysis too, the scenario based on the proposed land use structure was based on a set of preliminary land uses designated within the Corridor Protection Area prior to the passing of the Interim Control By-Law.

In the following analysis, economic impacts have been measured in terms of the direct and indirect income resulting from:

- construction activity in the Bram West lands;
- production (gross domestic product - GDP) within Bram West; and,
- employment (i.e. the number of person-years of employment) generated by the development.

In addition, the economic impact arising from the economic activity of the resident Bram West population and the employees within Bram West have also been analysed. Table 5 provides an overview of the four development scenarios for Bram West.

TABLE 5 – Overview of the Development Scenarios				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Residential Units	11,650	14,150	12,140	15,075
Population	38,760	47,270	40,450	50,600
Non-Residential GFA (sq. metres)	2,114,900	1,664,900	2,103,800	2,090,400
Total employment*	39,300	32,200	38,300	40,000

* Total employment includes non-residential land employment and residential land employment.

The basic land servicing and construction costs for each of the scenarios are given in Table 6 below. These costs, however, are not exhaustive and it is likely that additional costs will be incurred in bringing these lands to the point of occupancy. These costs are based on 2003 costs and reflect the construction costs for the build-out of Bram West over a 20 year time frame.

TABLE 6 – Summary of Construction Costs (\$ Millions)				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Residential	1,750.2	2,148.4	1,824.6	2,284.5
Non-Residential	1,847.3	1,459.8	1,828.4	1,638.0
TOTAL	3,597.5	3,608.2	3,652.0	3,922.5

Hemson's analysis is based on the Statistics Canada Input-Output Model (I-O Model), which provides a series of multipliers that can be used to estimate the economic impacts of various development scenarios (see Table 7). The following multipliers for Ontario, from the Statistics Canada I-O Model, have been used to estimate the economic impacts based on production (GDP), labour income, and employment.

	Residential		Non-Residential	
	Direct	Indirect	Direct	Indirect
Labour Income (\$/\$ Expenditure)	0.3668	0.1495	0.4088	0.1463
GDP (\$/\$ Expenditure)	0.4810	0.2308	0.4966	0.2183
Employment (Person Years Emp./ Million \$)	7.643	3.654	7.973	3.443

Gross Domestic Product (GDP)

Hemson notes that a development of the magnitude of Bram West will have a significant impact on the GDP of the Province. The GDP impacts of the four Bram West scenarios are provided in Table 8.

	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Proposed Land Use Structure
Direct Expenditure	1,759.1	1,758.2	1,785.4	1,912.1
Indirect Expenditure	807.3	814.7	820.4	885.0
TOTAL	2,566.4	2,572.9	2,605.8	2,797.1

The GDP impacts range from \$2.57 billion to \$2.8 billion with over 65% of the impact being a direct impact of the development and construction of the lands. The proposed land use structure yields the greatest GDP impact. However, the variation between the GDP impacts of each scenario is only about 9% and is therefore not significant in the context of the level of analysis carried out and the long time horizon for the development of the lands.

Labour Income Impacts

The labour income multiplier measures the direct and indirect labour income impact of the development. It should be noted that the labour income impact is already included in the GDP impact analysed above, and that the labour income impact is being presented separately in view of the importance of wages to the local economy. The direct impact relates to wages associated with the labour required to construct the future projects within Bram West. The indirect impact is the additional wages generated from spill-over effects to other businesses resulting in the need to hire additional employees. A summary of the labour impacts is provided in Table 9.

TABLE 9 – Summary of Labour Income Impacts (\$ Millions)				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Proposed Land Use Structure
Direct Income	1,397.2	1,384.9	1,416.8	1,507.7
Indirect Income	531.9	534.8	540.3	581.2
TOTAL	1,929.1	1,919.7	1,957.1	2,088.9

The labour income ranges from \$1.92 billion to \$2.09 billion with 70% of the impact being direct impact of the development and construction. Although the proposed land use structure provides the highest labour income impact, the variation between the scenarios is less than 10%, indicating that the difference in terms of labour costs between the scenarios is not significant in the context of this level of analysis.

Employment Impacts

The employment impact addresses the same labour impact referred to above, but measures the impact in terms of the number of “persons years of employment” generated per million dollars of expenditure on the development. Table 10 provides a summary of the employment impacts of the scenarios that were analyzed:

TABLE 10 – Summary of Employment Impacts (Person Years of Employment)				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Direct Employment	28,110	28,060	28,520	30,520
Indirect Employment	12,750	12,880	12,960	13,990
TOTAL	40,860	40,940	41,480	44,500

All four scenarios generate significant employment, but the proposed land use structure generates the greatest employment. In the case of employment generation too, the variation between the impacts is about 6% and is therefore not significant in the context of the level of analysis that was carried out.

Economic Activity of the Bram West Population at Build Out

In addition to the economic impact resulting from the development of the Bram West lands the resulting population at full build-out will provide different levels of economic activity. The total household expenditures provide a means of comparing the economic activity that will be generated by the residents with respect to each scenario (see Table 11).

In order to estimate household expenditures the analysis used the 2001 average household expenditure in the City of Toronto, as the information specific to Brampton was not available. The analysis demonstrated that Scenario 4 (March 2003 version of the proposed land use structure), which provided more net land area to residential use than any of the other scenarios and hence provided for the largest number of households, yielded the greatest total household expenditures.

TABLE 11 – Summary of Total Household Expenditures (\$000's Per Year)				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Total Number of Households	11,649	14,154	12,144	15,075
Total Expenditures	\$575,400	\$699,300	\$599,800	\$744,800
Expenditures Excluding Shelter	\$403,900	\$490,900	\$421,000	\$522,800

Economic Activity of Employees

The wages of all the employees within the employment areas of Bram West will stimulate the local economy to the extent that part of the earnings will be spent in the locality. The total employment earnings for each scenario was calculated using the number of employees estimated within each scenario and the 2001 average annual earnings within the City of Brampton (see Table 12).

TABLE 12 – Summary of Total Employee Earnings				
	Current Bram West Plan	Bram West Modified by Metrus Application	Bram West Modified by Kaneff and Mantelia Applications	Scenario 4 Land Use Concept
Total Employees	39,300	32,200	38,400	40,040
Total Employee Wage Bill (\$000 / year)	\$1,729,200	\$1,416,800	\$1,689,600	\$1,761,760

The proposed land use structure, at \$1.76 billion, is anticipated to create the highest annual wage bill for Bram West. Considering that 54% of Brampton's employees in 2001 commuted to work, the employment opportunities within Bram West is expected to benefit resident employees and employees from surrounding areas. Whether it is buying

lunch, groceries, fuel or obtaining professional services, part of the employees' income will be spent locally.

Other Expenditures from Employment Lands

New businesses within Bram West will also spend on equipment, research and development, technology etc., but the percentage of these capital expenditures that will be spent locally could not be estimated at this stage of the Bram West planning process.

Conclusions

Regardless of the scenarios, the development of the Bram West Secondary Plan Area will result in significant benefits to the economy of the City, the GTA and the Province. It should be noted that the estimated value of each indicator in respect of each scenario did not vary by more than 10%. In the context of a broad level economic analysis based on a long time frame, the difference of 10% in the economic impact of the various scenarios is not considered to be significant.

1.3 Financial Drive Realignment

Another supplementary background study undertaken as part of the Bram West Review was with respect to the realignment of Financial Drive between Mississauga Road and Steeles Avenue West. A significant issue with respect to this section of Financial Drive was the location of a woodlot that straddles the Metrus lands north of Steeles Avenue and east of Mississauga Road.

The current alignment of Financial Drive as designated in the Brampton Official Plan and the prevailing Bram West Secondary Plan traverses the woodlot, which was characterized as significant by the OMB in its decision with respect to the SCM warehouse distribution centre. The Bram West Community Design Study recommended that this section of Financial Drive be realigned to avoid the woodlot in its entirety.

The City retained Marshall Macklin Monaghan to look at alternative, functional alignments for this section of Financial Drive between Mississauga Road and Steeles Avenue West based on the role and function of Financial Drive as per the Official Plan and the current Bram West Secondary Plan.

The preferred option was to swing Financial Drive east of Mississauga Road and north of Steeles Avenue to the west of the woodlot and relocate its connection with Mississauga Road slightly to the south to be shared between Lots 2 and 3. The consultant also recommended that Financial Drive continue to function as a four lane collector road that provides additional road capacity for the Bram West Area between Mississauga Road and Winston Churchill Boulevard north of Steeles Avenue (see Figure 9 of this document).

It should also be noted that this realigned Financial Drive will have minimal impact on layout of the HNR subdivision plan on the north side of Steeles Avenue and to the east of

Mississauga Road. The realigned Financial Drive also results in the relocation of the two elementary school sites to more appropriate locations in the centre of a residential community.

1.4 Update of the 1997 Bram West Transportation Study

In order to evaluate the revised road network proposed in the Brook McIlroy land use concept and further refined by City staff, an update of the 1997 Bram West Transportation Study was also undertaken by Marshall Macklin Monaghan. The update was to consider the following changes since the completion of the 1997 study:

- significant changes to the land use and population estimates of the current Bram West Secondary Plan;
- the “Strategic Transportation Directions (Central Ontario),” report issued by the Ministry of Transportation in 2002 identifying the need for a north-south 400-series highway corridor situated in West Brampton/East Halton area; and,
- the “Northwest Brampton Transportation Infrastructure Study” currently being undertaken for the City, which indicates the need for a north-south 400-series type facility as stated above and the Bram West Parkway.

This update study considered the full development of the Bram West Secondary Plan at with Bram West Parkway constructed as an arterial road. The study concluded that the road network in the proposed land use structure provided sufficient capacity for the development of the Bram West Secondary Plan Area (see Figure 9 of the document). It was found with respect to all three scenarios that the planned east-west capacity would be sufficient to accommodate the projected east-west traffic demand.

The study noted that the trip distribution to the Bram West Secondary Plan Area was adjusted to reflect growth in areas to the west such as Milton and Halton Hills, and continued growth in the northern part of Mississauga. The study also concluded that Bram West Parkway is not required to be designed as a freeway.

The study also noted that development of a freeway-to-freeway interchange between Bram West Parkway and Highway 407 is expected to result in operational difficulties due to the proximity of the Highway 401/Highway 407 interchange on the west. This further supports the development of Bram West Parkway as a major arterial road with a four lane Highway 407 interchange. Staff note that the recommendation to develop Bram West Parkway as a major arterial road is similar to that found in the iTrans North-South Corridor Transportation Study.

APPENDIX B

EVALUATION OF CONVERSION APPLICATIONS

Appendix B evaluates official plan amendment applications that propose to redesignate employment lands for residential uses in the Bram West Area and includes a staff position on the Metrus Developments (Creditmanor Heights), Kaneff Properties and Mantelia Developments proposals.

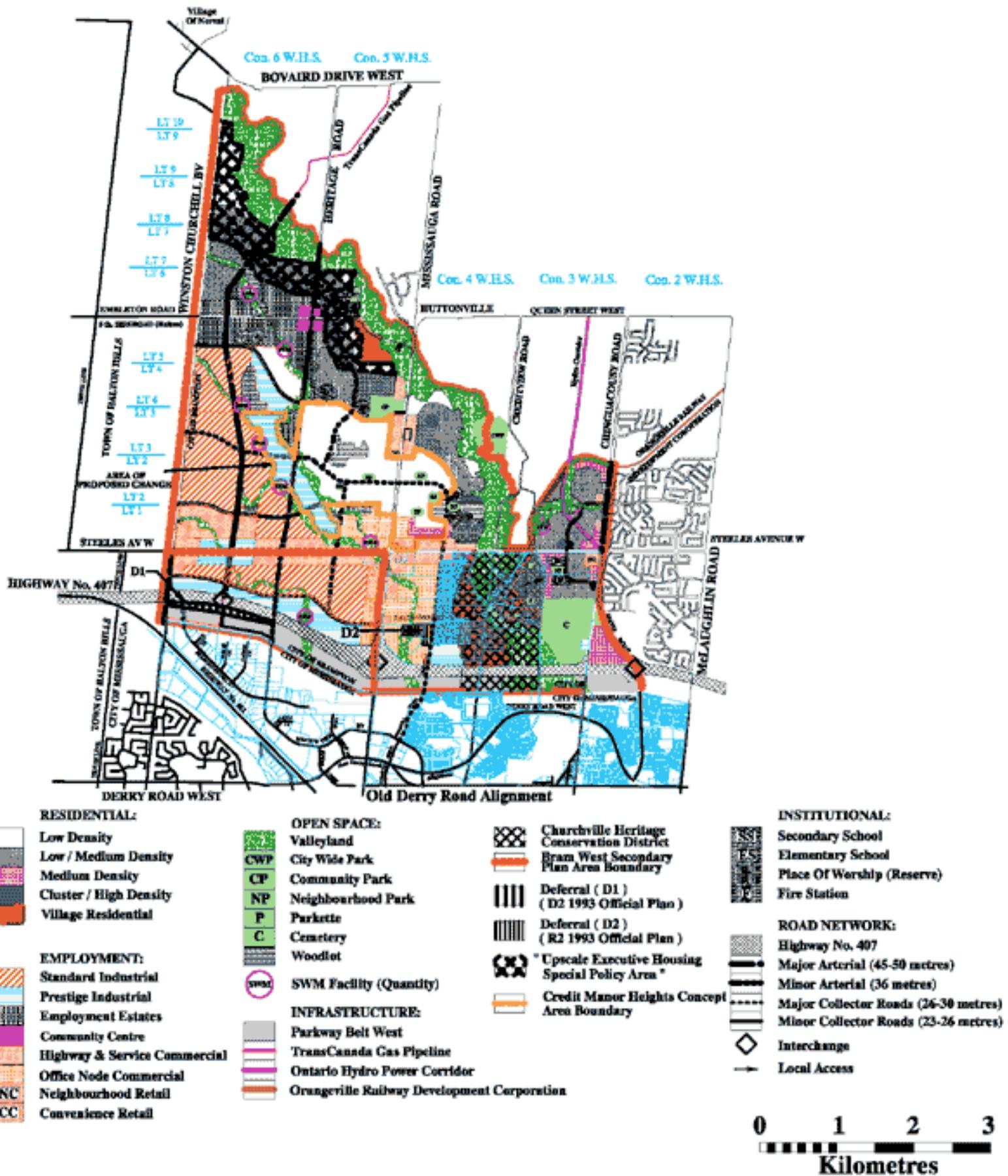
2.1 Metrus Developments Inc. (Creditmanor Heights)

Referred to as Creditmanor Heights, Metrus Developments submitted an official plan amendment in June 2002 to redesignate about 600 acres (242.8 hectares) in the general vicinity of Mississauga Road and Steeles Avenue (see Figure A-1). It should be noted that Metrus Developments Inc., Tesch Development Inc. and the Erin Mills Development Corporation together own about half of the 600 acres that are part of the proposed official plan amendment. Within the 296 acres (119.8 hectares) owned by Metrus et al., 98 acres (39.7 hectares) represent the property at the northeast quadrant of Mississauga Road and Steeles Avenue that was the subject of a previous proposal to permit the development of a large-scale warehouse distribution centre.

The Creditmanor Heights official plan amendment proposes the development of an upscale executive housing community focused on Mississauga Road and incorporates the environmental features of the local area. The proposal is intended to respond to concerns about land use compatibility related to the dominant industrial focus in that particular area of the prevailing Bram West Secondary Plan. Aspects of the Creditmanor Heights official plan amendment include:

- the redesignation of 102 acres (41.3 hectares) of Standard Industrial lands for Prestige Industrial uses;
- the conversion of 448 acres (181.3 hectares) of Standard Industrial, Prestige Industrial, Office Node and Highway & Service Commercial lands to Residential uses;
- the partial retention of the Office Node designation at the northeast corner of Mississauga Road and Steeles Avenue;
- new residential lands are proposed east of the north branch of Levi's Creek and west of the Credit River; and,
- the establishment of a residential corridor between the existing settlements of Churchville to the southeast and Huttonville to the north.

With regards to the 296 acres owned by Metrus et al., Figure A-2 illustrates a preliminary development concept. Details of the Metrus proposal are described below:



CITY OF BRAMPTON

Date: Nov. 28, 2004 Drawn By: J. Kennedy
File no. credit_manor.dgn Map no.



FIGURE A - 1
BRAM WEST SECONDARY PLAN
AS PROPOSED IN THE
CREDIT MANOR HEIGHTS CONCEPT
PLANNING, DESIGN & DEVELOPMENT



- EXECUTIVE HOUSING - DETACHED
MIN. LOT FRONTAGE 23.0M (75' 0")
MIN. LOT DEPTH 40.0M (131' 0")
APPROX. 60 UNITS - 15 units/lot
- EXECUTIVE HOUSING - DETACHED
MIN. LOT FRONTAGE 23.0M (75' 0")
MIN. LOT DEPTH 35.0M (115' 0")
APPROX. 40 UNITS - 10 units/lot
- TRANSITIONAL HOUSING - DETACHED
MIN. LOT FRONTAGE 18.75M (61' 6")
MIN. LOT DEPTH 25.0M (82' 0")
APPROX. 120 UNITS - 10 units/lot
- EXECUTIVE TOWNHOUSES
MIN. LOT FRONTAGE 8.0M (26' 3")
MIN. LOT DEPTH 30.0M (98' 4")
APPROX. 210 UNITS - 21 units/lot
- ELEMENTARY SCHOOL
- NEIGHBOURHOOD PARK
- WOODLOT
- COMMERCIAL/OFFICE
- STORMWATER MANAGEMENT



PLN 04, 2005
KLM PLANNING PARTNERS INC.
 URBAN PLANNING AND DEVELOPMENT CONSULTANTS
 64 TARDER DRIVE • UNIT 18, CONCORD, ONT. L4K 3P1

CITY OF BRAMPTON

Date: Dec. 02, 2005 Drawn By:
 File no. fig_16.dgn Map no.



**FIGURE A - 2
 PRELIMINARY DEVELOPMENT
 CONCEPT PLAN
 CREDITMANOR HEIGHTS**

PLANNING, DESIGN & DEVELOPMENT

- a total of 1,285 residential dwelling units of which 430 units are proposed with lot frontages of 50' and 60' generally fronting Mississauga Road, 85 units with 70' lots fronting the valley and the woodlot, 530 units with 45' lot frontages located within the interior blocks to Mississauga Road and 240 units of executive townhouses located west of Financial Drive and north of Steeles Avenue;
- retaining most of the tableland woodlot and the creation of a stormwater management facility west of Financial Drive;
- three neighbourhood parks sized at about 2 acres each and two elementary schools; and,
- office and commercial uses proposed within 30 acres fronting the east side of Mississauga Road and the north side of Steeles Avenue.

Discussion:

Other than the 98 acre block located at the northeast corner of Mississauga Road and Steeles Avenue, the Creditmanor Heights land use plan is generally consistent with the City's Option 2 land use proposal with regards to the arrangement of residential uses fronting Mississauga Road (see Figures 10 and A-1). Option 2 assumes a four lane Mississauga Road.

However, in Option 1, a band of office and related uses is proposed fronting both sides of Mississauga Road between Steeles Avenue and the crest of the Credit River Valley. This option assumes a 6 lane cross-section for Mississauga Road.

Within the lands subject to the Credit Manor Heights proposal, the proposed land use structure designates one secondary school site east of Mississauga Road and two elementary school sites west of Mississauga Road and also designates a mid-block fire station south of Financial Drive on the west side of Mississauga Road about halfway in Lot 2. The City's proposed land use plan designates two neighbourhood parks on the east and west sides of Mississauga Road.

The Credit Manor Heights proposal suggests two elementary schools, one on the east side and the other on the west side of Mississauga Road. It also proposes one neighbourhood park to the west and two neighbourhood parks to the east of Mississauga Road. The alignment of Financial Drive in the proposed land use structure swings to the west of the woodlot, while the Creditmanor Heights proposal shows Financial Drive aligning through the middle of the woodlot.

With regards to the 98 acre property at the northeast corner of Mississauga Road and Steeles Avenue, the proposed land use structure designates 43 acres of the site as Office Node Commercial whereas the Creditmanor Heights proposal identifies only 30 acres for employment uses. Specifically, a significant portion of the lands fronting the east side of Mississauga Road are designated Office Node Commercial. This land use arrangement in

the City's proposal is in keeping with the vision of an Office Corridor flanking Mississauga Road with its northely focus at the gateway intersection of Mississauga Road and Steeles Avenue West.

From a land use planning perspective, the following criteria have been identified by City staff to evaluate the Creditmanor Heights proposal. An evaluation is provided for each issue followed by a concluding planning opinion.

Issue: The appropriateness of executive housing in large lot single family units adjacent to Mississauga Road in light of its ultimate role and function as a six lane arterial road adjacent to the Metrus lands.

Evaluation: The Brampton Official Plan provides for executive housing communities to be planned abutting or close to significant natural and man-made features, valleys, woodlots, golf courses and areas of rolling and unique topography and to be integrated into the community design to define the special character of the area. In accordance with the Brampton Official Plan, the proposed Bram West land use structure has designated lands adjacent to the Credit River Valley as Executive Residential except for about 88 acres (35 hectares) of such lands that are within the Corridor Protection Area. The Executive Residential designation in the City's proposal will yield about 894 executive housing units. It is the intention of staff to review the appropriateness of those lands adjacent the Credit River valley that fall within the Corridor Protection Area that are not required for the future North-South transportation facility for executive housing.

Staff are of the opinion that lower density housing next to a six lane arterial road may not be an appropriate form of development, from a community design perspective, because of the mitigation required to accommodate road noise. However, if Mississauga Road is maintained as a four lane arterial by the Region, then lower density, larger lot residential uses that are appropriately designed with window roads and setbacks represent an acceptable form of development and require minimum mitigation measures in a greenfield setting.

Issue: The appropriateness of converting a portion of the 98 acre site at the northeast corner of Mississauga Road and Steeles Avenue to residential uses from a land use potential standpoint.

Evaluation: The Mississauga Road and Steeles Avenue intersection is regarded as the northern anchor of the Bram West Office Corridor and the Primary Gateway designation. This intersection also has the greatest potential for higher order office and related uses. It is therefore appropriate that the proposed conversion of a portion of the lands at the northeast quadrant of Mississauga Road and Steeles Avenue for residential uses, as proposed in the Credit Manor Heights proposal, be discouraged.

Issue: The scale and configuration of office and retail commercial uses flanking Mississauga Road and Steeles Avenue in keeping with the concept of a primary gateway into Brampton.

Evaluation: The design guidelines in the Brook McIlroy concept plan, as refined by the City's proposed land use structure, proposes a high standard of built form, streetscape, site design and landscaping for the areas designated Office Node Commercial flanking Mississauga Road and north of Highway 407 and, in particular, the Primary Gateway at Mississauga Road and Steeles Avenue West. The guidelines do not recommend gas stations within the Primary Gateway or the Office Node designation. The Brook McIlroy guidelines state that buildings at the intersection of Mississauga Road and Steeles Avenue West should address the street edge to express the focal role of the Office Node Area.

The Metrus proposal partially retains the Office Node designation at the northeast corner of Mississauga Road and Steeles Avenue and does not include the site under the ownership of Imperial Oil abutting the northeast corner of the intersection. Considering the important gateway focus of this intersection, and based on the guidelines noted above, staff are of the opinion that the Metrus proposal does not adequately address the design requirements for the Primary Gateway in an integrated manner.

Issue: The appropriateness of the proposed distribution of community uses keeping in mind the Brook McIlroy concept plan and the requirements of the City and the local school boards.

Evaluation: The school boards have indicated a need for one secondary school and two additional elementary schools within the lands subject to the Credit Manor Heights proposal in order to accommodate the student yields within the catchment area of each school.

In terms of the Council approved 2001 Fire Station Location Study, a fire station site has been designated in the prevailing Bram West Secondary Plan generally within the lands subject to the Credit Manor Heights proposal on the west side of Mississauga Road. The site is designated midway on the east half of Lot 2 Concession 5 W.H.S. in the City's proposed land use structure. The Fire Station Location Study has estimated that a fire station in this general location would be required by 2007.

In light of the foregoing, the Metrus proposal would have to be revised to incorporate two additional elementary schools on the west side of Mississauga Road in accordance with the City's proposed land use structure.

Issue: The appropriateness of the proposed road network on adjacent land uses and the operation of Mississauga Road and Steeles Avenue West.

Evaluation: In light of the new alignment of Financial Drive within the Metrus property, the road network shown in the Metrus proposal would have to be modified.

Issue: The estimated economic and fiscal impact to the City of Brampton and the Region of Peel of converting more than 440 acres of employment lands within the existing Bram West Secondary Plan to residential uses.

Evaluation: Based on the fiscal impact analysis undertaken by Hemson and discussed in Appendix A of this document, the Metrus proposal yielded a somewhat lower fiscal benefit than the other three scenarios compared. It should be noted that the City's proposed land use structure yielded the highest fiscal benefit for the City and the Region. The economic impact of the Metrus proposal is of the same order as the other scenarios analyzed in Appendix A of this document.

Planning Opinion: Based on the foregoing, and assuming Mississauga Road is maintained as a four lane arterial between Steeles Avenue and the crest of the Credit River Valley, lower density, large lot development fronting Mississauga Road as proposed in the Creditmanor application represents an appropriate form of development. This, however, is subject to the implementation of the appropriate community design criteria such as service roads and building setbacks from Mississauga Road.

However, staff consider lower density housing fronting onto a six lane Mississauga Road somewhat problematic from a noise attenuation and land use perspective. Staff consider that the noise originating from a six lane Mississauga Road will require a certain degree of mitigation that is inappropriate for Mississauga Road based on the City's vision for the area.

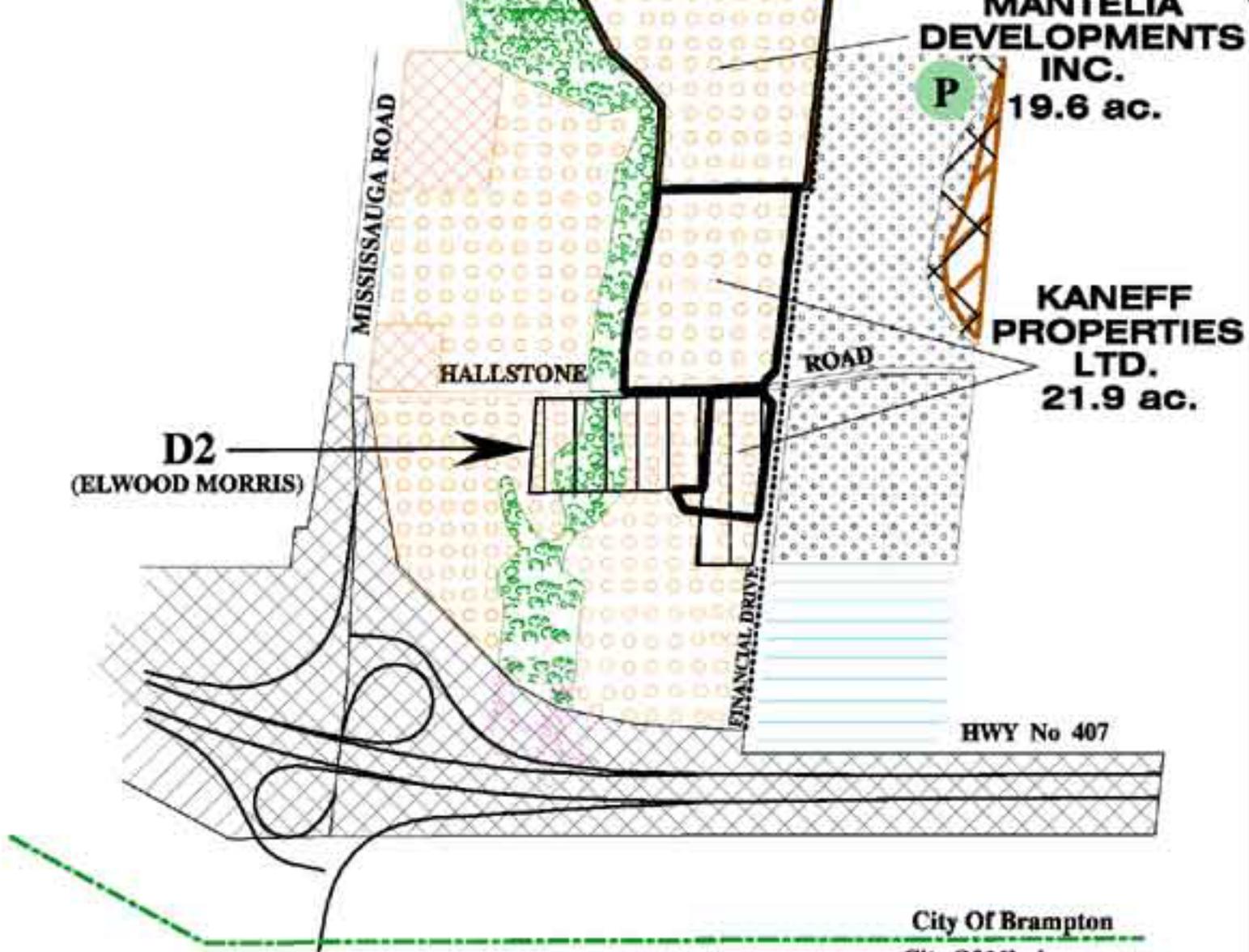
The band of employment fronting Mississauga Road would function as a transition zone and mitigate road noise away from the inboard residential community. Accordingly, the office and service commercial designation fronting Mississauga Road in Option 1 provides a solution to resolve this issue.

Further, the Metrus proposal needs to be revised to illustrate a road network that is consistent with the realignment of Financial Drive and to incorporate the fire station and additional school sites.

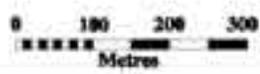
2.2 Kaneff Properties and Mantelia Developments

Kaneff Properties and Mantelia Developments Inc. have recently submitted official plan amendment applications to convert about 22 acres and 19 acres, respectively, of the Office Node Commercial designation in the existing Bram West Secondary Plan (see Figures A-3 and A-4). The two applications have been referred to the OMB by the landowners as part of the Elwood Morris appeal of the Bram West Secondary Plan.

The Kaneff Properties lands are located on the west side of Financial Drive, north and south of Hallstone Road and comprise Blocks 457, 458 and part of Block 459 of the Streetsville Glen residential subdivision. Block 458 is the subject of an Ontario Municipal Board appeal with respect to its land use designation in conjunction with abutting lands to the west of Block 458. The Mantelia Developments site is located directly north of the Kaneff Properties lands (see Figures A-3 and A-4).



EXTRACT FROM SCHEDULE SP40 (A) OF THE BRAM WEST SECONDARY PLAN



CITY OF BRAMPTON

Date: April 14, 2003 Drawn By: J. Kennedy
File no. t4w158g1.dgn Map no.



FIGURE A - 3
LOCATION MAP OF CONVERSION APPLICATIONS
871878 ONTARIO LTD. (KANEFF PROPERTIES LTD.)
MANTELIA DEVELOPMENTS INC.
PLANNING, DESIGN & DEVELOPMENT



MANTELIA DEVELOPMENTS INC.
19.6 AC.

KANEFF PROPERTIES LTD.
21.3 AC.

LAND USE DESIGNATION	AREA (ha)	AREA (ac)
Office/Trade/Professional, Not Area	11.00	11.00
Office/Trade/Professional, Local Area	0.00	0.00
Highway and Service Commercial	1.00	1.00
Park	0.00	0.00
Neighbourhood Pkg. Area	13.34	13.34
Neighbourhood Local Retail and Service	0.00	0.00
URVT	0.00	0.00
Open Space (Preservation - 2.0% Buffer)	12.67	12.67
Total	38.01	38.01

BLOCK PLAN CONCEPT
STREETSVILLE GLEN

CITY OF BRAMPTON

Date: Dec. 03, 2003 Drawn By:
 File no. fig_18.dgn Map no.



FIGURE A - 4
KANEFF & MANTELIA CONCEPT PLAN

PLANNING, DESIGN & DEVELOPMENT

An evaluation of the Kaneff Properties and Mantelia Developments proposals from a land use perspective is provided below:

Issue: The appropriateness of executive housing in large lot single family units between Financial Drive and Levi's Creek and abutting areas designated Office Node Commercial in light of the Upscale Executive Housing Special Policy Areas already identified in the Official Plan.

Evaluation: The Brampton Official Plan provides for executive housing communities to be planned abutting or close to significant natural and man-made features, valleys, woodlots, golf courses and areas of rolling and unique topography and to be integrated into the community design to define the special character of the area.

In accordance with the Brampton Official Plan, the City's proposed Bram West land use plan has designated lands abutting the Credit River Valley and outside the Corridor Protection Area as Executive Residential. These lands provide for the development of about 900 executive housing units whereas the Brampton Official Plan requires the development of a minimum of 1,000 executive housing units within the Bram West Area. The addition of another 750 executive housing units as proposed in the Creditmanor Heights land use plan is expected to make up any shortfall resulting from the north-south road facility. A further 750 executive housing units (estimated) arising from the Kaneff proposal, however, would result in an oversupply of executive housing units considering the minimum number of units set out in the City's Official Plan.

Furthermore, staff are of the view that these lands are more suitable for employment purposes as they represent the eastern edge of the Office Node Commercial designation. Staff believe that the lands south of Steeles Avenue are more attractive for employment uses and represent a better location for truck-related traffic because of the close proximity to the Highway 407 and Highway 401 interchanges with Mississauga Road and the Meadowvale Business Park to the south in the City of Mississauga.

Issue: The appropriateness, from a land use compatibility standpoint, of converting to residential uses about 42 acres of land designated Office Node Commercial in the existing Bram West Secondary Plan and in the City's proposed Bram West land use structure.

Evaluation: The Brook McIlroy Community Design Study identifies open spaces such as valley corridors and woodlots and major roads as transitional buffers between residential and employment land areas. Accordingly, the proposed land use plan identifies Levi's Creek and Financial Drive as the major separators between residential and employment designations. The Kaneff and Mantelia applications are proposing housing on either side of Financial Drive on the basis that Levi's Creek to the west of Financial Drive represents a more effective buffer.

Staff support the land use arrangement in the prevailing Bram West Secondary Plan where Financial Drive south of Steeles Avenue represents a more appropriate separator

between the residential and employment area. Staff are of the opinion that the Kaneff and Mantelia proposals do not adequately address the potential for land use conflicts between residential and employment areas along the northern and southern edges of the proposed conversion area where adequate transitional buffers, as described above, have not been provided. Staff do not consider the west side of Financial Drive as an extension of the Village of Churchville and in fact, only the eastern edge of the Streetsville Glen residential subdivision, where specific design treatments have been implemented, should be regard as an extension of the Churchville area.

Issue: The impact of the proposed conversions on the principle of designating contiguous blocks of employment lands of sufficient size.

Evaluation: The City's proposed land use structure provides, to the extent practical, large contiguous blocks of employment lands in areas with significant employment potential, rather than smaller fragmented blocks, in order to effectively address urban design issues associated with prestige employment areas and to provide services more economically. It is the opinion of staff that the proposed conversions, will introduce residential use into an otherwise distinct precinct of employment lands.

Issue: The appropriateness of the proposed residential lotting in relationship to the woodlots and public open spaces to ensure opportunities for public access, visibility and safety in keeping with the principles of single loaded roads prescribed by the urban design guidelines.

Evaluation: The conceptual road alignments in the Kaneff and Mantelia proposals do not indicate single-loaded streets that provide public access and visibility of valleylands and woodlots, except in the case of a relatively short road alignment that abuts valleyland and stormwater management facilities.

Issue: The adequacy of the stormwater facility west of Financial Drive to accommodate run-off from additional residential uses resulting from the conversion.

Evaluation: A Stormwater Management Report (Schaeffers Consulting Engineers, December 1997 and August 1999), approved as part of the Streetsville Glen subdivision, analyzed the subject lands with site plan developments utilizing on-site stormwater management control. Redesignating the lands from Office Node Commercial to Residential would eliminate the opportunity for on-site parking lot and rooftop storage of storm runoff. Consequently, the stormwater management facility proposed in the Stormwater Management Report would have to be expanded to accommodate the additional storm run-off. Therefore, a revised stormwater management report would have to be prepared in support of the proposed official plan amendment application to confirm the required adjustment to the stormwater management facility and the availability of sufficient lands to accommodate expansion of the pond.

It should be noted that a new stormwater management report has not been submitted to the City as part of the Kaneff and Mantelia applications.

Issue: The estimated economic and fiscal impact to the City of Brampton and the Region of Peel of converting about 42 acres of employment lands to residential uses.

Evaluation: The fiscal impact analysis discussed in Appendix A of this document estimates that the Kaneff and Mantelia proposals would yield an annual net fiscal benefit to the City of about \$1.7 million, which is significantly less than the fiscal benefit yielded by the City's proposed land use structure of about \$2.2 million). The economic impacts of each of the scenarios are of the same magnitude.

Planning Opinion: Based on the foregoing evaluation, the number of executive residential units proposed in the Kaneff and Mantelia applications would increase the number of executive residential units yielded in Bram West to about 2,400 units (including the units yielded by the Creditmanor Heights proposal), which is significantly greater than the minimum 1,000 units set out in the Official Plan. The Kaneff and Mantelia applications also propose to convert lands with significant employment potential, which could be developed for employment use as part of a larger block of employment lands. The net fiscal benefit yielded by the Kaneff and Mantelia proposals is also less than the fiscal benefit yielded by the proposed land use structure. In view of the foregoing, staff do not support the approval of the Kaneff and Mantelia conversion applications for residential uses.