

APPENDIX

E

SOCIO-ECONOMIC REPORT



CITY OF BRAMPTON
PROJECT NO.: 141-15409-00

ENVIRONMENTAL ASSESSMENT STUDY,
LAGERFELD DRIVE, MOUNT PLEASANT
GO STATION TO WEST OF
MISSISSAUGA ROAD
SOCIO-ECONOMIC ENVIRONMENT

AUGUST 2014, REVIEWED IN JULY 2020





ENVIRONMENTAL
ASSESSMENT STUDY,
LAGERFELD DRIVE,
MOUNT PLEASANT GO
STATION TO WEST OF
MISSISSAUGA ROAD
SOCIO-ECONOMIC
ENVIRONMENT

CITY OF BRAMPTON

FINAL VERSION

PROJECT NO.: 141-15409-00
DATE: AUGUST 2014, REVIEWED IN JULY 2020

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Reference to be cited:

WSP. 2020. *ENVIRONMENTAL ASSESSMENT STUDY, LAGERFELD DRIVE, MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD. SOCIO-ECONOMIC ENVIRONMENT.*
REPORT PREPARED FOR THE CITY OF BRAMPTON. 19 PAGES AND APPENDICES.

ENVIRONMENTAL ASSESSMENT STUDY, LAGERFELD DRIVE,
MOUNT PLEASANT GO STATION TO WEST OF MISSISSAUGA ROAD
SOCIO-ECONOMIC ENVIRONMENT
CITY OF BRAMPTON – AUGUST 2014, REVIEWED JULY 2020

WSP
NO. 141-15409-00



TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	SOCIO-ECONOMIC ENVIRONMENT	3
2.1	URBAN AND REGIONAL STRUCTURE.....	3
2.2	LAND USE.....	3
2.2.1	EXISTING LAND USE.....	3
2.2.2	EXISTING LAND USE DESIGNATION	4
2.2.3	FUTURE LAND USE.....	13
2.2.4	TRADITIONAL USE OF LAND AND RESOURCES.....	16
2.3	RELATED PLANNING STUDIES	18
	REFERENCES	19



TABLE OF CONTENTS (continued)

FIGURES

FIGURE 1	EXISTING STUDY AREA LAND USES.....	5
FIGURE 2	ZONING BY-LAW, CITY OF BRAMPTON.....	11

APPENDICES

A PLANNING SCHEDULES

A-1	GENERAL LAND USE DESIGNATIONS SCHEDULE A
A-2	NATURAL HERITAGE FEATURES AND AREAS SCHEDULE D
A-3	SECONDARY PLAN AREAS SCHEDULE G
A-4	SCHEDULE OF MOUNT PLEASANT SECONDARY PLAN
A-5	SCHEDULE OF FLETCHER'S MEADOW SECONDARY PLAN
A-6	HERITAGE HEIGHTS PRELIMINARY CONCEPT
A-7	OSMINGTON REGIONAL CENTRE
A-8	TITRE

1 INTRODUCTION

The City of Brampton (City) is completing a Schedule "C" Class Environmental Assessment (EA) and Preliminary Design for the east-west collector road (Lagerfeld Drive) linking the Mount Pleasant GO Station to lands west of Mississauga Road, in the City of Brampton.

The project study area is bounded by Mount Pleasant GO Station to East, Bovaird Drive to South, and CN Railways (CNR) tracks to the North. The western limit is about at mid-block between Mississauga and Heritage Roads.

This east-west collector connection (Lagerfeld Drive) will allow for the intensification and the development south of the CNR tracks and establish a vital and direct link to the Mount Pleasant GO Station as a mobility hub. GO Transit operates its Georgetown service on this line and has a station (Mount Pleasant) located in the study area, north of Bovaird Drive.

The purpose of this report is to describe the study area's relevant components, according to the Terms of Reference contained in the Request for Proposal no. RFP2013-032. Thus, this report includes three sections aimed at documenting the socio-economic environment of the study area: the urban and regional structure, the land use and the related planning studies.

2 SOCIO-ECONOMIC ENVIRONMENT

2.1 URBAN AND REGIONAL STRUCTURE

The study area is located approximately 5 km northwest of downtown Brampton. From Mississauga Road to the Mount Pleasant GO Station, the project area is located in the communities of Mount Pleasant and Fletcher's Meadow. The western part of the study area is located in the North West Brampton Urban Development Area.

The City of Brampton is one of the three constituents of the Regional Municipality of Peel, along with the City of Mississauga and the Town of Caledon. The Region of Peel is part of the Greater Toronto Area-Hamilton (GTHA), Canada's largest and fastest growing urban region (Metrolinx, 2014).

In 2011, Brampton's population was at 524,000 people. This represents an increase of 94,000 people since 2006. As the City has a supply of developable land within its boundaries, it is anticipated that Brampton will attract a large share of Peel Region's growth. According to forecasts, the population of the city will reach 837,000 people by 2031 and the number of jobs will amount to 292,800.

Brampton's 2040 vision further emphasizes the importance of transit, walking and cycling network development. As such, the study area is comprised within the Heritage Heights, one of the five Town Centres strategically located around the downtown area.

2.2 LAND USE

2.2.1 EXISTING LAND USE

The study area, currently located in a rural area, is expected to develop as an urban area in order to maintain momentum in the development east of Creditview Road and south of Bovaird Drive West. The presence of the Mount Pleasant GO Station, identified as a potential Gateway Mobility Hub in the Metrolinx Regional Transportation Plan, provides opportunities for intense mixed-use transit-oriented development.

Thus, the existing use will change as lands become developed based on the City's Official Plan and Secondary Plans.

Figure 1 shows the current land use of the study area. The existing land use can be grouped into five categories: agricultural and forestry, residential, businesses, community features, roads and utilities. It should be noted that the portion north of the CNR tracks is currently under development.

AGRICULTURAL AND FORESTRY

The presence of agricultural activity is observed on either side of Mississauga Road, with some agricultural operations such as the Crawlyn Farms. There is also a Provincially Significant Woodlot (PSW) approximately mid point between Bovaird Drive and the CNR tracks, in the western part of the study area.

RESIDENTIAL

Some single-family residences are scattered along Mississauga Road. Dwellings located along Commuter Drive, north of CNR tracks, are clustered and part of the developing Mount Pleasant Village, a transit-oriented development.

BUSINESSES

Two agricultural related businesses are located along Mississauga Road: Norval Farm Supply and Apple Factory.

COMMUNITY FEATURES

Three community features are located in the project study area: the Guru Granth Sahib Academy, located along Mississauga Road; the Faith Gospel Tabernacle, located south of Bovaird Drive West and east of CNR tracks; and the Mount Pleasant GO Station, which provides GO commuter rail and bus service, located at the junction of the CNR tracks and Bovaird Drive West. Mount Pleasant GO station is on the Georgetown commuter rail link, connecting Georgetown GO station to Union Station.

ROADS AND UTILITIES

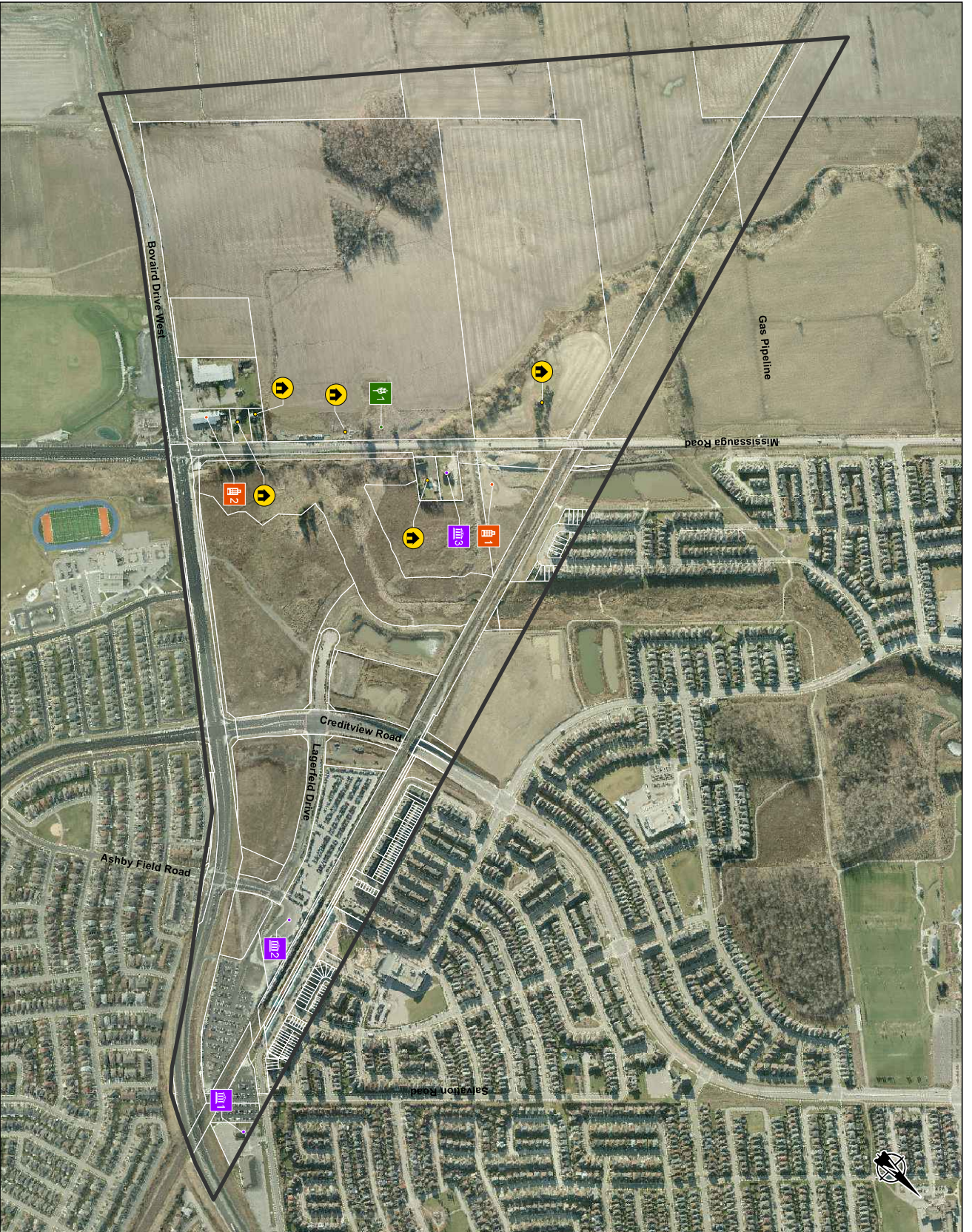
Mississauga Road and Bovaird Drive West (Highway 7) are both considered major regional arteries and secondary transit corridors by the City of Brampton (Schedules B and C). Ashby Field Road provides access to the Mount Pleasant GO Station from Bovaird Drive.






The CNR tracks limiting the study area to the north cross the City of Brampton along an east-west axis. GO Transit, the regional public transit service for the Greater Toronto and Hamilton Area, also uses the CN rail line. A natural gas pipeline easement crosses the study area in its western part.

2.2.2 EXISTING LAND USE DESIGNATION

PEEL REGION OFFICIAL PLAN

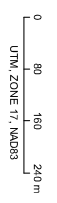
The Region Official Plan (ROP) is a long-term plan used to assist the Region in managing growth and development. The Official Plans of Mississauga, Brampton and Caledon must conform to the ROP. Peel's ROP was adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. As required by the Planning Act, a municipality will revise its Official Plan every five years. In 2013, the Region of Peel completed the Peel Region Official Plan Review to bring its Official Plan policies into conformity with provincial requirements. The plan outlines strategies to guide growth and development in Peel Region until 2041.



-  Study Area
-  Agricultural and Forestry
 - 1- Crawlyn Farms
-  Businesses
 - 1- Norval Farm Supply
 - 2- Apple Factory
-  Community Features
 - 1- Faith Gospel Tabernacle
 - 2- Mount Pleasant GO Station
 - 3- Guru Granth Sahib Academy
-  Residence

Municipal Class Environmental Assessment Study
 East-West Connection, Mount Pleasant GO Station
 to West of Mississauga Road

Figure 1
 Existing Study Area Land Uses



Source :
 Aerial photography, 2019
 File: 141_15409_EPC_T_LandUse_MSP_200423.mxd
 April 2020
 Project: 141-15409-00



The following elements from Peel's ROP are noteworthy with regards to the project study area:

- The Northwest Brampton Policy Area, which intersects the study area, is to be developed as an urban area to accommodate a large portion of Brampton's growth. Opportunities will be maximized for the expansion of services at the Mount Pleasant GO Station.
- A core area of the Greenland system is present within the study area. It is located mid-way between Mississauga Road and Heritage Road, and mid-way between the CN railway and Bovaird Drive (corresponds to the woodlot shown on Figure 1).
- The area west of Mississauga Road is a High Potential Mineral Aggregate Resource Area.
- The study area is located in the North West Brampton Urban Development Area.
- The "Growth Plan Policy Areas" of Peel categorizes the study area in two categories: the zone that includes the Mount Pleasant GO Station is located in the Built-Up Area while the remainder of the study area is located in the Designated Greenfield Area.
- The Mount Pleasant GO Station is identified as a Potential Mobility Hub.
- The study area is located in a settlement area outside the Greenbelt.

CITY OF BRAMPTON OFFICIAL PLAN

Brampton City Council adopted its Official Plan on October 11, 2006. The Regional Municipality of Peel partially approved the Plan on January 24, 2008, and it was subsequently partially approved by the Ontario Municipal Board on October 7, 2008.

Planned land use designations are shown as part of the City of Brampton Official Plan Schedule A (refer to Appendix A-1). The study area overlaps a territory for which four general designations as well as specific policies are planned: "Residential"; "North West Brampton Urban Development Area"; "Corridor Protection Area"; and "Open Space".

RESIDENTIAL

The designation of lands east of Mississauga Road within the project study area is "Residential". The residential policies included in the Official Plan provide items such as other types of permitted use in the "Residential" designation, dwelling types, number of units, home occupations, key elements of design, natural heritage planning principles, etc.

NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA

Lands of the project study area west of Mississauga Road are located in the "North West Brampton Urban Development Area". North West Brampton has been included within the urban boundary of the Official Plan in order to provide certainty regarding areas intended for future growth in the municipality. The "North West Brampton Urban Development Area" is planned to be a compact, complete and connected community. This Area will also provide opportunities for mixed-use development including a range of housing types, and densities as well as employment lands.

Specific policies regarding the content of environmental and planning studies to be carried out before any development of this area are included in the Official Plan.

CORRIDOR PROTECTION AREA

The western part of the project study area is located in one of the three "Corridor Protection Area" designations of the Plan: the "North West Brampton North-South Corridor Protection Areas". According to the Official Plan, the "Corridor Protection Area" designation identifies zones where the location and precise characteristics of a higher order transportation corridor, or of the associated and connecting arterial road network, is dependent on the completion of additional transportation studies, and for which specific land use planning and development approvals processing may not be completed until such transportation studies are deemed sufficiently complete.

The Official Plan contains specific policies for the development of the "North West Brampton North-South Corridor Protection Areas". Development proposals may not be approved if it is determined that they may unduly restrict the alternatives for the planning or construction of a North-South higher order transportation facility. Policies also state that the alignment of a North-South Higher Order Transportation Corridor in this area shall be determined by an Environmental Assessment Study, or by a process satisfactory to the municipal stakeholders and the Province of Ontario.

Special Land Use Policy Areas

According to Schedule A of the Official Plan, the project study area includes three "Special Land Use Policy Areas" (refer to Appendix A-1). The "Special Land Use Policy Area" designation includes the former "Amendment Sites" which represent sites where the City can permit specific provisions that are exceptions to the general intent and purpose of the land use designation that they fall within. Notwithstanding the site specific provisions, other applicable policies of the Official Plan will continue to apply to the "Special Land Use Policy Areas". The three "Special Land Use Policy Areas" included in the project study are:

- "Special Land Use Policy Area 4", where the land is designated "Industrial" and may be used for industrial and retail purposes, subject to conditions.
- "Special Land Use Policy Area 9: Mount Pleasant", which identifies a key transit node that has significant potential for and forms in association with retail and office uses and where the City can further assess the potential of areas around the Mount Pleasant GO Station for a mix of housing forms and densities and aggregations of office and retail uses.
- "Special Land Use Policy Area 12: North Side Highway 7, West of Mississauga Road", where the land designated "Agricultural" may be used as a "Place of Worship".

OPEN SPACE

The City's Open Space System consists of both natural and cultural heritage as well as recreational open space features. The policies related to environmental open space are included in the Natural Heritage and Environmental Management Section of the Official Plan (Section 4.6). The recreational open space network is made up of Public Parkland, Conservation Areas and Private Commercial Recreation.

The natural heritage system's features and areas that are included in the study area according to Schedule D of the Official Plan are: "Valleylands and Watercourses Corridors"; "Woodlands"; "Lakes and Ponds"; and "Other Wetlands" (refer to Appendix A-2).

Lands identified as "Valleylands/Watercourses Corridors" are intended primarily for the preservation and conservation of the natural features, functions and linkages. Although development is generally prohibited within valleylands and watercourse corridors, there are some existing uses and some permitted uses that can be recognized. Expansion of existing uses and new conservation projects are subject to an approval process as well as the recommendations and requirements of the relevant watershed, subwatershed and environmental studies.

The inventory of woodlands within the City of Brampton is based on the most up-to-date information provided by the Region of Peel, the Ministry of Natural Resources and the area's Conservation Authorities. Prior to development, the Official Plan states that significant woodlands must be identified based on the direction contained in the Province's Natural Heritage Manual, or the municipal approaches that achieve or exceed the same objective. It is also stated that development and site alteration are not be permitted in significant woodlands unless it can be demonstrated that there will be no negative impacts on these features or their ecological functions.

Within the City of Brampton, there are a number of wetlands ranging from "provincially significant", "locally significant" and "unevaluated wetlands". The Official Plan provides specific policies based on the category of wetland.

CITY OF BRAMPTON ZONING BY-LAW

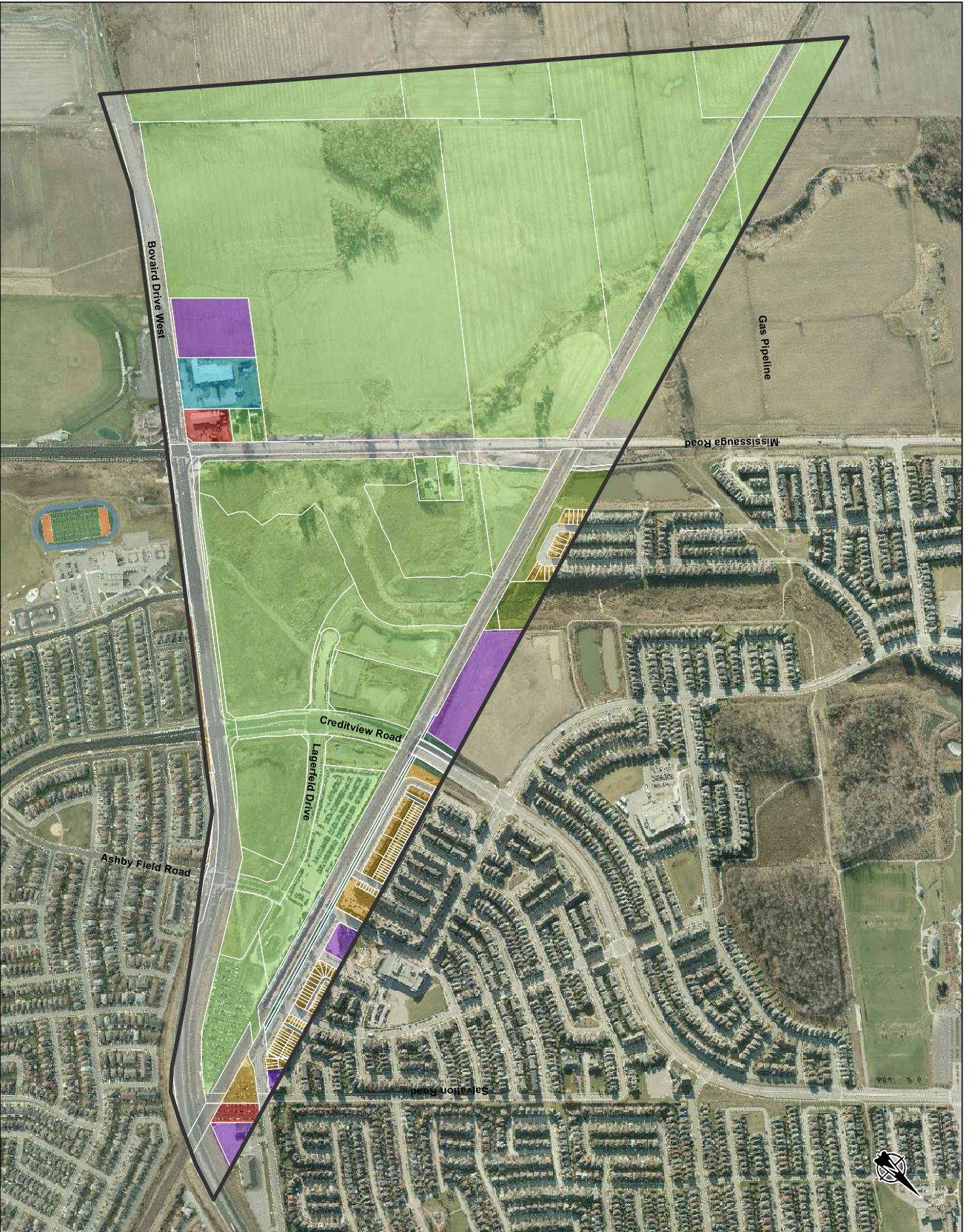
By-law 270-2004, as amended, is the City of Brampton's comprehensive Zoning By-law. The zoning by-law contains provisions that regulate the use, size, height, and location of buildings and structures on all properties within the City. The provisions of the by-law specify the permitted land uses (e.g. commercial or residential) and the required standards (e.g. building size and location) for each zone.

The provisions in the zoning of the City of Brampton allow agriculture in the study area, with the exception of the zone lying to the north of the CNR tracks and east of Mississauga Road, as well as in the northwest corner of the intersection of Bovaird Drive and Mississauga Road, which uses are described in the following paragraphs. The zoning of streets, roads and railroad tracks is of Public Ownership and Utilities category. Figure 2 shows the zoning of the area.

NORTH OF CNR TRACKS AND EAST OF MISSISSAUGA ROAD

Several categories of land use are authorized north of the railway and east of Mississauga Road:

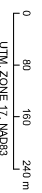
- Residential;
- Institutional;
- Floodplain;
- Composite Residential Commercial;
- Commercial;
- Open Space.



- Study Area
- Institutional
- Industrial
- Commercial
- Agricultural
- Floodplain
- Open Space
- Residential
- Public Ownership and Utilities

Municipal Class Environmental Assessment Study
 East-West Connection, Mount Pleasant GO Station
 to West of Mississauga Road

Figure 2
Existing Study Area
Zoning By-Law, City of Brampton



Source:

Aerial photography, 2019

File: 141_15409_EPC_R_zoning_wgq_200331.mxd

April 2020

Project: 141-15409-00



NORTHWEST CORNER OF THE INTERSECTION OF BOVAIRD DRIVE AND MISSISSAUGA ROAD

Three categories of land use are permitted in the area located in the northwest corner of the intersection of Bovaird Drive and Mississauga Road:

- Institutional;
- Industrial;
- Commercial.

2.2.3 FUTURE LAND USE

The territory of the study area is subject to three secondary plans (refer to Appendix A-3). The Mount Pleasant and Fletcher's Meadow Secondary Plans were approved while studies leading to the approval of the Heritage Heights Secondary Plan are in progress. In addition, a portion of the study area is under study for a development project: the Osmington Regional Centre. The following sections describe briefly the content of these plans.

MOUNT PLEASANT SECONDARY PLAN

The Mount Pleasant Secondary Plan (MPSP) Area 51 was approved in 2010. Subsequently, the block plans for sub-area-51-1 and sub-area 51-2 were also approved. The purpose of the MPSP is "to implement the policies of the City of Brampton Official Plan by establishing, in accordance with Section 5.4 and Section 4.14 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP 51(a), and to specify desired land use patterns, a transportation network, a Natural Heritage System and related policies to achieve superior, efficient, orderly and ecologically responsible urban development. Further, it sets out the planning controls to be utilized in implementing these policies". The MPSP is intended to be a transit oriented and pedestrian friendly community that promotes environmental sustainability and superior community design.

The area affected by the MPSP within the study area is bounded by Mississauga Road, the CNR tracks and Bovaird Drive West, excluding the portion occupied by the Mount Pleasant GO Station, which is located on the territory of the community of Fletcher's Meadow. In this area, the Official Plan provides the actual designations "Residential" and "Open Space". Thus, the Secondary Plan proposes the uses "Retail" ("District Retail" that may contain residential units) and "Natural Heritage System". A "Special Policy Area" is also designated for the property of Norval Farm Supply. The infrastructure provided under the Secondary Plan includes a "Stormwater Management Facility", a "GO Layover Facility", two "Grade Separations" and the extension of James Potter Road as an arterial road (refer to Appendix A-4).

The block plan for sub-area 51-1 subsequently adopted clarifies certain aspects of the MPSP. Thus, in this plan, the actual Mississauga Road and the future James Potter are considered as components of the City Wide Pathway Network and as integrated multi-use pathways. Community Design Guidelines serving as a supplement to the City of Brampton's Development Design Guidelines are also part of the block plan. According to those guidelines, the study area should be subject to a site specific urban design brief. The overall framework for Mount Pleasant Block Plan 51-1 is defined by "the existing concession road fabric that will be developed as the major community road network. This network consists of the north-south arterials including Mississauga Rd. and Creditview Rd. / James Potter Rd. and the east-west roads consisting of Mayfield Rd., Wanless Rd., Sandalwood Pkwy. and Bovaird Dr. To various extents, these roads are expected to carry the vast majority of vehicular traffic and transit service to Mount Pleasant, the Mount Pleasant Village transit hub and outlying communities.

The blocks formed by the major roads, in conjunction with the natural heritage features and the Spine Road, will guide the formation of individual neighbourhoods through the layout of the road hierarchy, parks and open space amenities and major land uses, such as schools, commercial blocks and stormwater management facilities”.

Several component studies have been undertaken as part of the secondary planning process in the Mount Pleasant Area. In the context of the Environmental Assessment Study of the East-West connection between the Mount Pleasant GO Station to the western extent of Mississauga Road, certain objectives or policies are noteworthy. The following paragraphs refer to the content of the Mount Pleasant Secondary Plan Area Transportation Master Plan and of the Mount Pleasant Sub-Area 51-1 Environmental Implementation Report.

MOUNT PLEASANT SECONDARY PLAN AREA TRANSPORTATION MASTER PLAN

The Mount Pleasant Secondary Plan Area Transportation Master Plan (June 2009) is the basic description of the transportation infrastructure required to accommodate and support the Mount Pleasant Secondary Plan Area.

The Transportation Master Plan’s (TMP) objectives aim to create “an innovative-pedestrian-friendly and transit-oriented community, and ensure that both the road network and the community-friendly transit service are planned and implemented in conjunction with one another. It considers a wide range of options to satisfy future travel demands, and establishes the need for future transportation improvements”.

Transportation planning alternatives were identified for evaluation in the Mount Pleasant Secondary Plan Area TMP using criteria, factors and measures. Additional analyses were also completed using the updated population and employment forecasts. The road network recommended is intended to reflect the principles of continuity and connectivity of roads. These principles are viewed as key elements of the Mount Pleasant Community. “A network of roads, with direct connections to existing roads, provides an efficient way for future residents and workers in Mount Pleasant and adjacent existing communities to travel between neighbourhoods, whether by automobile, transit, walking or cycling”.

Since the Mount Pleasant TMP completion, several road Environmental Assessment studies in the Mount Pleasant Secondary area and in the vicinity of the Mount Pleasant GO Station have been completed and currently are in the design or construction stage. Two major projects are the Creditview Road realignment and the widening of Mississauga Road.

MOUNT PLEASANT SUB-AREA 51-1 ENVIRONMENTAL IMPLEMENTATION REPORT

The Mount Pleasant Sub-Area 51-1 Environmental Implementation Report (September 2011) addresses a range of environmental and engineering matters associated with the development of the Sub-Area 51-1 lands in Mount Pleasant and provides Natural Heritage System (NHS) and Stormwater Management (SWM) recommendations for implementation through subsequent design and approval stages of the development process.

Depending on the number of properties covered by a project, the NHS’s recommendations may include the following items:

- Protection of existing woodland(s) and buffers;
- Protection of existing wetland(s) and buffers;
- Realignment of East Huttonville Creek;
- Re-creation or restoration of wetland;
- Removal of woodland or wetland;
- Alteration to wetland inlet, outlet or other drainage conditions;

- Crossings of NHS;
- NHS restoration plans.

The SWM recommendations may include the following items:

- SWM pond(s) to service property;
- Roof drainage to wetland(s);
- Foundation drain collector to creek;
- Online storage on property;
- Low Impact Development (LID) measures.

As for other recommendations, they may include:

- Drainage density lengths;
- Erosion and sediment controls;
- Monitoring.

FLETCHER'S MEADOW SECONDARY PLAN

The Fletcher's Meadow Secondary Plan was approved in 1998. It includes provisions for the re-alignment of the Creditview Road in conjunction with the development of the secondary plan area and Mount Pleasant GO Station.

Under this Secondary Plan, the designation "Mixed Use Node" is given to the land that is part of the project study area bounded by the future James Potter Road to the west, the CNR tracks to the north and Bovaird Drive to the south. In addition, the Secondary Plan designates the lands where the Mount Pleasant GO Station is located a "Special Policy Area" (refer to Appendix A-5).

The Block Plan of the area, Fletcher's Meadow Sub-Area 44-1 also called the Mount Pleasant Village Mobility Hub Block Plan, specifies that this planned future Mixed-Use Centre is expected to be composed of employment lands, commercial, office and higher density residential uses.

BY-LAW 25-2013

In February 2013, the City of Brampton adopted amendment number OP 2006-079 its purpose being to allow district retail uses in the southerly portion of the "Mixed Use Node" area of the Fletcher's Meadow Secondary Plan. It also establishes an increased limit in the amount of retail/commercial space within the "Mixed Use Node" and articulates the mix of uses to achieve the required density target in the Mount Pleasant Mobility Hub Block Plan. Furthermore, this amendment provides for a collector road function of Lagerfeld Drive and its westerly extension, and also includes a requirement for a contribution of costs for improved pedestrian access along Bovaird Drive West to the Mount Pleasant GO Station.

HERITAGE HEIGHTS PRELIMINARY CONCEPT PLAN

Part of the study area, the sector known as Heritage Heights is located west of Mississauga Road. This area was designated by the City of Brampton for urban expansion and to accommodate a portion of its future growth. Heritage Heights is planned to accommodate 43,000 residents and allow for the creation of 20,000 jobs by 2031. In 2009, secondary planning was initiated by the City for this community and in 2013, a Preliminary Concept Plan was presented.

Regarding the project study area of the project, two main uses are planned on both sides of Lagerfeld Drive, designated as a character road, which connects to the Mount Pleasant GO Station. This designation is meant to highlight that the road's cross section is more compact with a strong built form orientation to the street, with emphasis on a comfortable pedestrian environment through unique streetscape features and adjacent land uses. North of Lagerfeld Drive, the designation "Compact Urban Residential" is provided and, to the south, the land is designated for a "Proposed Regional Centre". The plan also identifies an opportunity for a primary gateway node development at the intersection of Mississauga Road and Bovaird Drive and potential "Greenway Linkage Opportunities" (refer to Appendix A-6).

The City has initiated the following Phase 1 studies in the secondary planning process:

- Sub-watershed and Landscape Scale Analysis Update;
- Transportation Master Plan;
- Servicing and Infrastructure;
- Employment Implementation Study;
- Shale Resource Update;
- Community Visioning.

OSMINGTON REGIONAL CENTRE

Heathwood Homes Limited (Heathwood) owns a property located within the Heritage Heights Community, for which the City has initiated secondary planning. Heathwood intends to develop a new mixed use regional retail centre on its site. It has also submitted an application (refer to Appendix A-7) to amend the Official Plan to add its property to the Mount Pleasant Secondary Plan as a Special Policy Area (City of Brampton, June 9, 2014).

The original proposal for Osmington Regional Centre is as follows: To permit a three phase development including an enclosed regional retail centre with an approximate gross floor area of 1,129,470 square feet; street retail uses with an approximate gross floor area of 140,800 square feet; pad retail uses with an approximate gross floor area of 85,500 square feet; office uses with an approximate gross floor area of 300,000 square feet; a hotel and medium and high density residential development of approximately 2,000 units. The development application is currently inactive, and a new development application is pending. Development plans have been provided to WSP. The Mattamy site at the north east corner of Mississauga road/Lagerfeld Drive is in preliminary stage at this time (not approved).

2.2.4 TRADITIONAL USE OF LAND AND RESOURCES

People have been living in this general area for centuries. Archaeological evidence confirms that native peoples had hunting camps and small villages along the Credit and Humber river valleys from about 8000 B.C.E.

European settlers began arriving in Ontario by the early 1780s. But, even into the early 1800s, Brampton was still wilderness.

A Notice of Study Commencement was sent to Six Nations of the Grand River Territory, the Haudenosaunee Confederacy and the Mississaugas of New Credit First Nation as identified by Ministry of Aboriginal Affairs. In addition, the following Aboriginal communities and groups were contacted as a component of the EA process:

- Indian and Northern Affairs;
- Chiefs of Ontario Office;

- Anishinabek Nation/Union of Ontario Indians;
- Association of Iroquois and Allied Indians;
- Peel Aboriginal Network;
- The Metis Nation of Ontario;
- Metis Nation of Ontario Head Office;
- Nipissing First Nation;
- Chippewas of Georgina Island;
- Mississaugas of the Scugog Island;
- Credit River Metis Council;
- Curve Lake First Nation;
- Williams Treaty Territory.

Responses to date from contacted First Nations have highlighted a continued interest in receiving information regarding archaeological resources in the study area. Prior archaeological assessments have cleared some areas of the subject property from having further concern. Where this is the case, and the reports have been entered into the Register, no further assessment of those areas is required. The study area is covered by the following key reports:

Amick Consultants Limited

2010 Report on the 2009 Stage 1-2 Archaeological Assessment of 10124 Mississauga Road, Part of Lot 11, Concession 5 W.H.S., City of Brampton, Regional Municipality of Peel

Archaeological Services Inc.

2007b Stage 1 Archaeological Assessment; Alloa Reservoir, Pumping Station, and Feedermain Class Environmental Assessment, City of Brampton, Region of Peel, Ontario

Archaeologix Inc.

2007 Archaeological Assessment (Stage 4), Mattamy Homes – McClure Property. Lots 10 and 11, Concession 4, Geographic Township of Chinguacousy, Peel County, Ontario
An overview of the project area, from an archaeological perspective, was conducted as part of the current EA process. The overview is contained in the following report:

WSP Canada Inc.

2014 Stage 1 Archaeological Assessment of the East-west connection from Mount Pleasant GO Station to west of Mississauga Road, Lot 10, Concession 4 and part of Concession 3; Lot 11, Concession 4 and 5; Lot 12, Concessions 4 and 5; and Lot 13, Concession 5 within the City of Brampton, Geographic Township of Chinguacousy in the Region of peel in the Province of Ontario.

2.3 RELATED PLANNING STUDIES

- Growth Plan for the Greater Golden Horseshoe or Provincial Growth Plan.
- Provincial Policy Statement.
- Niagara Escarpment Plan.
- Region Active Transportation Plan.
- City’s Pathway Master Plan and intensification.
- Ministry of Transportation’s GTA West Corridor.

REFERENCES

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- STONYBROOK CONSULTING INC. *et al.* 2011. *Final Environmental Implementation Report, Mount Pleasant Sub-Area 51-1*.

APPENDIX

A

**PLANNING
SCHEDULES**

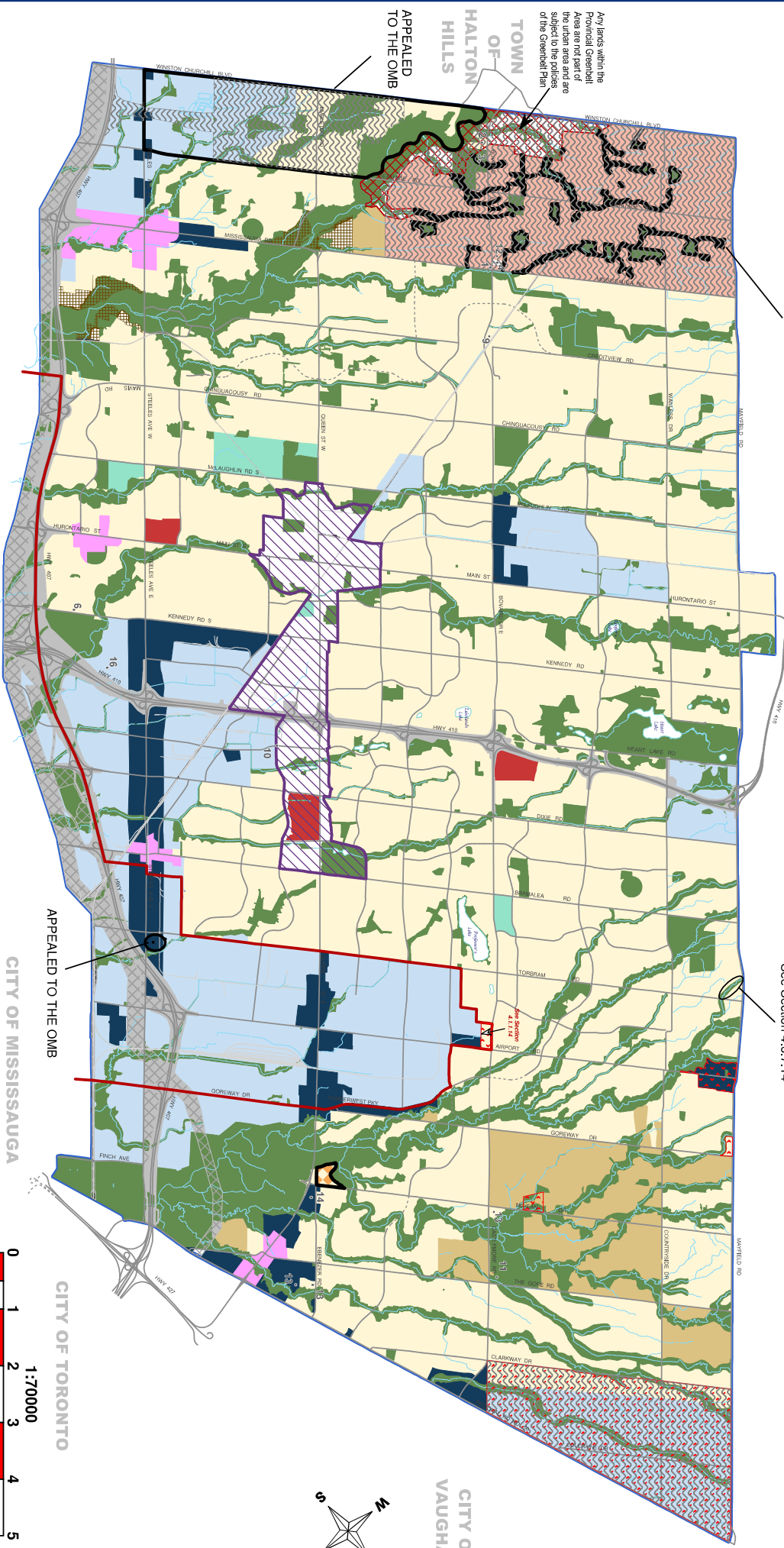
APPENDIX

A-1 *GENERAL LAND USE DESIGNATIONS SCHEDULE A*

APPEALED TO THE OMB

See Section 4.6.7.14

TOWN OF CALEDON



Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan

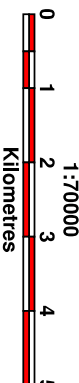
APPEALED TO THE OMB

APPEALED TO THE OMB

CITY OF MISSISSAUGA

CITY OF TORONTO

CITY OF VAUGHAN



LEGEND

	RESIDENTIAL		CENTRAL AREA		CORRIDORS PROTECTION AREA
	ESTATE RESIDENTIAL		NMI BRAMPTON/URBAN DEVELOPMENT AREA		PARKWAY BELT WEST
	VILLAGE RESIDENTIAL		SPECIAL LAND USE POLICY AREA (see Schedule 4.3)		PROVINCIAL HIGHWAYS
	REGIONAL RETAIL		SPECIAL STUDY AREA (see Schedule 4.3)		L.B.P.A. OPERATING AREA
	OFFICE		PROVINCIAL GREENBELT		DEFERRAL
	OPEN SPACE		AREA NOT REFERRED TO IN THIS CASE		
	BUSINESS CORRIDOR				
	INDUSTRIAL				
	MAJOR INSTITUTIONAL				

Last Amended Date
Nov 1st, 2013

Printed Date
Nov 1st, 2013

NOTES: LAKES AND PONDS ARE SHOWN FOR CONTEXT PURPOSES

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

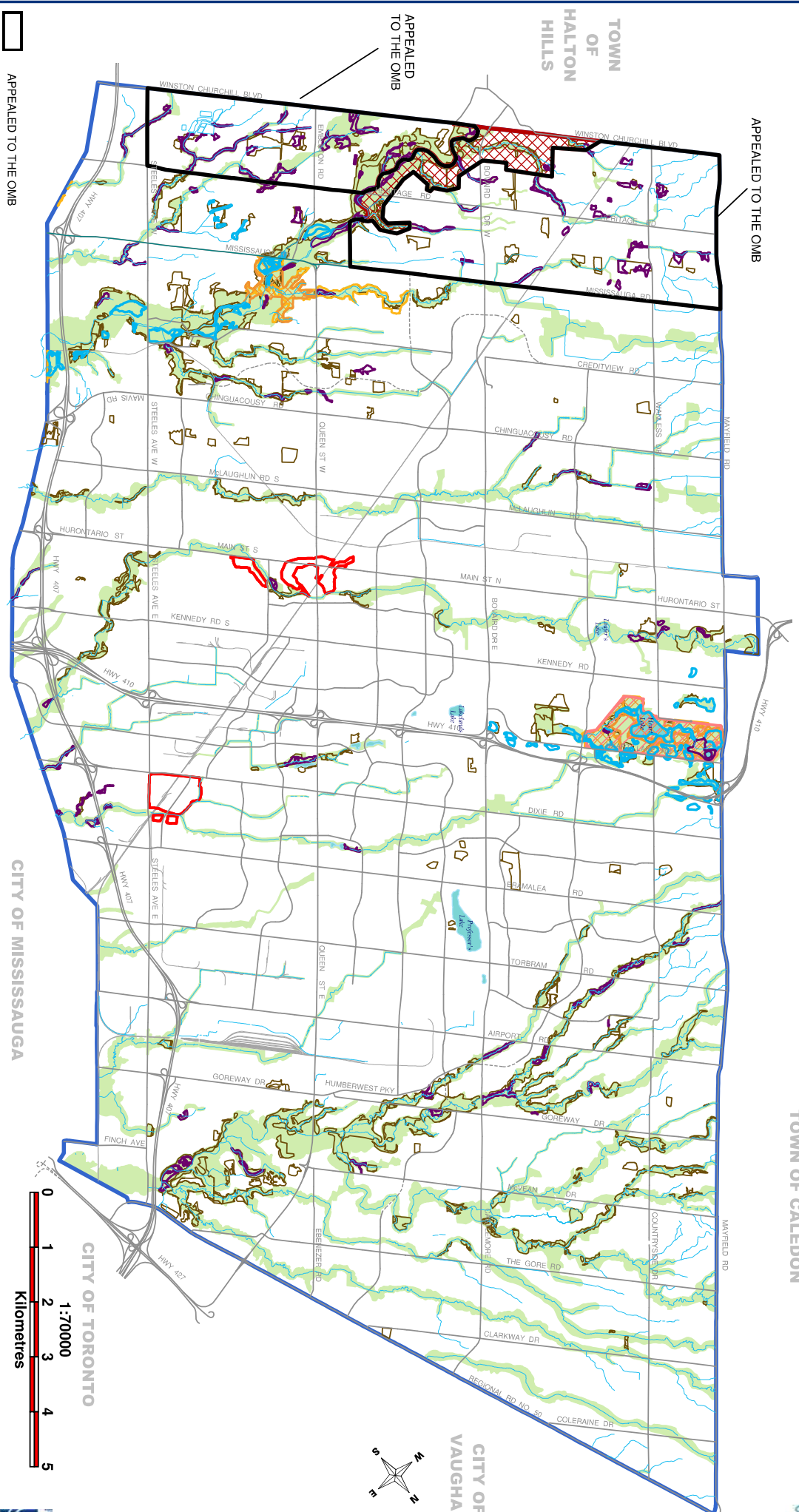
City of Brampton 2006 Official Plan November, 2013 Office Consultation.

Schedule A

GENERAL LAND USE DESIGNATIONS

APPENDIX

A-2 *NATURAL HERITAGE FEATURES AND AREAS SCHEDULE D*



- LEGEND**
- VALLEYLAND / WATERCOURSE CORRIDOR
 - WOODLAND
 - PROVINCIALY SIGNIFICANT WETLAND
 - LAKES AND PONDS
 - OTHER WETLAND
 - SPECIAL POLICY AREA ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREA
 - PROVINCIAL GREENBELT / PROTECTED COUNTRYSIDE
 - AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE
 - AREAS OF NATURAL AND SCIENTIFIC INTEREST - EARTH SCIENCE

Last Amended Date
Nov 1st, 2013

Printed Date
Nov 1st, 2013

NOTES:

Watercourses and tributaries are shown for context purposes. The boundaries and alignments of designations on this Schedule are approximate and are not to be scaled. This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the various Schedules and Secondary Plans. Mapping to support the implementation of the "Development, Interference with Wetlands, and Alterations to Wetlands and Watercourses Regulation" is not specifically reflected in this Schedule. Please refer to Appendix C to determine if a property may be affected by this Regulation. The Toronto and Region Conservation Authority and Credit Valley Conservation should be contacted for details regarding their respective requirements for the areas regulated under the said Regulation.

Schedule D

NATURAL HERITAGE FEATURES AND AREAS

CITY OF TORONTO
1:70000

Kilometres

0 1 2 3 4 5

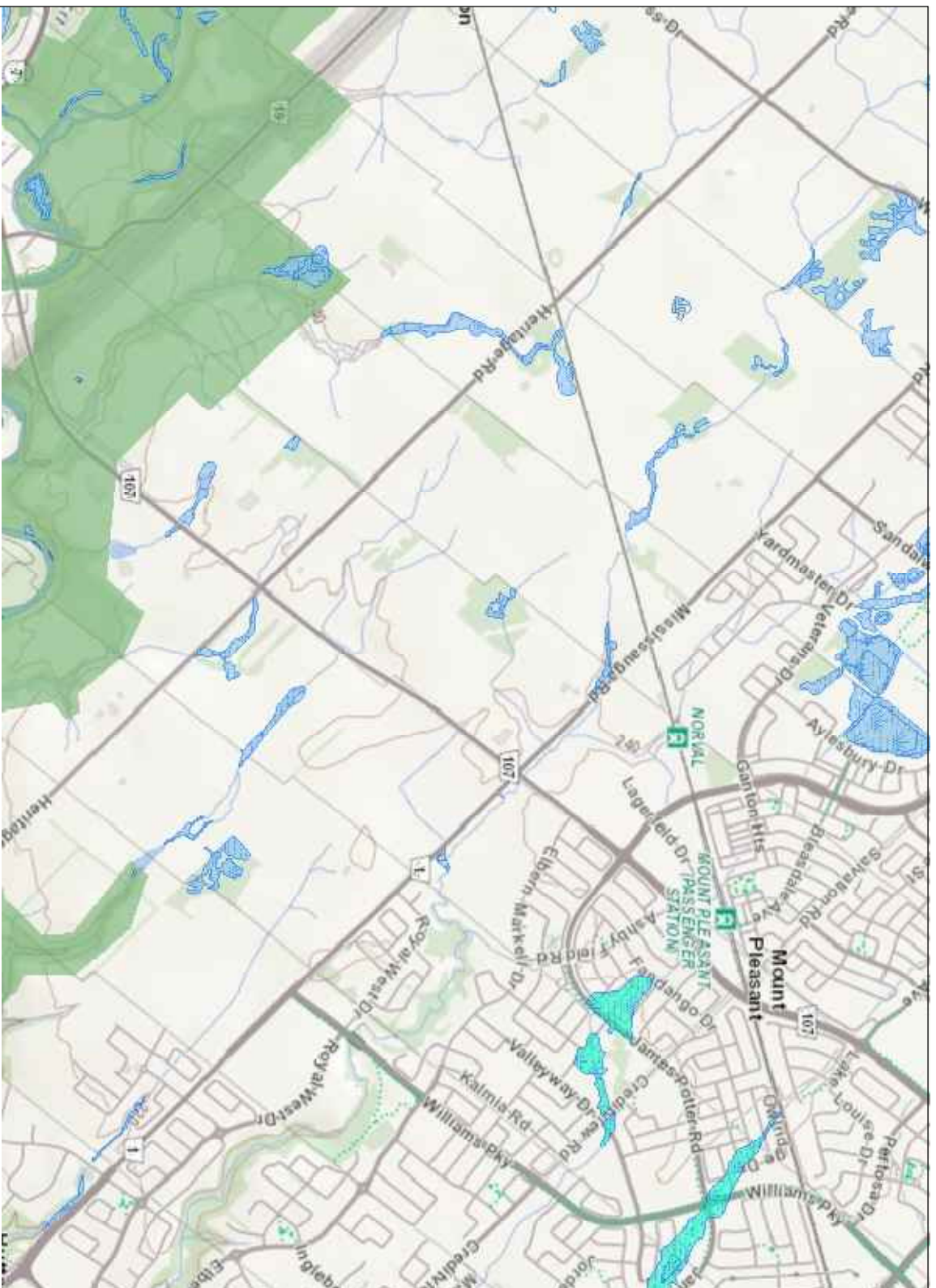
CITY OF MISSISSAUGA

CITY OF VAUGHAN

CITY OF BRAMPTON

Provincially Significant Wetland Mapping

Map created: 4/3/2020



This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Natural Resources and Forestry (OMNRF) shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

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This map may not display all features listed in the legend because the feature layer was not turned on at the time the map was made; the features do not exist in the geographic range, or features have not been mapped. Absence of a feature in the map does not mean they do not exist in this area.

Inagney Copyright Notices: DRAPE © Aéro-Photo (1961) Inc. 2008 - 2009
 GTA 2005 / SWOOP 2006 / Simcoe-Muskoka-Dufferin © FirstBase Solutions. 2005 / 2006 / 2008
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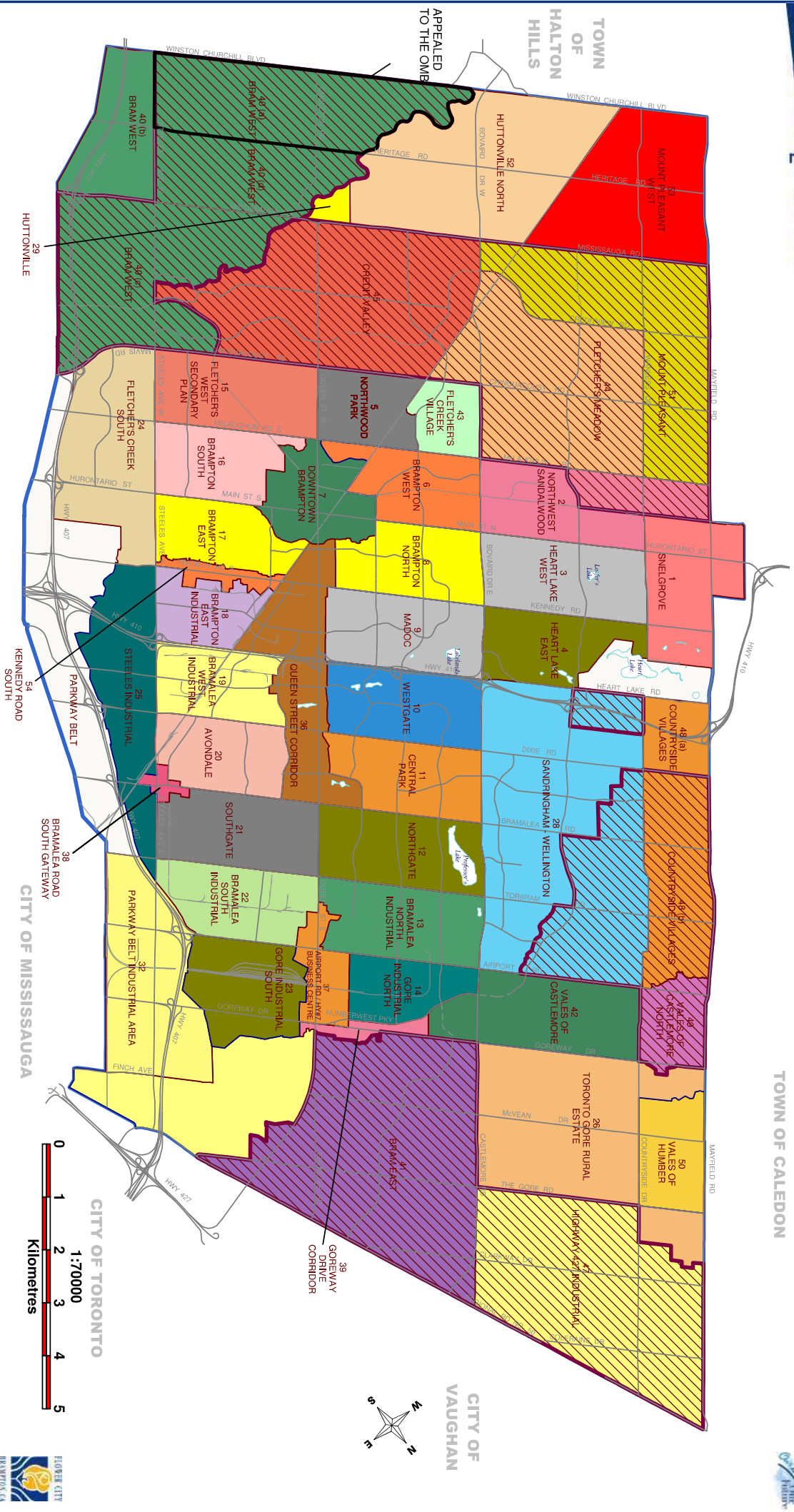
Legend

- Assessment Parcel
- Wetland
- Conservation Reserve
- Provincial Park
- Municipal Heritage System
- Ecotope
- Wetland**
 - Provincially Significant Wetland
 - Wildland Escarpment
 - Water-Dependent Significant Wetland
 - Urban Wetland
 - Urban Wetland
- Area of Natural Heritage & Scientific Interest (ANSI)
 - Provincially Significant
 - Local Significant
 - Provincially Significant
 - Local Significant
- Greenbelt Plan**
 - Boundary
 - Greenbelt General Corridor
- Land Use Designations**
 - Provincial Corridor
 - Greenbelt Transit and Village
 - Greenbelt Village
 - Urban River Valley
 - Greenbelt Specialty Crop Area
- Nagarrang Escarpment Plan (NEP)**
 - Boundary
 - Urban and Open Space System
- Land Use Designations**
 - Escarpment Natural Area
 - Escarpment Production Area
 - Escarpment Rural Area
 - Mineral Resource Extraction Area
 - Escarpment Recreation Area
 - Urban Area
 - Major Urban Corridor
- Oak Ridge Moraine Conservation Plan (ORM)**
 - Boundary
- Land Use Designations**
 - Island Core Area
 - Island Edge Area
 - Island Large Area
 - Coastal Area
 - Rural Settlement
 - Rural Escarpment
 - Rural Settlement
 - Rural Settlement
 - Rural Settlement




APPENDIX

A-3 *SECONDARY PLAN AREAS SCHEDULE G*



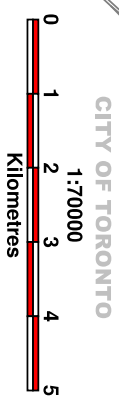
LEGEND

 NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN

Last Amended Date
Nov 1st, 2013

Printed Date
Nov 1st, 2013

NOTES:
City of Brampton 2006 Official Plan November 2013 Office Consolidation.

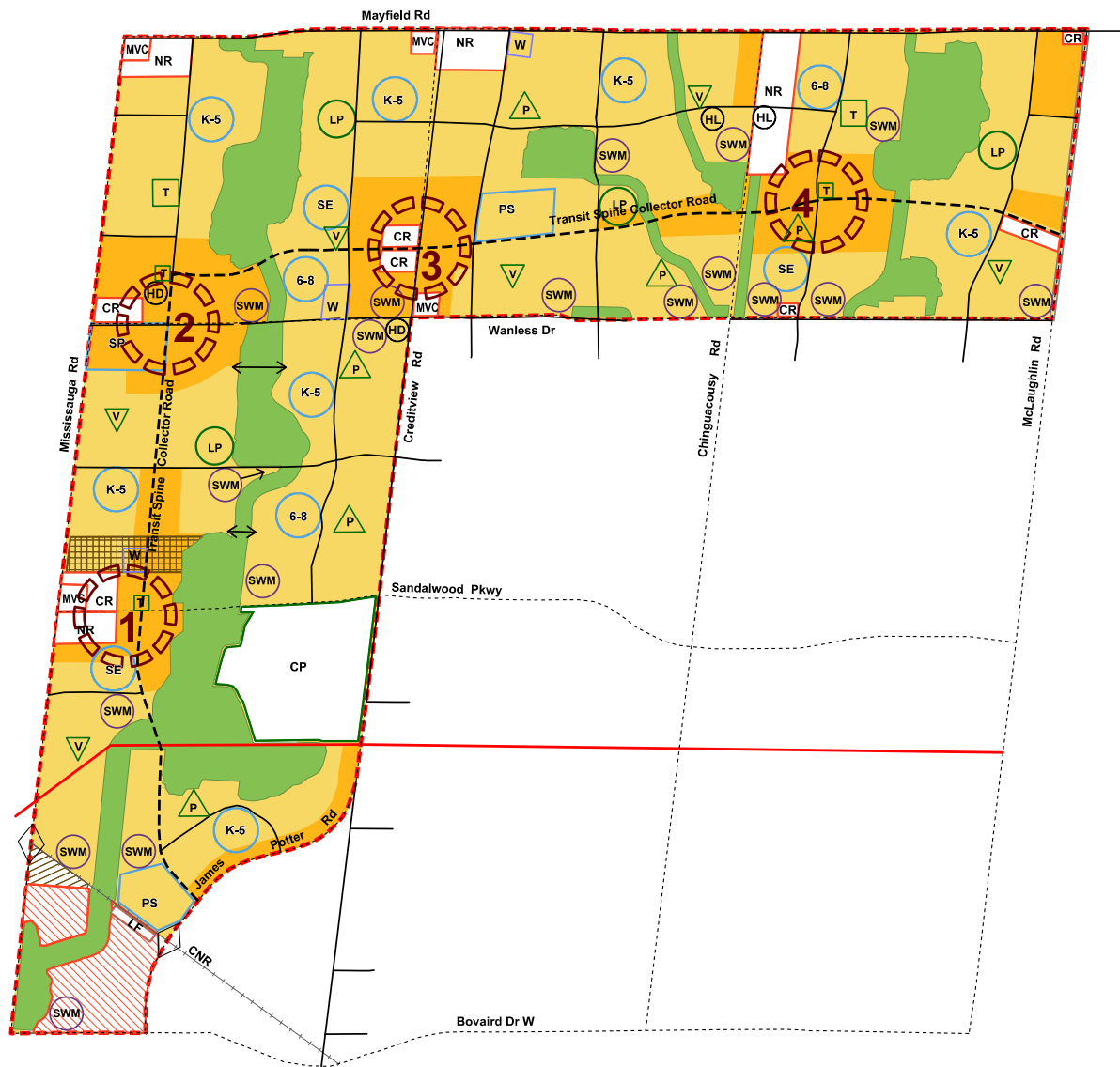


Schedule G SECONDARY PLAN AREAS



APPENDIX

A-4 *SCHEDULE OF MOUNT PLEASANT SECONDARY PLAN*



LEGEND

ROAD NETWORK

- Arterial Road
- - - Transit Spine Collector Road
- Collector Road
- ↔ Potential Connection

NATURAL HERITAGE SYSTEM

- Natural Heritage System Area

RESIDENTIAL

- Low/Medium Density
- Medium Density

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- ◇ Grade Separation
- LF GO Layover Facility
- SWM Stormwater Management Facility

INSTITUTIONAL

- K-5 Public Junior Elementary School Site
- 6-8 Public Senior Elementary School Site
- SE Separate Elementary School Site
- PS Public Secondary School Site
- SP Separate Secondary School Site
- W Place of Worship

RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- PA Parkette
- T Town Square
- V Vest Pocket

RETAIL

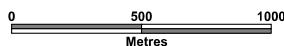
- DR District Retail
- CR Convenience Retail
- NR Neighbourhood Retail
- MVC Motor Vehicle Commercial

OTHER

- HD Heritage Resource Designation under the Ontario Heritage Act
- HL Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- Mixed Use Area
- Property Lines
- Norval Farm Supply Special Policy Area
- Peel Regional Police Association Special Policy Area
- Area Subject to this Amendment

NOTES:

1. The land use designations are conceptual only, and will be further refined through the completion of the block plan approval process.
2. The detailed design/alignment of the collector roads, and the Transit Spine Collector Road, are to be determined through the integrated EA process as part of the block amendment and subdivision approval process.
3. The Heritage Resource Designations on this schedule may be relocated or removed without the need for an amendment.
4. The Neighbourhood Park designations represent approximate locations which will be finalized through the Block Plan approval process. The final type of Neighbourhood Park (Local, Town Square, Parkette or Vest Pocket) as reflected in the policies of this plan, shall also be determined through the block plan process.



File: SP51_A_06032009

Date: 2010/01/08

SCHEDULE M TO OFFICIAL PLAN AMENDMENT OP2006# _____

**Schedule SP 51 (a)
MOUNT PLEASANT SECONDARY
PLAN AREA No. 51**

APPENDIX

A-5 *SCHEDULE OF FLETCHER'S MEADOW SECONDARY PLAN*

SCHEDULE SP 44 (a) FLETCHERS MEADOW SECONDARY PLAN LAND USE PLAN

POTENTIAL REALIGNMENT
SUBJECT TO CVC / DFO APPROVAL (FISH HABITAT)



LEGEND:

	RESIDENTIAL		INSTITUTIONAL
	Low Density Residential		Elementary School
	Low / Medium Density Residential		Secondary School
	Medium Density Residential		Place of Worship
	Medium / Cluster / High Density Residential		COMMERCIAL
	TRANSPORTATION		District Retail
	Grade Separation		Neighborhood Retail
	Arterial Roads		Convenience Retail
	Collector Roads		Highway / Service Commercial
	GO Transit Site Special Policy Area 1		OPEN SPACE
	Mixed Use Mode		Community Park
	TransCanada Gas Pipeline		Neighborhood Park
	Hydro		Woodlot
	Special Policy Area 2		Cemetery
	Storm Water Management Facility		Primary Valley Land
	Secondary Plan Boundary 5 Area Subject to Amendment		Secondary Valley Land



Last Amendment: OP2006-090
Date: AUGUST 2013
File: SP44_A_022010.dgn

APPENDIX

A-6 *HERITAGE HEIGHTS PRELIMINARY CONCEPT*

HERITAGE HEIGHTS

Preliminary Concept

February 13, 2013



NOTE: PLAN IS PRELIMINARY AND IS NOT TO BE USED TO DEFINE THE ULTIMATE LOCATION OF TRANSPORTATION AND SERVING INFRASTRUCTURE, LAND USES OR THE LIMITS TO THE NATURAL HERITAGE SYSTEM. A DETAILED SUBWATERSHED STUDY WILL ASSIST IN DEFINING THE NATURAL HERITAGE SYSTEM AND POTENTIAL LINKAGES.

LEGEND

- GREENWAY LINKAGE OPPORTUNITY
- REGIONAL CORRIDOR / GREENWAY
- POTENTIAL GREENWAY EXTENSION
- TCPL / CN RAIL GREENWAY LINKAGE OPPORTUNITY
- EXISTING NATURAL FEATURE
- DESIGNATED GREENBELT AREA
- COMMUNITY PARK

- POTENTIAL 400-SERIES HIGHWAY WITH HYBRID CORRIDOR (final corridor alignment subject to current and ongoing EA process)
- ARTERIAL ROADS
- DEDICATED TRANSIT WAY (BOVAIRD DR.)
- CHARACTER ROADS (WINSTON CHURCHILL BLVD. / HERITAGE RD. / LAGERFELD DR.)
- COLLECTOR ROAD EXTENSION
- CN RAILWAY LINE
- GRADE SEPARATED CROSSINGS
- TRANSCANADA PIPELINE
- STUDY AREA BOUNDARY

- RESIDENTIAL NEIGHBOURHOODS (PREDOMINANTLY LOW DENSITY)
- COMPACT URBAN RESIDENTIAL
- EXECUTIVE RESIDENTIAL
- BUSINESS EMPLOYMENT / INSTITUTIONAL / COMMERCIAL / MIXED-USE
- MIXED-USE
- PROPOSED REGIONAL CENTRE
- POTENTIAL CEMETERY

- GATEWAY/NODES - PRIMARY
- GATEWAY/NODES - SECONDARY
- GATEWAY/NODES - TERTIARY
- PARKWAY INTERCHANGE
- RESERVOIR & PUMPING STATION
- EXISTING PLACE OF WORSHIP



APPENDIX

A-7 *OSMINGTON REGIONAL CENTRE*

Date: May 15, 2014

File: City File: C05W12.002

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

DATE: June 9, 2014

Subject: **INFORMATION REPORT**

Application to Amend the Official Plan
(To add the subject lands to the Mount Pleasant Secondary Plan as
a Special Policy Area with criteria to guide the evaluation of a
development application).

GAGNON & LAW URBAN PLANNERS LIMITED – HEATHWOOD
HOMES

North of Bovaird Drive West, South of the CNR rail line, west of
Mississauga Road
Con 5 WHS PT LOT 12

Ward: 6

Contact: Jill Hogan, Planning Project Manager, NW Brampton
905-874-3450

Overview:

- Heathwood Homes (Brampton) Limited (“Heathwood”) is the owner of a property located within the Huttonville North Secondary Plan (Area 52), also known as the Heritage Heights Community, for which the City has initiated secondary planning.
- The Heathwood property fronts the southwest quadrant of Mississauga Road and the CNR rail line, north of Bovaird Drive West and comprises an area of approximately 19.4 hectares (48 acres).
- Heathwood has submitted an application to amend the Official Plan to add its property to the Mount Pleasant Secondary Plan as a Special Policy Area with criteria to guide the evaluation and processing of any future development application.
- A site specific development proposal is not being considered at this time. A subsequent Official Plan amendment will be required before development can proceed.

DI-2

Recommendations:

1. **THAT** the report from Jill Hogan, Planning Project Manager, NW Brampton, Planning and Infrastructure Services entitled **“INFORMATION REPORT”** dated May 15, 2014 to the Planning, Design and Development Committee Meeting of June 9, 2014 re: Application to Amend the Official Plan, **Gagnon & Law Urban Planners Limited – Heathwood Homes (Brampton) Limited (Heathwood)**, Ward: 6, File: C05W12.002 be received; and,
2. **THAT** staff be directed to report back to Planning Design and Development Committee with the results of the Public Meeting and a staff recommendation, subsequent to the completion of the circulation of the application and a comprehensive evaluation of the proposal.

Background:

Figure 1 – Location Map



Proposal:

Details of the proposal are as follows:

The subject lands, owned by Heathwood Homes (Brampton) Ltd. (Heathwood) are located in North West Brampton, within the Huttonville North Secondary Plan (Area 52). No secondary plan policies are in force. However, the City has initiated Secondary Planning which is proceeding through the development of a land use plan and polices.

Heathwood has made an application is to add the subject lands to the Mount Pleasant Secondary Plan as a Special Policy Area with criteria to guide the evaluation and processing of any future development application (see **Appendix 6**). A site specific development proposal is not being considered at this time. A subsequent Official Plan amendment, designating a land use will be required before development can proceed.

This application is being reviewed in conjunction with File: C05W12.003, submitted by Gagnon & Law Urban Planners Limited on behalf of MCN (Heritage) Inc. ("Cortel"). Cortel owns approximately 8.1 hectares (20 acres) directly north of the Heathwood lands and is also proposing that its lands be added to the Mount Pleasant Secondary Plan (Area 51) as a Special Policy Area.

Heathwood and Cortel are proposing to develop their properties as part of the area referred to as "Greater Osmington Centre Lands". These lands are bound generally by the Canadian National Railway (CNR/Railway) to the north, Bovaird Drive West to the south and Mississauga Road (**See Appendix 6**).

Osmington Inc. owns approximately 36 hectares located south of the Cortel and Heathwood lands, with frontage on both Mississauga Road and Bovaird Drive West. The Osmington Regional Centre proposal includes a range of retail, restaurant, personal service, office, hotel, open space, residential and community uses.

In February 2014, Council approved in principle an application made by Osmington Inc. to add its lands to the Mount Pleasant Secondary Plan as a Special Policy area and City staff has been directed to prepare the amending documents. Heathwood and Cortel are seeking this same approval.

The applicant envisions the Heathwood and Cortel proposals to be an extension of the Osmington Regional Centre proposal. More specifically, the road network, land uses and the means by which the lands will be serviced.

DI-4

Property Description and Surrounding Land Use:

The subject property has the following characteristics:

- ◆ The property fronts the southwest quadrant of Mississauga Road and the CNR rail line, north of Bovaird Drive West.
- ◆ a site area of approximately 19.4 hectares (48 acres)

The surrounding land uses are described as follows:

North: Agricultural

South: Agricultural (proposed Osmington Inc. Regional Centre)

East: Mississauga Road and designated but not developed District Retail and Commercial Centre, beyond which is the Mount Pleasant GO Station.

West: Agricultural

Current Situation:

Comments from City staff and public agencies are required in order to complete a comprehensive analysis for this application. All comments received will be considered and addressed in a future recommendation report to the Planning, Design, and Development Committee.

Further details of the policy aspects of this application can be found in the Information Summary contained in **Appendix 5**. The future recommendation report will contain an evaluation of the relevant policy considerations.

A preliminary assessment of this application indicates that the recommendation report needs to address the following policies contained in the Official Plan:

- Shale Resource Protection
- Corridor Protection

Further, the application will be reviewed in light of ongoing secondary planning for the Heritage Heights Community.

Corporate Implications:

Financial Implications:

An assessment of the financial implication associated with this application will be undertaken and discussed in the Planning Recommendation Report.

DI-5

Other Implications:

Any other technical implications associated with this application will be undertaken and discussed in the Planning Recommendation Report.

Strategic Plan:

The application will be reviewed alongside the City's Strategic Plan to ensure it is consistent with the City's Strategic Initiatives. This review will be discussed in the future Planning Recommendation Report.

Public Meeting Notification Area:

Notice of the Public Meeting was given by prepaid first class mail to all persons assessed within 900 metres of the area to which the proposal applies; as shown on the last revised assessment roll and by public notification in the Brampton Guardian.

Respectfully submitted:



Jill Hogan, MCIP, RPP
Project Manager, NW Brampton
Planning & Infrastructure Services
Department



Henrik Zbogar, MCIP, RPP
Acting Director, Planning Policy and
Growth Management
Planning & Infrastructure Services
Department

Authored by: Jill Hogan

CPISO	
JB	
Date	22 05 17

DI-6e

APPENDICES:

Appendix 1: Official Plan (Schedule "A" General Land Use Designations) Extract

Appendix 2: Zoning Extract

Appendix 3: Existing Land Uses

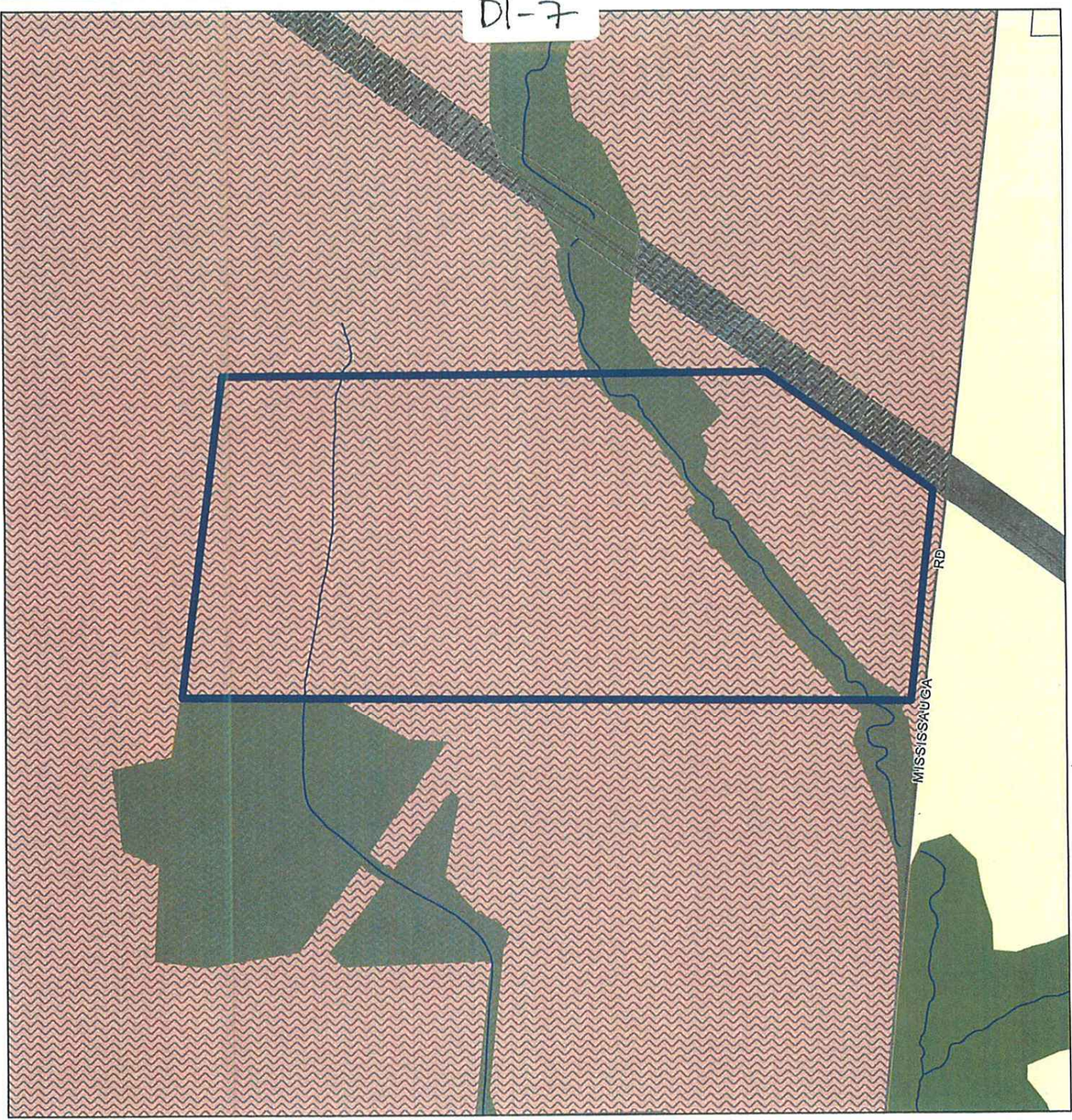
Appendix 4: Heritage Resources

Appendix 5: Information Summary








Appendix 6: Location of the "Greater Osmington Regional Centre Lands"


*Appendix 7: Lands proposed to be deleted from Secondary Plan Area 52
and added to Secondary Plan Area 51*

D1-7




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | | | | | |
|---|--------------|---|-------------------------------------|---|--------------------------|---|-------------------|
|  | SUBJECT LAND |  | N-W BRAMPTON URBAN DEVELOPMENT AREA |  | CORRIDOR PROTECTION AREA |  | MAJOR WATERCOURSE |
|  | RESIDENTIAL |  | OPEN SPACE |  | RAILWAY | | |



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brampton.ca
PLANNING AND INFRASTRUCTURE SERVICES



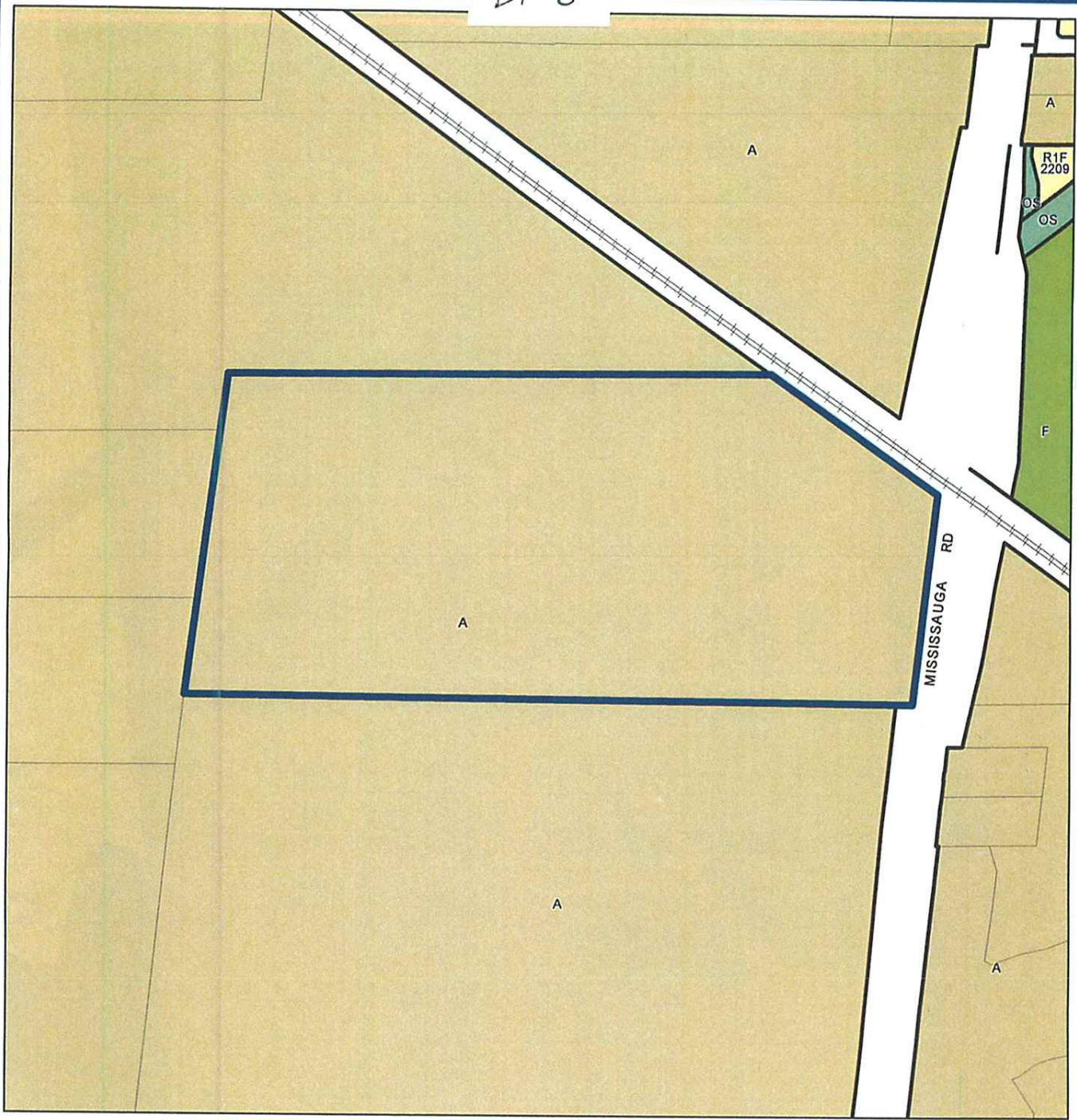
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Metres

Drawn By: A.R.d.
Date: 2014 02 28

APPENDIX 1
OFFICIAL PLAN DESIGNATIONS
GAGNON & LAW URBAN PLANNERS LIMITED
Heathwood Homes (Brampton) Limited

CITY FILE: C05W12.002

DI-8

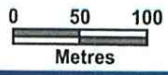


- | | | | | | | | |
|---|-----------------|---|------------|---|--------------|---|-------------|
|  | SUBJECT LAND |  | OPEN SPACE |  | AGRICULTURAL |  | RESIDENTIAL |
|  | ZONING BOUNDARY |  | FLOODPLAIN | | | | |

 **BRAMPTON**
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PLANNING AND INFRASTRUCTURE SERVICES



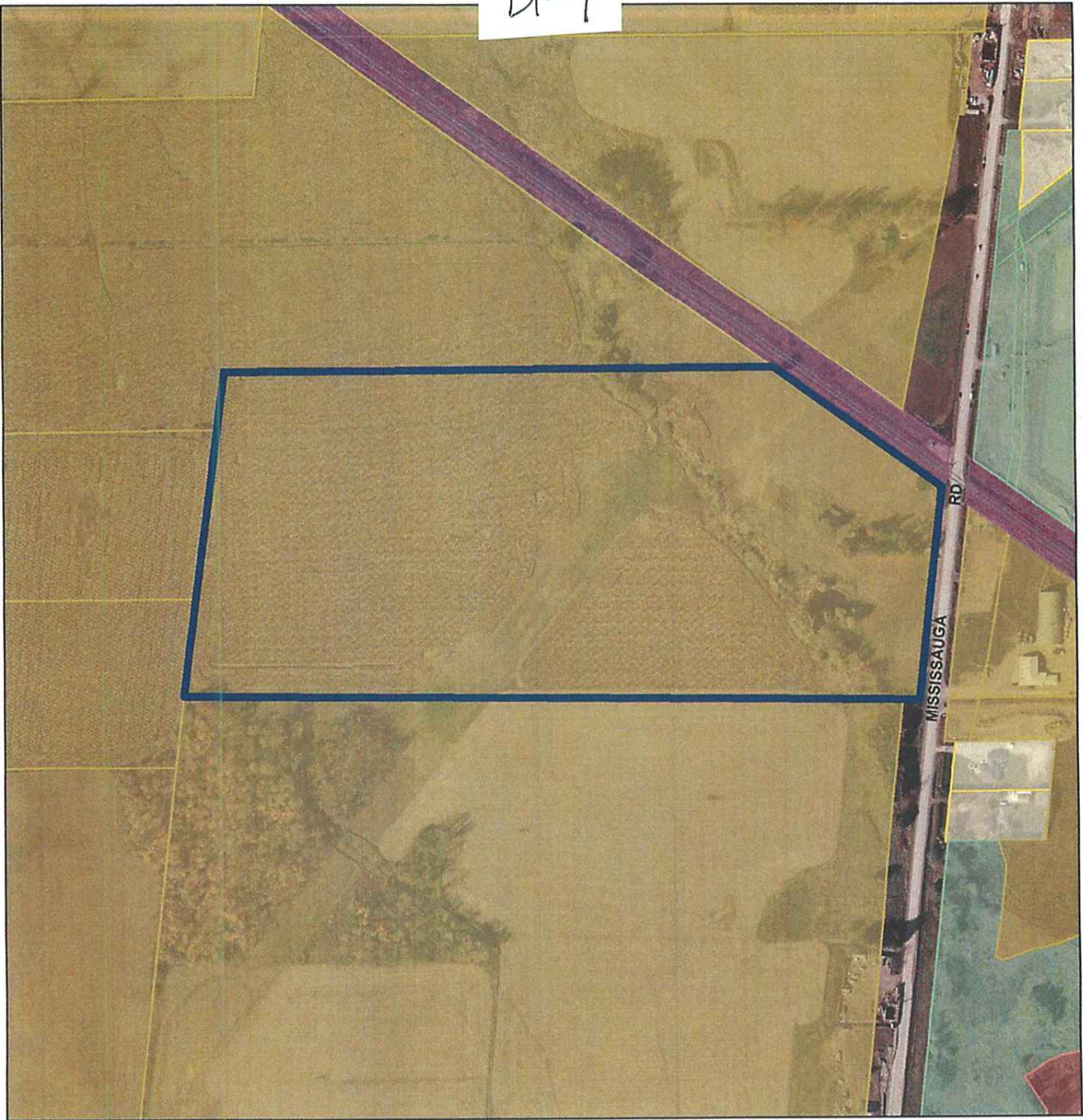
APPENDIX 2
ZONING DESIGNATIONS
GAGNON & LAW URBAN PLANNERS LIMITED
Heathwood Homes (Brampton) Limited



Drawn By: A.R.d.
Date: 2014 05 12

CITY FILE: C05W12.002

DI-9



AERIAL PHOTO DATE: FALL 2014



SUBJECT LAND



AGRICULTURAL

COMMERCIAL



RESIDENTIAL



OPEN SPACE



UTILITY



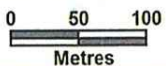
RAILWAY



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PLANNING AND INFRASTRUCTURE SERVICES

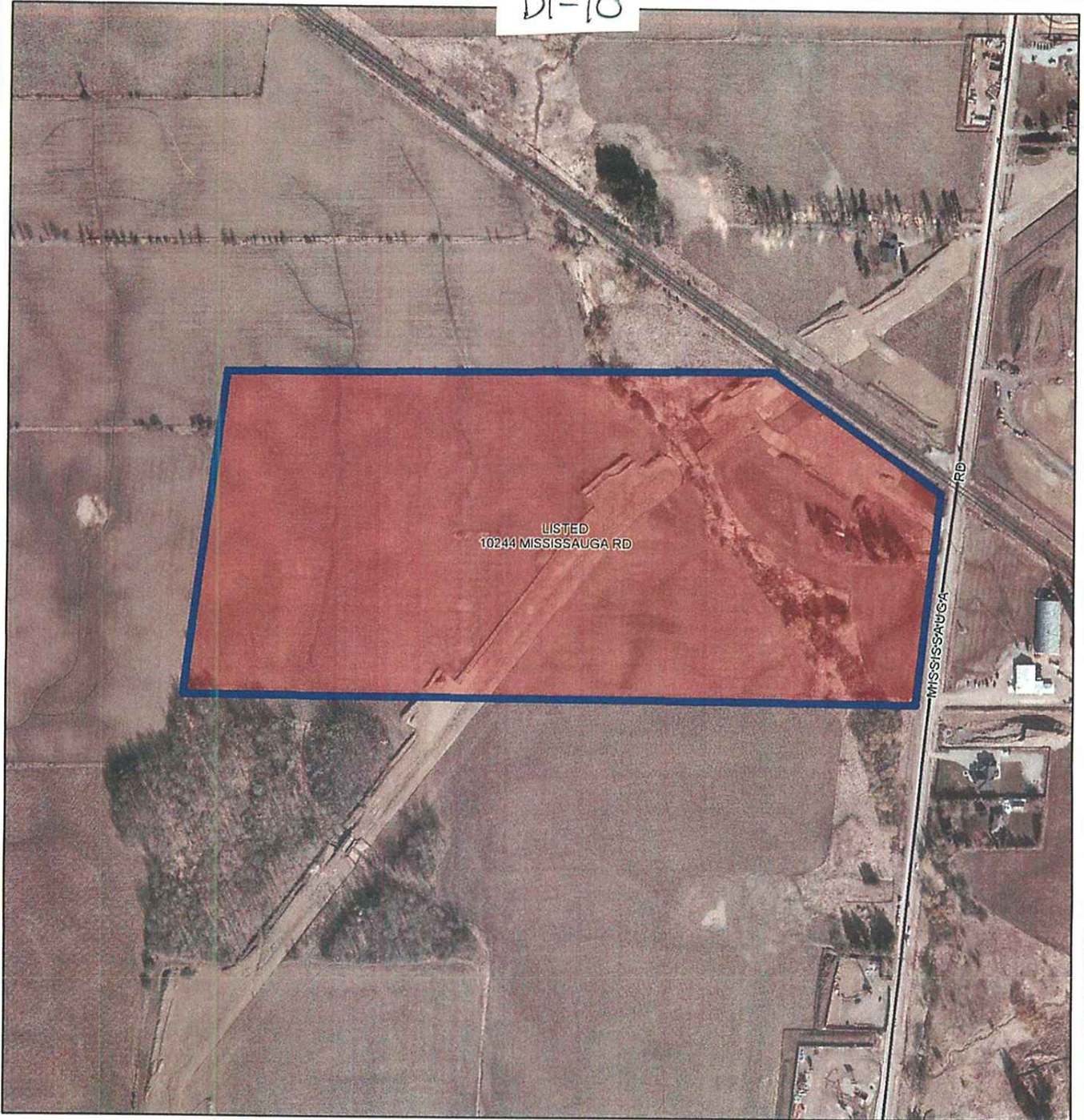


Drawn By: A.R.d.
Date: 2014 03 03

APPENDIX 3
AERIAL & EXISTING LAND USE
GAGNON & LAW URBAN PLANNERS LIMITED
Heathwood Homes (Brampton) Limited

CITY FILE: C05W12.002

DI-10



AERIAL PHOTO DATE: SPRING 2013

 SUBJECT LAND

 PROPERTIES CONTAINING HERITAGE RESOURCES WITHIN 50m OF SUBJECT LAND

 **BRAMPTON**
 Flower City
 brampton.ca
 PLANNING AND INFRASTRUCTURE SERVICES



APPENDIX 4
HERITAGE RESOURCES
 GAGNON & LAW URBAN PLANNERS LIMITED
 Heathwood Homes (Brampton) Limited

0 50 100
 Metres

Drawn By: A.R.d.
 Date: 2014 05 12

CITY FILE: C05W12.002

*The Heritage Resource boundaries are generalized and not definitive.

Please contact a Heritage Coordinator for more information:
 Stavroula Kassaris : 905-874-3825
 Antonietta Minichillo : 905-874-3744

DI-11

APPENDIX 5 Information Summary

Official Plan

The subject lands are designated as “North-West Urban Development Area”, “Corridor Protection Area”, “North West Brampton Policy Area” and “Open Space” in the Official Plan.

Secondary Plan

The subject lands are located in the Heritage Heights Community; which is now undergoing secondary planning through the development of a land use plan and policies. Currently, there are no Secondary Plan policies in force for the subject lands. It is proposed that the subject lands be added to the Mount Pleasant Secondary Plan (Area 51) as a Special Policy Area.

Environmental Issues

Complete comments and recommendations from the City’s Planning & Infrastructure Services Department and the Credit Valley Conservation Authority will be provided in the Recommendation Report at such time as a land use is being considered for the subject lands.

Growth Management

Complete comments and recommendations with respect to Growth Management issues will be provided in the Recommendation Report.

Documents Submitted in Support of the Application

Planning Justification Report

Current Policy Framework:

The following provides a general overview of the policies related to Corridor Protection and the North West Brampton Policy Area (shale protection) in the City’s Official Plan. These policies currently apply to the lands west of Mississauga Road including the subject lands. These policies must be considered when evaluating a development application in this geography.

Corridor Protection

OP93-245 implemented policies and related mapping to protect an area of North West Brampton for the planning and development of a North-South Transportation Corridor. OP93-245 includes a policy that requires the North South Transportation Corridor (now part of the GTA West Corridor) to be planned, designed and constructed in accordance with the recommendation of an Environmental Assessment Study prior to the full development of North West Brampton.

DI-12

The proposed provincial GTA West Corridor coincides with the North-South Transportation Corridor. A corridor will have to be identified and protected in North West Brampton in order to facilitate the planning for a provincial highway.

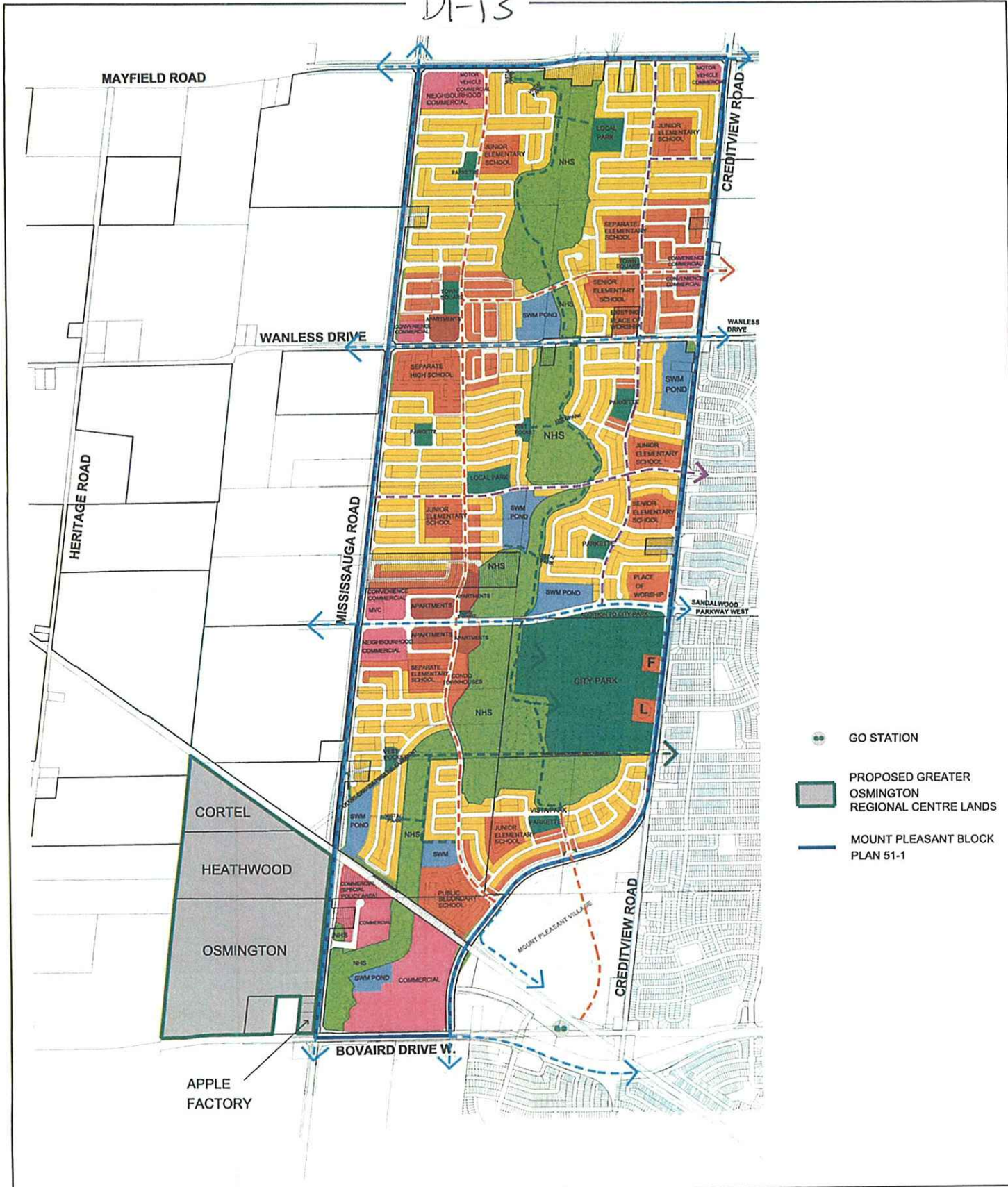
In 2005, Council adopted an Official Plan Amendment and Zoning By-law to implement corridor protection policies and zoning provisions. OP93-255 and Zoning By-law 300-2005 were subsequently appealed to the Ontario Municipal Board (OMB) by a number of parties. The final disposition of these appeals has not been determined by the OMB. Therefore, in accordance with Section 38(6.1) of the **Planning Act**, Interim Control By law 306-2003 remains in effect until the appeals have been dealt with by the OMB.

North West Brampton Policy Area

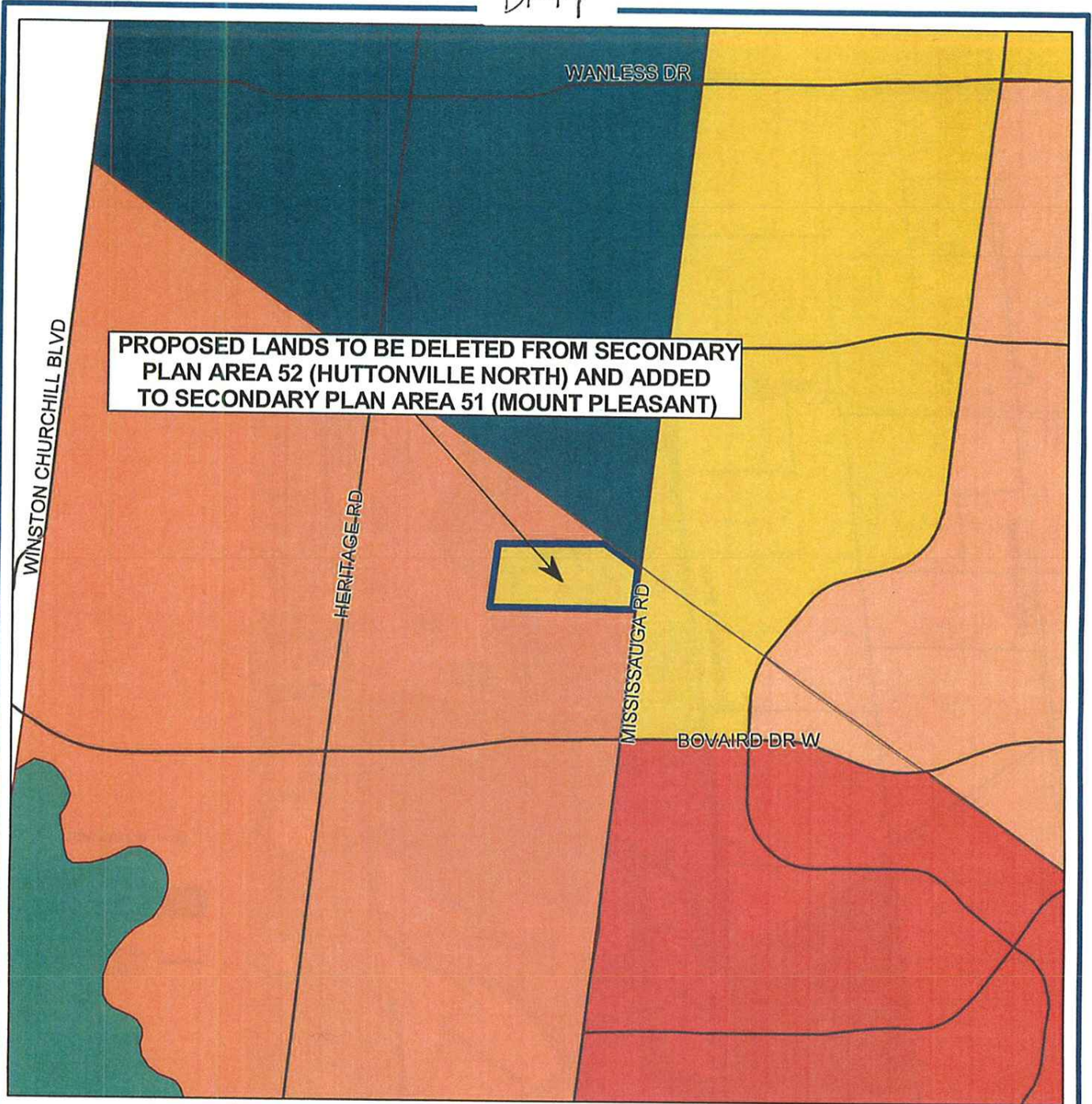
OP93-245 implements a Special Policy Area for the protection of shale for lands west of Mississauga Road in North West Brampton. The North West Brampton Policy Area (NWBPA) enables interim shale extraction to occur through the appropriate approval process, while recognizing the ultimate long term need of these lands for urban development. The purpose of the NWBPA is to provide for the protection and potential use of the shale resource for a period of 10 years (2016) following the approval of OP93-245. However, the policies enable all long range planning to proceed during this time on the basis that all lands will become urbanized.

Following the expiry of the 10-year period in 2016, the Region of Peel, in consultation with the City, will undertake a review to determine whether it is in the public interest to amend the Region and Brampton Official Plans and establish general urban land use designations for this area. The existing policy framework does provide the opportunity for this review to commence before 2016. During this 10 year period, all necessary background studies can be finalized and endorsed by City Council but no development approvals can be issued. With the initiation of secondary planning for the lands west of Mississauga Road as directed by Council in December 2009, long range planning can begin.

DI-13












DI-14



PROPOSED LANDS TO BE DELETED FROM SECONDARY PLAN AREA 52 (HUTTONVILLE NORTH) AND ADDED TO SECONDARY PLAN AREA 51 (MOUNT PLEASANT)

EXTRACT FROM SCHEDULE G (SECONDARY PLAN AREAS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

	AREA SUBJECT TO PROPOSED AMENDMENT		SPA 45		SPA 52		STREETS
	SPA 40		SPA 51		SPA 53		RAILWAY
	SPA 44						



APPENDIX 7

PROPOSED LANDS TO BE DELETED FROM SECONDARY PLAN AREA 52 (HUTTONVILLE NORTH) AND ADDED TO SECONDARY PLAN AREA 51 (MOUNT PLEASANT)

CITY FILE: C05W12.002