

CD.17.BRA
(Brampton)

DATE: March 30, 2004

TO: Chairman and Members of the Planning and Development Committee

FROM: Edward R. Sajecki, Commissioner of Planning and Building

SUBJECT: **Bram West Land Use and Growth Management Strategy -
City of Brampton
MEETING DATE: April 19, 2004**

ORIGIN: Planning and Building Department

BACKGROUND: This report is part of the ongoing program to update City Council on the significant planning initiatives in adjacent municipalities.

City of Brampton Council, on January 26, 2004 received the attached report titled "Summary Report Bram West Land Use and Growth Management Strategy" dated January 12, 2004 (Exhibit 1) and adopted a recommendation that it be forwarded to the City of Mississauga.

This matter was last dealt with by Mississauga City Council on February 12, 2003 when it considered the report titled "Bram West Secondary Plan Review City of Brampton" dated January 14, 2003 from the Commissioner of Planning and Building and adopted the following Resolution 0028-2003:

"WHEREAS the Council of the City of Mississauga is concerned about the impact of traffic on the Mississauga road network, including the proposed Meadowpine Boulevard extension, from the possible redesignation of the Bram West Parkway from a major arterial road to a freeway;

AND WHEREAS the Council of the Corporation of the City of Mississauga is concerned about the financial impact resulting from a significant increase in residential development relative to employment land development as proposed in the concept plan for a revised Bram West Secondary Plan;

NOW THEREFORE LET IT BE RESOLVED:

That the City of Brampton be advised that the City of Mississauga supports the position of City of Brampton Planning, Design and Development Department staff to proceed with the Bram West Parkway as a major arterial road as designated in the City of Brampton Official Plan and the Bram West Secondary Plan, and not as a freeway;

That the City of Brampton be advised that the ratio of residential to employment lands development is of concern to the City of Mississauga; and

That this resolution and the report titled "Bram West Secondary Plan Review - City of Brampton", dated January 14, 2003 from the Commissioner of Planning and Building be forwarded by the City Clerk to the Region of Peel, the City of Brampton and the Town of Caledon."

COMMENTS:

1.0 Existing Bram West Secondary Plan

Bram West Secondary Plan area comprises approximately 2 450 ha (6,050 acres) in southwest Brampton, located between Winston Churchill Boulevard to the west, the municipal boundary to the south, the Credit River to the northeast and Chinguacousy and Mavis Roads to the southeast (see Exhibit 1-Figure 1 Bram West Secondary Plan Review). The prevailing Bram West Secondary Plan came into force and effect on September 2, 1998.

The existing plan proposed employment uses over the lower two-

thirds of the plan area west of the Credit River, with residential designations in a linear fashion adjacent to the west bank of the Credit River, and east of the Credit River in the vicinity of Chinguacousy Road and Steeles Avenue West. The existing villages of Huttonville and Churchville remain as "Village Residential Area".

More specifically, the employment uses were categorized as "Prestige Industrial" adjacent to Highway 407, and "Standard Industrial", elsewhere. An "Office Node Commercial" is in the vicinity of Mississauga Road and Steeles Avenue West. Most of the lands fronting along Steeles Avenue West are designated "Highway and Service Commercial" which permits, in addition to the usual highway commercial uses, unspecified retail and service uses, and selected industrial uses which have a substantial retail component.

The Plan shows the Credit River, Levi Creek, and Mullet Creek as "Valleyland", subject to the appropriate policies to ensure they remain in a natural state, and identifies certain woodlots for preservation.

The need for a review was identified, in part, by the Metrus Central Properties' proposal to amend the Official Plan and Zoning By-law to permit the development of a large warehouse distribution centre, including a loading and parking area to accommodate approximately 800 trucks in the northeast quadrant of Mississauga Road and Steeles Avenue West. The proposal was refused by the Ontario Municipal Board.

The proposal revealed some deficiencies associated with the Plan that required adjustment to maintain the potential to attract office and prestige industrial uses. As well, amendments were required to provide more specificity with respect to land use designations and related policies to limit the amount of flexibility in the prevailing secondary plan. Accordingly, Brampton City Council directed staff to:

- review the land use designations to designate a realistic amount at appropriate locations for prestige office buildings and Prestige Industrial/Commercial development along Mississauga Road; and
- to address specific urban design issues and the future widening of Mississauga Road.

2.0 Bram West Land Use and Growth Management Strategy

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 obtain comments leading to the preparation of a Bram West Secondary Plan amendment.

In October 2000, Brampton City Council endorsed a four-part work program reviewing the employment lands of the Bram West Secondary Plan. In February 2001, the City retained the services of Brook McIlroy and Hemson Consulting to prepare the community design study and employment allocation analysis for the Bram West Secondary Plan Review, respectively.

The Bram West Land Use and Growth Management Strategy , based on public consultation and the community design study, has identified the following objectives, among others, for the preparation of a revised Secondary Plan:

- preserve the Credit River Valley as a primary determinant of urban form;
- protect and preserve significant environmental features and cultural resources;
- develop prestige office buildings within an Office Node designation fronting on Mississauga Road between Highway 407 and Steeles Avenue West;
- develop prestige employment lands west of Mississauga Road

and south of Steeles Avenue West;

- establish a prestige gateway streetscape along Mississauga Road;
- develop a balanced community structure;
- implement an effective growth management strategy in a financially manner that will phase development;
- address the future widening of Mississauga Road between Highway 407 and the Credit River Valley (including a 7 metre centre median) and the alignment of Financial Drive, north of Steeles Avenue West.

2.1 Proposed Land Use Structure

Two land use options, which differ slightly, have been proposed for Bram West. Option 1 is based on a 6-lane cross section for Mississauga Road between Steeles Avenue West and the Credit River, whereas, Option 2 is based on a 4-lane cross section for this part of Mississauga Road. The additional road capacity will accommodate a small amount of additional office development along Mississauga Road.

Option 1 of the proposed land use structure will create 41,700 total employees and a total population of 39,700. Option 2 generates 39,700 employees and a population 40,700. 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 well as the population, which the current plan projected to be 38,800 persons.

An area identified as "Corridor Protection Area", representing 14% of the Bram West Secondary Plan, provides for the determination of an alignment for the north-south transportation facility through the north-west portion of Bram West.

2.2 Residential

Option 1 designates 604 ha (1,492 acres) residential, accounting for about 24.7% of the total land area, while option 2 designates 621 ha (1,536 acres) residential, amounting to 25% of the total land area. This compares to 550 ha (1,359 acres) designated residential, or 23% of the total land area in the existing Secondary Plan. The population of both options is somewhat greater than the 38,800 population generated by the existing Secondary Plan. The population and unit yields do not include lands within the Corridor Protection Area, but are higher than the yields of the prevailing Bram West Secondary Plan. Residential densities have been increased by redesignating lands from "Employment Estates", which permits rural estates without municipal services, to "Low Density", which is predicated on full municipal services.

2.3 Employment

The options designate 555 ha (1,370 acres) to 567 ha (1,400 acres) as "Employment" lands, which is 23% of the total land area. This is somewhat lower than the 673 ha (1,663 acres) designated for employment purposes in the existing Bram West Secondary Plan. In both options, the yield of 39,700 to 41,700 jobs is greater than the employment of 39,000 generated by the Bram West Secondary Plan, due to the proposed increase in office space. The employment forecasts do not include lands within the Corridor Protection Area. Although the concept plan proposes a decrease in employment lands, total employment will grow due to an increase in proposed office space, and replacement of commercially designated lands with employment lands. As such, the proposed concept plan represents an intensification of urban land use, which is more supportive of smart growth development principles than the existing plan.

COMPARISON OF PLANS			
	Existing	Proposed Plans	
	Bram West Plan	Option 1	Option 2
Area - Residential	550 ha (23%) 1,359 ac.	604 ha (24.7%) 1,492 ac.	621 ha (25%) 1,536 ac.
Population	38,800	39,700	40,700
Area - Employment	673 ha (27.5%) 1,663 ac.	567 ha (23%) 1,400 ac.	555 ha. (23%) 1,370 ac.
Employment	39,000	41,700	39,700

3.0 Transportation Implications

The Transportation and Works Department comments as follows:

"In view of the recent (City of Mississauga) Council Resolution 14-2004 which directs the Planning and Building Department to undertake a City Initiated Official Plan Amendment to delete the extension of Meadowpine Boulevard to Mississauga Road (Exhibit 2), further discussions with the City of Brampton and the Region of Peel are required to identify the impacts that the deletion of the Meadowpine Boulevard extension to Mississauga Road will have on the existing and future road network in the area. This should include a review of Brampton's and the Region's planned road networks to determine the additional traffic that may be generated by future development in the Bram West Secondary Plan that will be travelling southbound into Mississauga to access Highway 401.

The objective of this review would be to revise the planned road network to limit the use of Meadowvale Boulevard for travel across the Brampton/Mississauga boundary.

The proposed population and employment options represent

relatively small changes and should not result in any significant change in travel forecasts. Furthermore, the proposed population and employment mix should result in a relatively high degree of self containment within the Bram West Secondary Plan area. Nevertheless, transportation forecasts indicate significant travel across the Brampton/Mississauga boundary in the west Brampton area. This review of the Bram West Secondary Plan provides an opportunity to identify changes to the Bram West planned road network to limit the traffic crossing the boundary via Meadowvale Boulevard.

In view of the above, a recommendation should be included requesting staff from the City of Brampton to meet with staff from the City of Mississauga and the Region of Peel to review potential changes to the planned road network, including the Bram West Secondary Plan district, to limit the use of Meadowvale Boulevard."

4.0 Economic Development Comments

The Economic Development Office has no objections or concerns from an economic development perspective. They comment as follows:

"According to the documentation, the proposed land use structure is consistent with the Provincial Policy Statement, the Region of Peel Official Plan and the City of Brampton's Official and Strategic Plans.

The proposed land use structure and growth strategy clearly takes advantage of the excellent attributes of the area for employment growth and appears compatible with the employment goals and objectives the City of Mississauga has proposed for the Meadowvale Business Park Employment District within Mississauga Plan. With diminishing industrial/commercial land development opportunities in Mississauga, the orderly development of a prestige industrial park in Bram West in conjunction with an effective and efficient transportation

network/transit system will generate employment opportunities and economic benefits for both municipalities."

5.0 Future Steps

Brampton will prepare a revised Secondary Plan to incorporate the findings of the consultant's studies, the land use and growth management strategy and public consultation . A revised Bram West Secondary Plan will be prepared and circulated to agencies for review this spring, and it is anticipated that it will be presented to Brampton City Council for adoption in the Fall of 2004 and forwarded to the Region of Peel for approval. Mississauga will have an opportunity to formally review and comment on the document during this process; consequently, no action should be taken at this time.

CONCLUSION:

The proposed land use structure for Bram West reflects the basic intentions of the existing Bram West Secondary Plan, which proposes residential uses at the interface between the Credit River Valley and proposed employment uses. It is intended to encourage a high profile office, commercial and industrial development which will be compatible with existing and planned development in this area of Mississauga. The proposed population and employment mix, which does not significantly differ from the existing Secondary Plan, should result in a relatively high degree of self containment, and represents an intensification of urban land use, which is more supportive of smart growth development principles than the existing plan. According to the Economic Development Office, with diminishing industrial/commercial land development opportunities in Mississauga, the orderly development of a prestige industrial park in Bram West in conjunction with an effective and efficient transportation network/transit system will generate employment opportunities and economic benefits for both Mississauga and Brampton.

Mississauga will have an opportunity to formally review and

comment on the revised Bram West Secondary Plan during the circulation of it in the Spring of 2004.

RECOMMENDATIONS:

1. That the City of Brampton staff be requested to meet with staff from the City of Mississauga and the Region of Peel to review potential changes to the planned road network, including the Bram West Secondary Plan District, to limit the use of Meadowvale Boulevard.
2. That the report titled "Bram West Land Use and Growth Management Strategy - City of Brampton , dated March 30, 2004 from the Commissioner of Planning and Building be forwarded, by the City Clerk, to the City of Brampton, Town of Caledon and Region of Peel for information.

Original Signed By: _____

Edward R. Sajecki

Commissioner of Planning and Building