

CD.17.BRA
(Brampton)

DATE: January 14, 2003

TO: Chairman and Members of the Planning and Development Committee

FROM: Thomas S. Mokrzycki, Commissioner of Planning and Building

SUBJECT: **Bram West Secondary Plan Review -
City of Brampton
MEETING DATE: February 3, 2003**

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.

Mississauga City Council, on November 27, 2002 received for information the report titled "Status Report Bram West Secondary Plan Review" dated October 9, 2002 (Exhibit 1) from the City of Brampton Planning, Design and Development Department, the recommendations of which were adopted by City of Brampton Council on October 28, 2002.

COMMENTS: **1.0 Bram West Secondary Plan**

Bram West Secondary Plan area comprises approximately 2 475 ha (6,115 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. Most of the lands fronting along Steeles Avenue 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 approximately accommodate 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.

2.0 Bram West Concept Plan Overview

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 Secondary Plan Review represents the highest priority of a City-wide Office Strategy, and is intended to address other matters that require adjustment in the Bram West Plan, namely:

- refinement of the Office Node and "Highway and Service Commercial" designations;
- review/balancing of the Standard Industrial/Prestige Industrial mix;
- preparing more specific Office and Prestige Industrial policies and standards;
- incorporation of a community design vision, with specific attention to Mississauga Road and Steeles Avenue West;
- review/adjustment of the high school/community park campus concept; and
- incorporation of a woodlot policy/conservation strategy.

The consultants have determined that Bram West represents an opportunity to provide a high quality, well-designed community within the context of its natural and cultural landscape.

The recommended concept plan for Bram West reflects the basic intentions of the existing secondary plan, which proposes residential uses as the primary interface between the Credit River Valley and the proposed employment uses. About 33 per cent of the lands proposed in the concept plan is for residential uses, 29 per cent for offices and industry and 34 per cent for open space.

The urban design guidelines prepared for Bram West are intended to encourage high profile office, commercial and industrial

development. These guidelines also address residential and its interface with open space, existing residential settlement areas, institutional and employment uses.

The revised concept plan for Bram West yields approximately 40,600 employees and the new population capacity is estimated at 69,000. The recommended concept plan is projected to yield a net fiscal benefit to the City of Brampton similar to that of the current Bram West Secondary Plan.

The Bram West concept plan is based on the following principles:

- the creation of a western gateway to the City of Brampton based on the physical and visual connections to the Credit River Valley and the regional transportation system;
- the establishment of the Credit River Valley, open space and streets as a framework for the location and treatment of residential and employment land uses;
- a high profile location for employment uses in proximity to Highway 407 and the proposed Mississauga Road Gateway Corridor, residential land uses in proximity to the Credit River Valley and established village enclaves, and the potential for mixed use, live-work opportunities;
- a series of pedestrian scale residential neighbourhoods that recognize the character of the existing residential enclaves;
- buffering of employment uses adjacent to residential lands using natural elements, or landscaped streets and setbacks;
- the predominate designation of "Prestige Industrial" or "Office Node" Commercial uses adjacent to high profile roads, including Mississauga Road, Steeles Avenue West, Winston Churchill Boulevard, Bram West Parkway and Financial Drive;

- the placement of Business Park uses generally at the interior of major blocks;
- the creation of commercial uses as key community focal points; and
- the creation of a community framework and design flexibility that recognizes objectives of compact urban form and increased densities.

3.0 Existing Plan versus New Concept Plan

There are a number of significant land use and road network changes proposed by the consultants to the existing Bram West Secondary Plan:

- The majority of the "Employment Estates" designation (which permits rural estates housing and low intensity employment on private services) has been replaced with urban residential and mixed-use designations on full municipal services;
- The "Office Centre" designation has been expanded along both sides of Mississauga Road, north of Steeles Avenue West to Financial Drive;
- The "Highway and Service Commercial" designation along Steeles Avenue West and Mississauga Road has been replaced by an industrial or residential designation;
- The "General Industrial" designation has been replaced in some areas with residential, and other areas with a "Prestige Industrial" designation;
- The new Creditview Road By-pass extends from the north into the easterly portion of Bram West, between Chinguacousy Road and the Orangeville Railway Development Corporation Railway;

- Additional school sites to service the increased population are identified;
- Gateway commercial centres have been added to selected intersections;
- A neighbourhood commercial centre is designated at the northwest corner of Financial Drive and Mississauga Road;
- Lionhead Golf Course, excluding the existing low rise office buildings fronting Mississauga Road, have been identified and designated as a special area that recognizes its importance as a destination location that also permits residential development and related uses.

4.0 Land Budget and Growth Forecasts

The following table compares the land budget and the population and employment forecasts for the existing Bram West Secondary Plan with the proposed concept plan:

Development	Existing Bram West Secondary Plan	Proposed Concept Plan
Residential Units	11,200	20,800
Population	37,000	69,000
Net Employment Land	673 ha (1,663 ac)	555 ha (1,371 ac)
Office Space	250,000 m ² (2,691,065 ft ²)	280,400 m ² (2,804,005 ft ²)
Retail Space	292,000 m ² (3,143,164 ft ²)	136,300 m ² (1,467,148 ft ²)
Employment	38,900	40,600

The increase in residential development from 11,200 to 20,800 units results from replacing the "Employment Estates" designation (which permits rural estates housing and low intensity

employment on private services) with an urban residential and mixed-use designation on full municipal services, which reflects common development practice in the Greater Toronto Area. Although the concept plan proposes a decrease in employment lands of 118 ha (291 ac), total employment will grow by about 1,700 jobs 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, more supportive of smart growth development principles than the existing plan.

5.0 Transportation Implications

Brampton retained the consulting firm of Marshall Macklin Monaghan, who prepared the original Bram West Secondary Plan Transportation Study, which included participation by Mississauga staff, to verify that the transportation and land use plan remained compatible. The findings indicate that the road network is sufficient to accommodate the full development of the higher land use forecast as proposed in the concept plan.

6.0 Future Steps

Brampton staff are now preparing a revised Secondary Plan to incorporate the findings of the consultants studies, and Brampton's Growth Management Program. A revised Bram West Secondary Plan will be circulated to agencies for review early in 2003, and it is anticipated that it will be presented to Brampton City Council for adoption in the summer of 2003. 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 recommended concept plan 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 concept plan represents an intensification of urban land use, more supportive of smart growth development principles than the existing plan. Mississauga will have an opportunity to formally review and comment on the revised Bram West Secondary Plan during the circulation of it in the winter of 2003; consequently, no action should be taken at this time.

RECOMMENDATION:

That the report titled "Bram West Secondary Plan Review - City of Brampton", dated January 14, 2003 from the Commissioner of Planning and Building be received for information.

Original Signed By: _____

Thomas S. Mokrzycki
Commissioner of Planning and Building