

DATE: July 16, 2002

TO: Chairman and Members of the Planning and Development Committee

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

SUBJECT: **City of Brampton Official Plan Review**
Meeting Date: August 6, 2002

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.

In January, 1990, the City of Brampton initiated a comprehensive review of its Official Plan, which resulted in the adoption of a new Official Plan by Brampton Council in June, 1993 and which was approved by the Ministry of Municipal Affairs and Housing in 1997. The *Planning Act* requires that council, not less than every five years, hold a special meeting, open to the public, to determine the need for a revision to the Official Plan.

On April 22, 2002 Brampton Planning and Building Committee adopted a recommendation directing staff to hold a public meeting on June 3, 2002 to fulfill the requirements of Section 26(1) of the *Planning Act*. As part of the public consultation process, the City of Mississauga has been requested to identify "preliminary major land use and related issues" to be addressed in the review.

COMMENTS:**1. Scope of Review**

City of Brampton staff regard the general policy and land use framework of the Official Plan to be highly relevant, but have identified a number of significant policy related matters which need to be addressed. Brampton staff are not recommending a comprehensive review be undertaken; instead, they recommend a scoped approach where the review will be limited to a small group of targeted issues. The following preliminary issues have been identified by Brampton staff:

- preparing new long term growth forecasts to replace the existing forecasts prepared for the City as part of the 1998 Development Charges By-law Review;
- reviewing the Official Plan retail policies to determine how they can be adjusted to respond to emerging retail trends;
- evaluating the Official Plan office centre nodes and policies to reflect more realistic business development opportunities;
- updating the environmental mapping and related policies of the Official Plan;
- updating the urban design policies to implement the findings and recommendations of the City-wide Development Design Guidelines; and,
- a variety of housekeeping matters.

Brampton staff have also identified a number of long term policy studies and reviews that are either underway or planned to begin this year. These items can be dealt with as individual official plan amendments:

- North West Brampton Urban Expansion Area;
- Airport Operating Area Policies;
- Pathways Master Plan;
- Transportation and Transit Master Plan;
- Growth Management;
- Central Area Plan Study;

- Parks and Facilities Master Plan;
- Recreation, Leisure and Community Services Master Plan; and,
- Development Charge By-law update.

2. Mississauga Concerns

2.1 Planning

2.1.1 Land Use

Along the Mississauga/Brampton municipal boundary, with the exception of that part of the boundary coincident with the Malton Residential District, land use compatibility is not an issue because the land use designations are generally mirror images of each other, and because the Parkway Belt West functions as an effective urban separator and buffer. North of Malton, in Brampton, the lands are within the Parkway Belt West Industrial District, which permits low density offices, limited commercial uses, and prestige industrial uses with no outside storage, subject to design and landscaping requirements. As part of their review, Brampton should continue to minimize the impact of development on Malton through continued prohibitions on outside storage and processing in this area, and policies to ensure high quality building, site and landscaping design.

2.1.2 Environmental Planning

The Environmental Assessment process for the twinning of the Credit Valley trunk sewer north of Highway 401 by the Region of Peel to service growth in Brampton has raised a number of concerns for the City and the Credit Valley Conservation. Brampton's growth seems to be predicated on using the Credit River Valley as a servicing corridor.

Both City Plan and the Regional Official Plan have policies prohibiting development within the Credit River Valley and other watercourse corridors and valleys not only to protect development from the hazards associated with these areas, but also to protect the ecological function of these areas. Within Mississauga, the Credit River Valley represents about 1/3 of its Natural Areas. If the capacity of the sanitary sewer south of Highway 401 can not accommodate the growth in Brampton, then the Official Plan Review should include a policy requiring an examination of alternative servicing schemes to avoid twinning the sewer south of Highway 401 through the Credit River Valley.

2.1.2 Economic Base

The Brampton Official Plan establishes objectives of employing more than 60% of Brampton's labor force in Brampton, and attaining a commercial/industrial assessment base of at least 35% of the total base. The Plan designates over 4 500 ha (11,120 ac) of land for employment uses, of which 2 370 ha (5,856 ac), or approximately 47%, were developed in 1998.

Brampton's estimated 2016 population to employment ratio (population/employment) is 2.17. By comparison, Mississauga's 2001 Interim Growth Forecasts estimate a 2016 population and employment for Mississauga of 698,800 and 457,160, respectively. Mississauga's resulting estimated population to employment ratio is 1.53. Mississauga is projected to achieve a ratio of less than 2.0, which is generally considered to reflect a favourable balance.

The relationship between residential and non-residential assessment differs slightly depending on how the assessment is viewed. In terms of the total 2001 current value assessment, about 79% of Brampton's taxable assessment comes from residential properties with the remaining 21% from the non-residential sectors. This compares with about 74% and 26%,

respectively, in Mississauga.

In summary, it appears that although the current Brampton Official Plan addresses the need for a balance between residential and non-residential (industrial/commercial) development, this may not occur.

2.2 Transportation and Works

The Transportation and Works Department has identified the following issues which should be addressed in the Official Plan Review:

2.2.1 Transportation

- coordinate Brampton's long range transit plans with Mississauga's;
- review the inconsistent right-of-way widths of roads which traverse the Mississauga/Brampton boundary;
- review the timing of the Torbram Road grade separation at the Canadian National Railway tracks;
- review the impact of the north-west Brampton urban boundary extension on transportation requirements at the Mississauga/Brampton boundary.

2.2.2 Storm Water Management

Policies are required to address the potential impacts of urban run-off and mitigation for water quality/quantity to ensure compliance with Storm Water Management Practices Planning and Design Manual June, 1994 and the latest Provincial guidelines (policy administration by conservation authorities).

2.2.3 Environmental

Policies are required to ensure compliance with Provincial guidelines for clean-up of contaminated sites and to address nuisance issues such as dust, odour and air quality; in addition to noise and vibration.

CONCLUSION:

The City of Brampton is about to launch a limited review of its Official Plan to fulfill the requirements of the *Planning Act*. The first step in the process was a public meeting on June 3, 2002 to hear public input respecting the need for a review. As part of this process, the City of Mississauga, along with other agencies, have been requested to identify preliminary major land use and related issues that should be included in the review. This report summarizes our initial concerns. Brampton staff are estimating that the Official Plan Review will last about two years.

RECOMMENDATION:

That the report titled "City of Brampton Official Plan Review" dated July 16, 2002 from the Commissioner of Planning and Building be received and forwarded by the City Clerk to the City of Brampton.

Original Signed By: _____

Thomas S. Mokrzycki

Commissioner of Planning and Building