



Corporate Report

Clerk's Files

Originator's Files CD.11 BRA

DATE: August 30, 2005

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 19, 2005

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Status Report - Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area - Official Plan and Zoning Bylaw Amendments - City of Brampton**

RECOMMENDATION: That a copy of the report titled "Status Report - Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area - Official Plan and Zoning Bylaw Amendments - City of Brampton" dated August 30, 2005 from the Commissioner of Planning and Building be received for information.

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

The Bram West Parkway has been designated in the Brampton Official Plan and Bram West Secondary Plan as a major arterial road since 1998. The Bram West Secondary Plan Transportation Study, completed by Marshall Macklin Monaghan in 1997, justified the need for a major arterial road (now called the Bram West Parkway) to address future travel demands.

The need for the Bram West Parkway was reconfirmed through the Transportation Infrastructure Study completed by iTrans Consulting as an input into the North West Brampton Urban Boundary Review. The

iTrans study also identified the need for an additional (grade separated) higher order transportation facility to service the full development of North West Brampton as part of the ultimate road network for North West Brampton.

A Corridor Protection Area for this additional higher order transportation facility was identified in a report prepared by iTrans Consulting (North-South Corridor Feasibility Study, September 2003) for the City of Brampton and Ministry of Transportation. This study identified a Corridor Protection Area, as shown on Figures 1 and 2 of Appendix 1, for West Brampton and South East Halton that included lands within the Bram West Secondary Plan Area.

To protect these lands during a pending Ministry of Transportation Needs Assessment Study for this East/West Corridor facility, the City of Brampton passed Interim Control By-law 306-2003 in 2003 for a one-year period. Although the Ministry of Transportation indefinitely postponed the start of the Needs Assessment Study, the Interim Control By-law was extended for another year in 2004 to give Brampton time to initiate and advance its own Bram West Parkway/North-South Corridor Environmental Assessment (E.A.) study. With the Interim Control By-law set to expire in October, 2005 and without an appropriate E.A. for the Bram West Parkway/North-South Corridor, Brampton must have the appropriate ongoing land use planning controls in place to continue protecting lands within the Bram West Secondary Plan and the North West Brampton Future Urban Development Area.

The Bram West Secondary Plan, which recommends a Corridor Protection Area designation south of the Credit River, has been delayed due to the need to address the new Provincial Policy Statement, and a proposed update of the Gateway West Subwatershed Study by Credit Valley Conservation.

PRESENT STATUS:

On August 8, 2005 a public meeting was held by the City of Brampton to consider a proposed official plan amendment to the Bram West Secondary Plan to designate a Corridor Protection Area, and a proposed zoning by-law amendment to implement a holding symbol and related provisions to protect lands within the Bram West Secondary Plan and North West Brampton Future Urban Development Area from development.

A supplementary public meeting is scheduled for September 7, 2005.

COMMENTS:**1. Proposed Official Plan Amendment**

The proposed official plan amendment to the Bram West Secondary Plan identifies the lands as a “Corridor Protection Area”, and redesignates them from a variety of residential and employment designations to “Corridor Protection Area”. The applicable policies will prohibit the approval of severances, variances, subdivision, site plan and rezoning applications unless the proposal will not encumber the optimum construction of a north-south transportation facility and the related Bram West Parkway. Further, similar policies also apply to the lands south of the Corridor Protection Area, between Winston Churchill Boulevard and Heritage Road.

2. Proposed Zoning By-law Amendment

The proposed zoning by-law amendment is intended to replace Interim Control By-law 305-2004 which will expire this October. Since the Interim Control By-law cannot be extended, Brampton intends to place all of the lands within the Bram West Parkway/North South Transportation Corridor Protection Area, in a Holding Zone. The proposed Holding Zone will prohibit changes in use, expansions in use, redevelopment and development until the Holding Zone (H) symbol is removed. The “H” symbol will be removed when the Environmental Assessment or other studies determine the exact limits of the right-of-way required to accommodate the Bram West Parkway/North South Transportation Corridor.

3. Mississauga Departmental Comments

Planning and Building Department and Transportation and Works Department staff support Brampton’s continued property protection for these lands until the completion of an E.A. study. The Minister of Transportation has announced the Ministry’s intentions to initiate an Area Transportation Study to examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment, south of the Oak Ridges

Moraine. A major component of this study will examine the proposed Brampton North-South Transportation Corridor and potential linkages to the GTA-West Corridor.

This study is required prior to initiating an E.A., and Transportation and Works Department staff has previously requested to be a participant in the study.

FINANCIAL IMPACT: None

CONCLUSION: The City of Mississauga has no objection to the proposed official plan and zoning by-law amendments with respect to the Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area.

ATTACHMENTS: APPENDIX 1: City of Brampton Planning, Design and Development Department report titled "Status Report- Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area Official Plan and Zoning Bylaw Amendments" dated June 14, 2005.

Edward R. Sajecki
Commissioner of Planning and Building

9 2005



Brampton

REPORT

City Council

HS-4-1

Date: June 14, 2005

BRAMPTON CITY COUNCIL

File: P03 TC

DATE: July 11, 2005

Subject: STATUS REPORT

Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area Official Plan and Zoning Amendments

Contact: Bill Winterhalt (874-2077)
David Waters (874-2074)

Overview

- The Interim Control By-Law that currently protects lands for the planning and development of the Bram West Parkway/North-South Transportation Corridor is expiring in mid October 2005.
- The Bram West Secondary Plan Review, which recommends a Corridor Protection Area designation south of the Credit River, is held up because of the need to address the release of the new Provincial Policy Statement (effective March 1, 2005) and the ongoing discussions related to the proposed update of the Gateway West Subwatershed Study by Credit Valley Conservation.
- A proposed Corridor Protection Area was presented as part of the October and November 2004 public meetings held for Bram West Secondary Plan Review.
- Another public meeting is required to present protection policies for lands outside the proposed Corridor Protection Area of Bram West and to present a draft zoning amendment for a portion of North West Brampton and Bram West that prohibits uses that may potentially encumber the selection of a Bram West Parkway/North-South Corridor.
- Staff have drafted and circulated a freestanding official plan amendment to implement a Corridor Protection Area and related policies for Chapters 40(a) and 40(b) of the Bram West Secondary Plan.

RECOMMENDATIONS

1. THAT the staff report dated June 14, 2005 and entitled "Status Report, Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area Official Plan and Zoning Amendments" and attachments (File: P03 TC) be received; and,

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2. THAT a statutory public meeting be held on August 8, 2005 to present a draft Bram West Secondary Plan and North West Brampton Future Urban Development Area Corridor Protection Area Official Plan and Zoning Amendment;
3. THAT City together with Peel Regional staff, continue discussions with Halton Region, the Town of Halton Hills and the Ministry of Transportation to facilitate their cooperation in a scoped Bram West Parkway/North-South Corridor Environmental Assessment Study; and,
4. THAT the City Clerk be directed to forward a copy of this report and Council resolution to the Regions of Peel and Halton, the local area municipalities of Caledon, Mississauga, Halton Hills and Milton, and Ministry of Transportation (Urban Planning Office).

BACKGROUND

On October 15, 2003, City Council enacted By-Law 306-2003 to protect lands in West Brampton so the Ministry of Transportation could undertake a Needs Assessment Study for the GTA East-West Corridor between Highway 400 and the Guelph area. The Ministry's Strategic Directions report of January 2003 had identified the need for this GTA East-West Corridor, as well as a link in West Brampton/East Halton as a future North-South Transportation Corridor extending northward from Highway 401/407 to this East-West Corridor.

However, with the pending Provincial election, the Ministry decided to delay the start-up of this East-West Corridor Needs Assessment Study. With the subsequent change in government, the start-up of the study was put on hold while Provincial planning initiatives such as Greenbelt Protection and Growth Management were being completed.

Due to increasing development pressures in West Brampton and to protect the long term public interest, the City had an immediate need to determine the alignments for Bram West Parkway and the future North-South Corridor. The uncertainty at the Province left the City with no alternative but to move forward to initiate its own EA for Bram West Parkway including the North-South Corridor. On September 27, 2004, City Council passed a by-law to extend Interim Control By-Law 306-2003 for another year to October 12, 2005.

In October and November 2004, statutory public meetings were held to present a draft official plan amendment for a revised Bram West Secondary Plan. City staff have since held discussions with the various stakeholders in Bram West in order to finalize a land use plan to present to City Council for adoption before proceeding with a formal circulation of a revised secondary plan amendment. However, the finalization of a land use plan has been delayed due to the release of the new Provincial Policy Statement (effective March 1, 2005), the ongoing discussions about land uses related to the Riverview Heights proposal and the proposal by Credit Valley Conservation to update the Gateway West Subwatershed Study.

HS-4-3

With the Interim Control By-Law set to expire on October 12, 2005 and the uncertainty of when the Bram West Secondary Plan Review will be completed, City staff are proposing to advance the implementation of a Corridor Protection Area and related policies in advance of the remainder of the overall Bram West draft official plan amendment that was presented at the October and November 2004 statutory public meetings and to propose a zoning amendment for a portion of North West Brampton and Bram West that prohibits uses that may potentially encumber the selection of a Bram West Parkway/North-South Transportation Corridor. The City's draft official plan amendment was recently circulated to agencies and stakeholders for review.

The purpose of this staff report is to update City Council on the status of the Bram West Parkway/North-South Corridor Environmental Assessment Study and to propose immediate implementation of the Bram West Secondary Plan Corridor Protection Area draft official plan amendment and draft zoning amendment for a portion of North West Brampton and Bram West.

CURRENT SITUATION

Bram West Parkway/North-South Corridor EA Study

When the Ministry of Transportation decided to postpone the start of the Needs Assessment Study for the GTA East-West Corridor facility, the City initiated its own Bram West Parkway/North-South Corridor Environmental Assessment study in 2004 and retained a team of environmental and engineering consultants led by iTrans Consulting to undertake the EA study starting with a full EA study Terms of Reference consultation stage.

The Terms of Reference formulation represents the first stage of a two stage Environmental Assessment process. The Terms of Reference outlines the framework that will guide the preparation of the subsequent Environmental Assessment Study (stage 2), including the public consultation component that will be undertaken by the proponent.

The first set of Public Information Centres were held on November 29 and 30, 2004 in Brampton and Halton Hills to present information to the public with respect to receiving input on drafting Terms of Reference, the background to the study, the EA process and the study schedule. Meetings have since been held with key commenting agencies involved in the EA process and a draft Terms of Reference has been assembled, but further work is needed to finalize the evaluation criteria and methodology. Before finalizing the Terms of Reference for presentation at a second set of Public Information Centres, the following key issues need to be resolved:

- the issue of proponenty and the appropriate scale of the study needs to be determined, and;
- the list of alternatives to be examined needs to be determined (i.e. Brampton only options, Brampton/Halton options studied at a Master Plan level of detail on the Halton side, etc.).

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At the moment, the City of Brampton is the sole proponent of the EA study, but has urged Peel Region, the Ministry of Transportation, Halton Region and Halton Hills to become co-proponents of the study. To facilitate a further stage of discussions with Halton Region and Halton Hills, Brampton staff proposes to work with their counterparts in these municipalities to arrange for a meeting between the City of Brampton, the Regions of Halton and Peel, and the Town of Halton Hills. This meeting is seen as the logical next step to reactivating the EA study.

A recent letter from the Minister of Transportation to the Mayor of Halton Hills has greatly assisted this process by confirming that the Ministry of Transportation will examine the Brampton North-South Transportation Corridor as a potential link to the GTA-West Transportation Corridor as part of an Area Transportation Study that will examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment south of the Oak Ridges Moraine (a copy of the Minister's letter is attached hereto as Appendix A). This Area Transportation Study is expected to provide the Province with the information it needs to declare whether or not it has a primary interest in the North-South Transportation Corridor.

Unfortunately, it is also clear from the Minister's letter of June 21, 2005 that such an Area Transportation Study is unlikely to begin this year and it may take some two to three years to complete once initiated. In the meantime, the Province will only play a limited Technical Advisory Committee role in the City's Bram West Parkway/North-South Corridor Environmental Assessment Study.

Bram West Secondary Plan Review

Following the October and November 2004 public meetings, City staff have been holding discussions with the various stakeholders in Bram West in order to finalize a land use plan for City Council to adopt prior to undertaking a formal circulation of a draft secondary plan amendment. However, the Bram West Review is stalled due to the release of the new Provincial Policy Statement (effective March 1, 2005).

In addition, Credit Valley Conservation has independently proposed to update the Gateway West Subwatershed Study, which was one of the major component studies undertaken as part of the original secondary planning for Bram West.

With these outstanding issues holding up the completion of the Bram West Secondary Plan review, combined with the Interim Control By-Law expiring on October 12, 2005, staff are proposing to advance a free standing official plan amendment for the Corridor Protection Area and a draft zoning amendment for a portion of North West Brampton and Bram West. Another public meeting is required to present protection policies for lands outside the proposed Corridor Protection Area of Bram West and to present a draft zoning amendment for a portion of North West Brampton and Bram West that prohibits uses that may potentially encumber the selection of a Bram West Parkway/North-South Transportation Corridor. To this end, staff have proceeded with the circulation of a draft official plan amendment to commenting agencies and stakeholders for review and comment.

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Staff note that the lands north of the Credit River that are within the North West Brampton Future Urban Development Area will continue to be protected once Interim Control By-Law 3005-2004 expires as official plan amendment OP93-245 designates a Corridor Protection Area for the lands west of Heritage Road.

Status of Interim Control By-Law 305-2004

Interim Control By-Law 305-2004, which currently protects lands in Bram West and North West Brampton for the planning and development of a future north-south transportation corridor, expires on October 12, 2005. The area protected by this By-Law is based on a study completed by iTrans Consulting for the City of Brampton and the Ministry of Transportation which is enclosed for information (see Figure 1).

Based on By-Law 305-2004, a Corridor Protection Area was identified in the land use concepts prepared by City staff that formed part of the draft official plan amendment for a revised Bram West Secondary Plan that was presented at the two statutory public meetings held in October and November 2004. The amendment included the related policies for the proposed Corridor Protection Area.

Interim Control By-Law 3005-2004 was appealed by 840966 Ontario Limited. However, a hearing has not been scheduled because the City and appellant have attempted to negotiate a settlement but with little progress. Even though a settlement has not been reached so far, negotiations are still occurring.

Proposed Course of Action

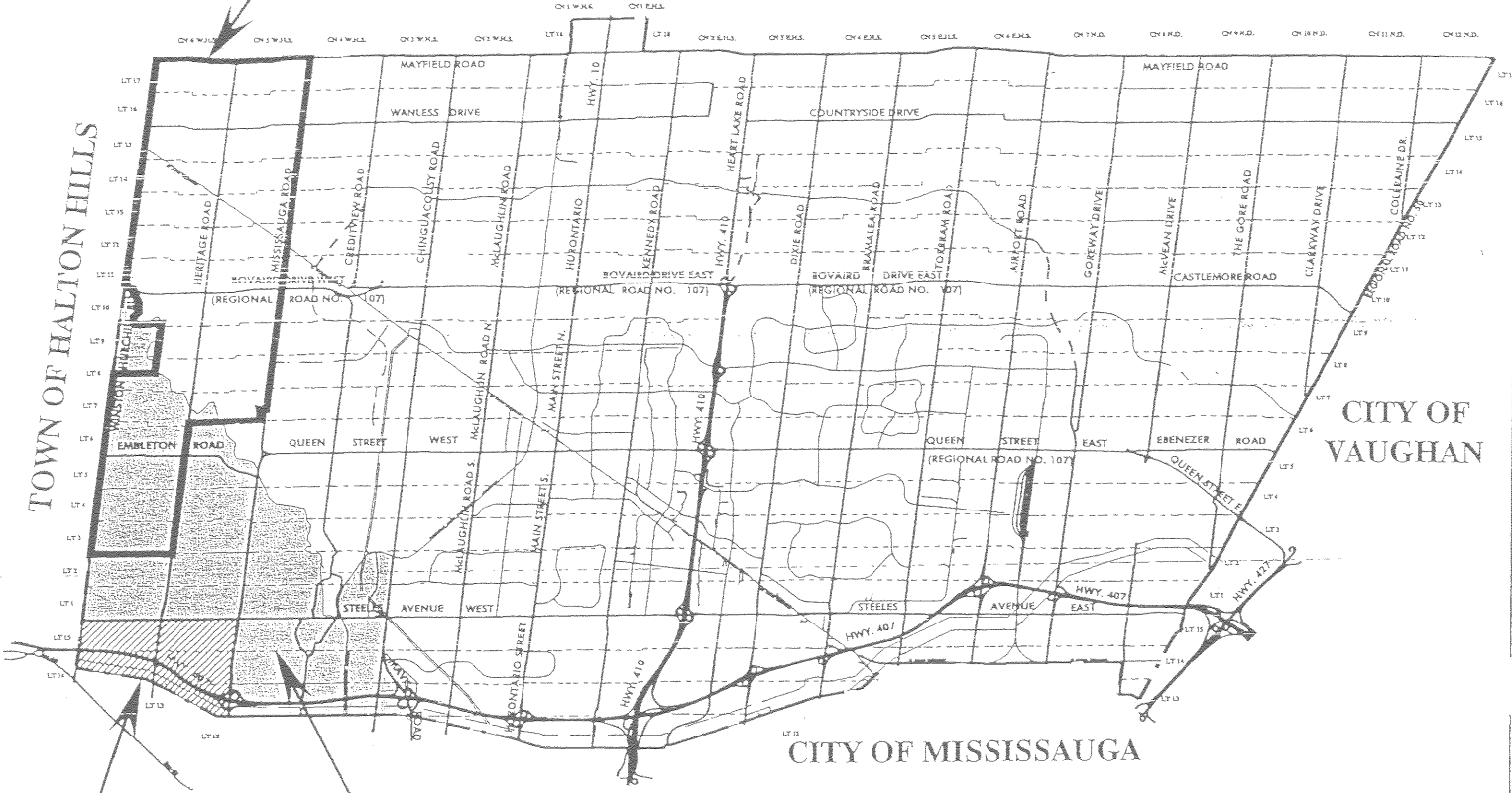
With Interim Control By-Law 3005-2004 set to expire on October 12, 2005 after its maximum two year extension period, and the Bram West Secondary Plan Review facing a number of obstacles that is preventing staff from completing the planning program, staff are proposing to advance a draft official plan amendment to implement a Corridor Protection Area for a portion of the Bram West Secondary Plan and a zoning amendment for a portion of the North West Brampton Future Urban Development Area while the City reactivates and completes the Bram West Parkway/North-South Transportation Corridor Environmental Assessment Study (see Figure 2). The proposed Corridor Protection Area designation applies to the lands west of Heritage Road and south of the Credit River Valley to the middle of Lots 2 and 3.

Staff note that another statutory public meeting is required to present protection policies for lands outside the proposed Corridor Protection Area of Bram West and to present a draft zoning amendment for a portion of North West Brampton and Bram West to prohibit uses that may potentially encumber the selection of a Bram West Parkway/North-South Transportation Corridor. This meeting is proposed to be held on August 8, 2005.

H8-4-6

Lands Affected by Interim Control By-law 3005-2004

TOWN OF CALEDON



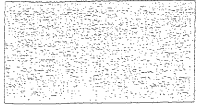
TOWN OF HALTON HILLS

CITY OF VAUGHAN

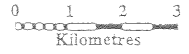
CITY OF MISSISSAUGA

Area Subject to Chapter 40(b)

Area Subject to Chapter 40(a)



BRAM WEST SECONDARY PLAN AREA



CITY OF BRAMPTON

Date: June 28, 2005 Drawn By: MGV File no. P26_S40-fig1.dgn Map no.

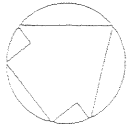
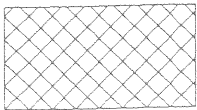
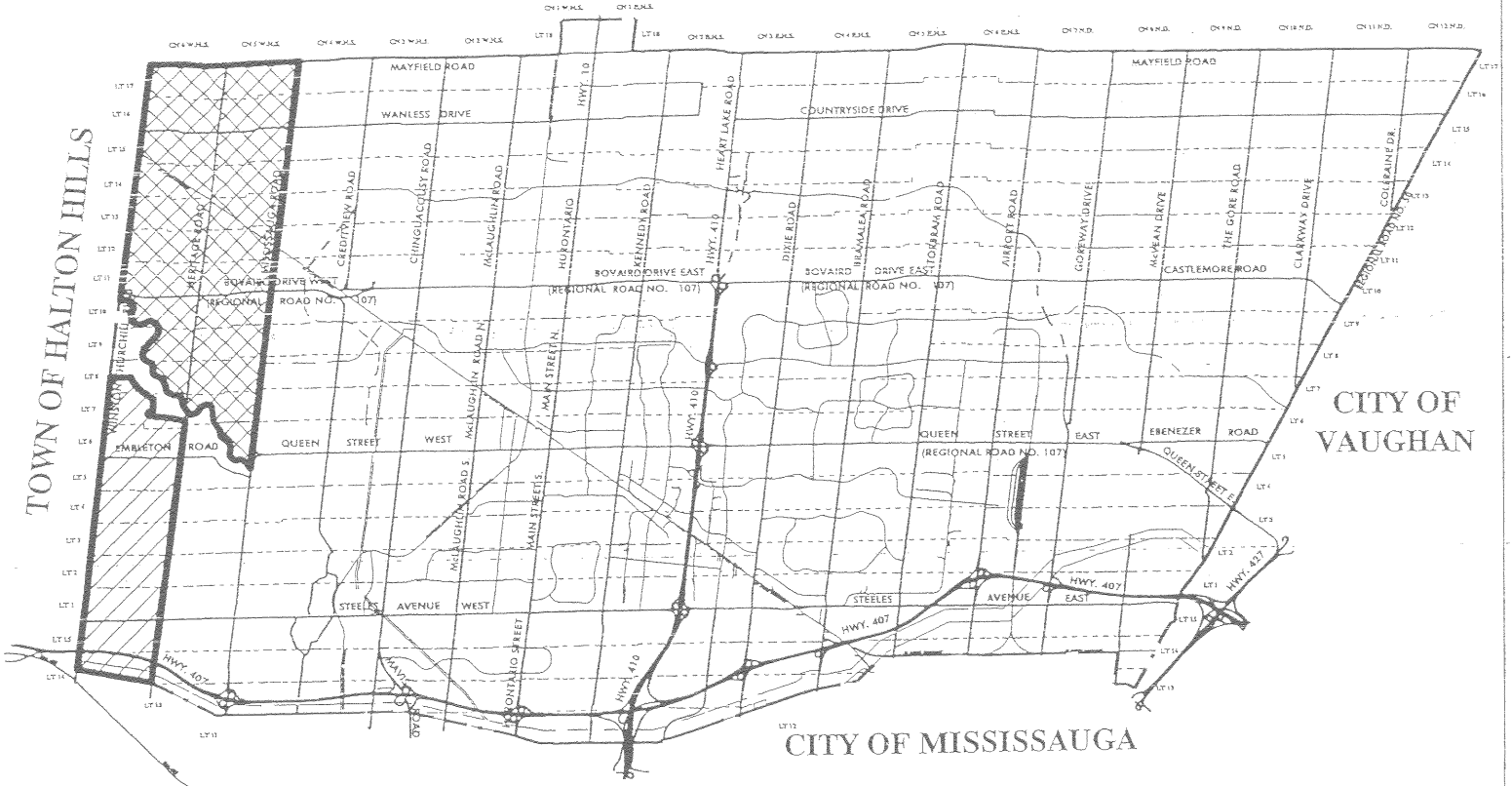


FIGURE 1 LANDS AFFECTED BY INTERIM CONTROL BY-LAW 3005-2004

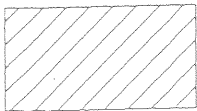
PLANNING, DESIGN & DEVELOPMENT DEPARTMENT

H8-4-7

TOWN OF CALEDON



AREA SUBJECT TO CORRIDOR PROTECTION POLICIES IN OP93-245 (NORTH WEST BRAMPTON)



AREA SUBJECT TO PROPOSED BRAM WEST CORRIDOR PROTECTION AREA DESIGNATION AND POLICIES



CITY OF BRAMPTON

Date: July 7, 2005 Drawn By: MGV
File no. P26_S40-fig2.dgn Map no.

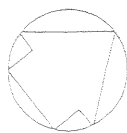


FIGURE 2
BRAM WEST SECONDARY PLAN
PROPOSED CORRIDOR PROTECTION AREA
PLANNING, DESIGN & DEVELOPMENT DEPARTMENT

HS-4-8

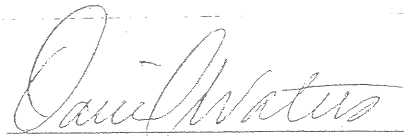
The draft official plan amendment reflects the boundaries of the Corridor Protection Area found in the draft official plan amendment for Chapter 40(a) of the Bram West Secondary Plan. Staff have added new policies that protect for a Brampton higher order transportation corridor and related components for the lands south of the Corridor Protection Area in both Chapter 40(a) and Chapter 40(b) of the Bram West Plan. This approach was adopted to address the comments of Halton Region and the Town of Halton Hills regarding the need to fully protect for a Brampton only option for the North-South Corridor until the completion of the EA study. A copy of the City's draft official plan amendment is attached hereto as Appendix B.

Staff recently circulated the draft official plan amendment to implement the Bram West Corridor Protection Area to commenting agencies and stakeholders, including the Regions of Halton and Peel and the local area municipalities of Halton Hills, Milton, Caledon and Mississauga. The draft official plan amendment has also been circulated to those consultants representing major landowners in Bram West such as Orlando, Maple Lodge Farms and HARPO. Staff intend to report back to Council before the end of September 2005 with official plan and zoning amendments for adoption before the expiry of the Interim Control By-Law.

Respectfully submitted:

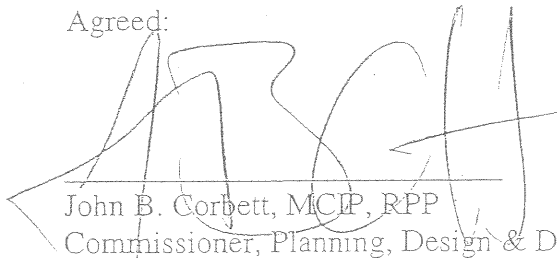


Bill Winterhalt, P.Eng. MCIP RPP
Associate Director, Planning Policy & Growth
Management



David Waters, MCIP, RPP, PLE
Manager, Land Use Policy

Agreed:



John B. Corbett, MCIP, RPP
Commissioner, Planning, Design & Development

Attachments:

- Appendix A – Ministry of Transportation Letter dated June 21, 2005
- Appendix B – Draft Bram West Corridor Protection Area Official Plan Amendment

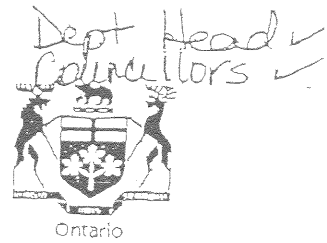
H8-4-9

Appendix A
Ministry of Transportation Letter dated June 21, 2005

Ministry of
Transportation
Office of the Minister
Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto Ontario
M7A 1Z8
416 327-9200
www.mto.gov.on.ca

Ministère des
Transports
Bureau du ministre
Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
416 327-9200
www.mto.gov.on.ca

Filed to:
Brent Marshall
on June 24/05 ✓
H8-4-10 (10)



RECEIVED JUN 24 2005

JUN 21 2005

His Worship Rick Bonnette
Mayor, Town of Halton Hills
1 Halton Hills Drive
Halton Hills (Georgetown), Ontario
L7G 5G2

Dear Mayor Bonnette:

Thank you for your letter regarding the City of Brampton's North-South Transportation Corridor, which was received by my office on April 22, 2005.

The Ministry of Transportation (MTO) was a co-proponent with the City of Brampton in the original Brampton North-South Transportation Corridor study, completed in September 2003. The study identified the transportation improvements and examined potential connections of the Brampton North-South Transportation Corridor to Highways 401/407.

On completion of the study, the City of Brampton initiated an Environmental Assessment (EA) Terms of Reference (ToR) for a future North-South Transportation Corridor. To date, the ministry has participated in this municipal initiative as a member of the study's Technical Advisory Committee. The ministry recognizes the importance of municipalities, regions and the province working together to coordinate infrastructure planning and investment.

In keeping with the government's priorities outlined in the Draft Growth Plan, which was released on February 16, 2005, the ministry proposes to initiate an Area Transportation Study to examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment, south of the Oak Ridges Moraine. A major component of this study will examine the proposed Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor that is shown in the Draft Growth Plan.

Staff from the ministry's Urban Planning Office will be contacting the Region of Halton and Town of Halton Hills in the coming months to discuss an Area Transportation Study, its timing and coordination with regional and local transportation plans.

HS-4-11

-2-

Thank you again for bringing your concerns to my attention.

Sincerely,



Harinder S. Takhar
Minister

H8-4-12

Appendix B
Draft Bram West Corridor Protection Area Official Plan Amendment

H8-4-13

AMENDMENT NUMBER OP93 - _____

to the Official Plan of the
City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to implement protection policies for Chapter 40(a) and Chapter 40(b) of the Bram West Secondary Plan to facilitate the planning and development of the Bram West Parkway and a potential North-South Transportation Corridor.

The Bram West Parkway has been designated in the Brampton Official Plan and the Bram West Secondary Plan as a major arterial road since 1998. The Bram West Secondary Plan Transportation Study completed by Marshall Macklin Monaghan in 1997 justified the need for a major arterial road (now called the Bram West Parkway) to address future travel demands. The need for the Bram West Parkway was reconfirmed through the Transportation Infrastructure Study completed by iTrans Consulting as input into the City's North West Brampton Urban Boundary Review. The iTrans study also identified the need for an additional (grade separated) higher order transportation facility to service the full development of North West Brampton as part of the ultimate road network for West Brampton.

A Corridor Protection Area for this additional higher order transportation facility was identified in a report prepared by iTrans Consulting (North-South Corridor Feasibility Study, September 2003) for the City of Brampton and the Ministry of Transportation. This study identified a Corridor Protection Area for West Brampton and South East Halton that included lands within Chapter 40(a) of the Bram West Secondary Plan Area.

To protect these lands during a Ministry of Transportation Needs Assessment Study for this East/West Corridor facility, the City of Brampton passed Interim Control By-Law 306-2003 in 2003 for a one year period. Although as the Ministry of Transportation indefinitely postponed the start of the Needs Assessment Study, the Interim Control By-Law was extended for another year in 2004 to give the City time to initiate and advance its own Bram West Parkway/North-South Corridor Environmental Assessment study. With the Interim Control By-Law set to expire in October 2005 and the Bram West Parkway/North-South Corridor Environmental Assessment still in its early stages, the City must have the appropriate ongoing land use planning controls in place to continue protecting lands within the Bram West Secondary Plan.

2.0 LOCATION

The proposed Corridor Protection Area is comprised of approximately 850 acres (344 hectares) located in southwest Brampton, and are generally situated south of the Credit River Valley with Winston Churchill Boulevard to the west, Heritage Road to the east and the designated extension of Financial Drive to the south midway between Lots 3 and 4 as shown on Schedule SP40(a). The lands are described as being Part of Lots 3 through 8.

H8-4-14

Concession 6 WHS in the geographic Township of Chinguacousy, now in the City of Brampton, as shown specifically on Schedule SP40(a) to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations of "RESIDENTIAL", "INDUSTRIAL", "VILLAGE RESIDENTIAL SPECIAL POLICY AREA" and "OPEN SPACE" to "SPECIAL STUDY AREA" as shown on Schedule A to this amendment;
- (2) by adding on Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the boundaries of a corridor protection area and associated text as shown on Schedule B to this amendment;
- (3) By adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.13 Special Study Areas" thereof, as subsection "4.13.5" the following policies:

"4.13.5 Bram West Secondary Plan Corridor Protection Area

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase I Report, July 2001) prepared as input into the City's North West Brampton Urban Boundary Review recommended the need for a higher order north-south transportation facility in order to service the future urban development of these lands and to accommodate future traffic growth from points north and west of the municipality.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new conceptual East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a North-South Transportation Corridor connection in the vicinity of the West Brampton/East Halton boundary.

Based on a complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified

118-4-15

that a optimum physical connection of the North-South Transportation Corridor facility would be to Highways 401 and 407 and it also identified a related Corridor Protection Area located in West Brampton.

The Provincial draft Growth Plan (February 2005) identified the GTA-West Transportation Corridor. The Ministry of Transportation has committed to examining the Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor as part of an Area Transportation Study that will examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment south of the Oak Ridges Moraine.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highways 401 and 407. Council recognizes that this facility will be required to support the full development of the City of Brampton, that it may also become a key link in a future Provincial transportation system, and that therefore, a corridor needs to be protected from development.

- 4.13.5.1 Consent to sever, minor variance, subdivision, site plan and zoning applications within the Corridor Protection Area as identified on Schedule "A" to this Plan shall not be approved unless it is determined that the development proposal will not encumber the optimum ultimate construction of a north-south transportation facility and the related Bram West Parkway.
- 4.13.5.2 The alignment of the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the Bram West Secondary Plan Review can continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South Transportation Corridor and the Bram West Parkway facility, provided that any official plan amendment adopted as a result of the planning process continues to identify and protect all feasible potential alignments in Chapter 40(a) and Chapter 40(b) of the Bram West Secondary Plan. It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City of Brampton.

H8-4-16

- (4) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(a): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-___;
- (5) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(b): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-___;

3.2 The document known as the Bram West Secondary Plan, being Chapter 40(a) of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- (1) by adding to the legend on Schedule SP40(a), the following designation as shown on Schedule C to this amendment: "Corridor Protection Area";
- (2) by changing the designation of the lands on Schedule SP40(a) between Heritage Road and Winston Churchill Boulevard, south of the Credit River and north of the Financial Drive extension from "Low/Medium Density Residential", "Employment Estates", "Prestige Industrial", "Standard Industrial", "Community Centre" and "Upscale Executive Housing Special Policy Area" to "Corridor Protection Area" as shown on Schedule C to this amendment;
- (3) by adding to Section 4.0, Transportation thereof, the heading Corridor Protection Area, after Section 4.1.9 and the following policies as Section 4.1.10:

Corridor Protection Area

4.1.10 Protection of lands within the area designated Corridor Protection Area on Schedule SP40(a) shall be in accordance with Section 4.13.5 of the the Official Plan. The final Secondary Plan land use designations within the Bram West portion of the Corridor Protection Area will be implemented through an official plan amendment once an alignment for the North-South Transportation Corridor and the related Bram West Parkway facility and any required land use adjustments have been satisfactorily determined.

For the lands to the south of the Corridor Protection Area on Schedule Chapter 40(a), Council shall protect for the possibility that a freeway alignment needs to be planned and developed within the Bram West Parkway alignment in the City of Brampton, with full movements to Highway 407 until such time as the ultimate role and function of the Bram West

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Parkway has been satisfactorily determined. In light of the foregoing, consent to sever, minor variance, subdivision, site plan and zoning applications south of the Corridor Protection Area on Schedule SP40(a) located between Winston Churchill Boulevard and Heritage Road shall be subject to a condition of development approval that protects an appropriate area to accommodate all feasible potential alignments and related infrastructure for the planning and development of a higher order transportation facility until such time as the Bram West Parkway/North-South Corridor EA study is approved.

In addition, the current zoning of lands within the the Corridor Protection Area will be amended to remove permissions that may potentially encumber the optimum ultimate construction of a North-South Transportation facility and the related Bram West Parkway.”

3.3 The document known as the Bram West Secondary Plan, being Chapter 40(b) of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

(3) by adding to Section 4.0, Transportation Policies thereof, the following new Section 4.1.8:

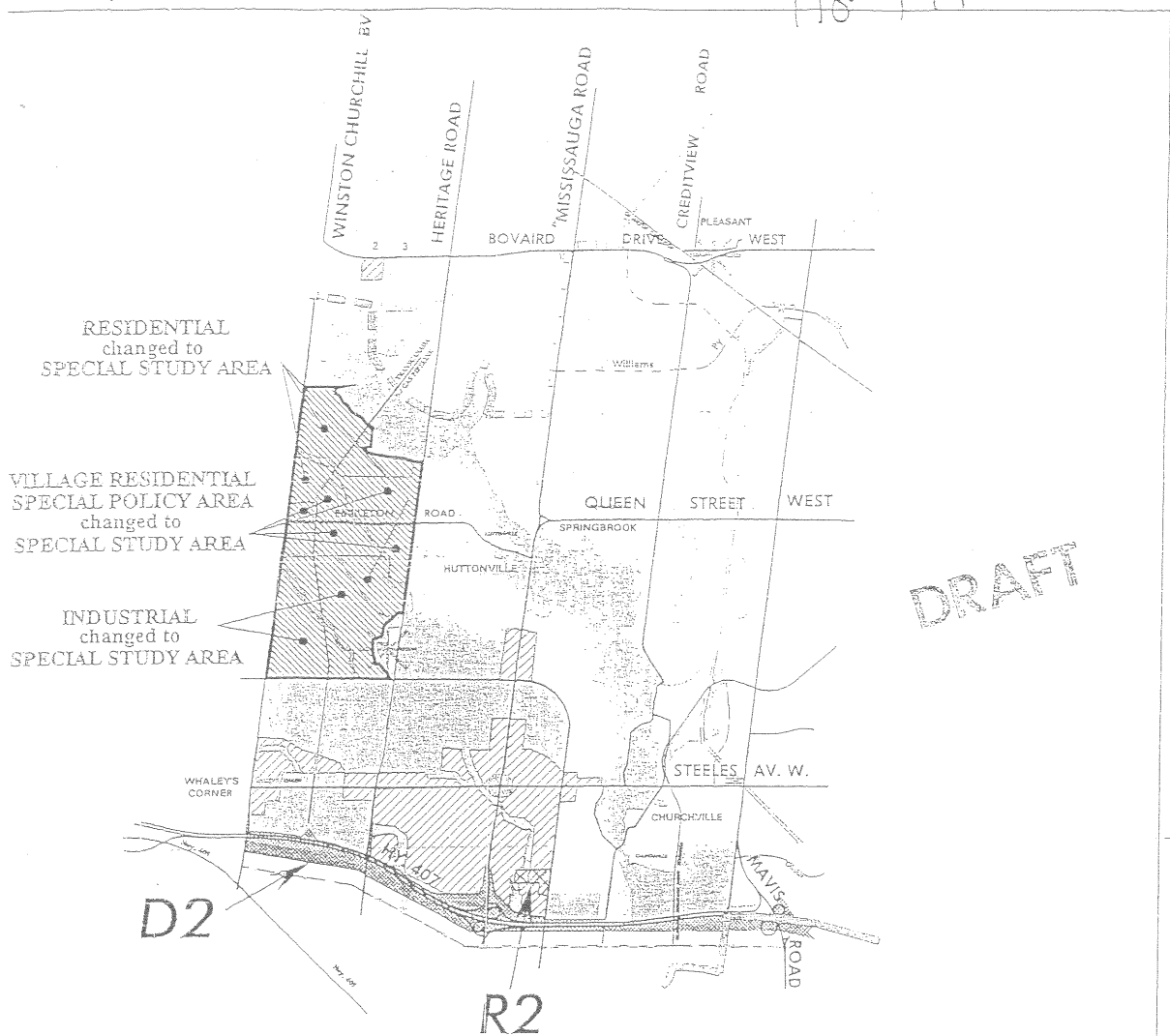
Notwithstanding Section 4.1.2 of this Chapter, Council shall protect for the possibility that a freeway alignment needs to be planned and developed within the Bram West Parkway alignment in the City of Brampton, with full movements to Highway 407 until such time as the ultimate role and function of the Bram West Parkway has been satisfactorily determined. In light of the foregoing, consent to sever, minor variance, subdivision, site plan and zoning applications south of Steeles Avenue West located between Winston Churchill Boulevard and Heritage Road shall be subject to a condition of development approval that protects an appropriate area to accommodate all feasible potential alignments and related infrastructure for the planning and development of a higher order transportation facility until such time as the Bram West Parkway/North-South Corridor EA study is approved.

Approved as to Content:

John B. Corbett, MCIP, RPP
Commissioner, Planning, Design & Development


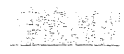

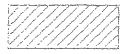
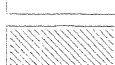

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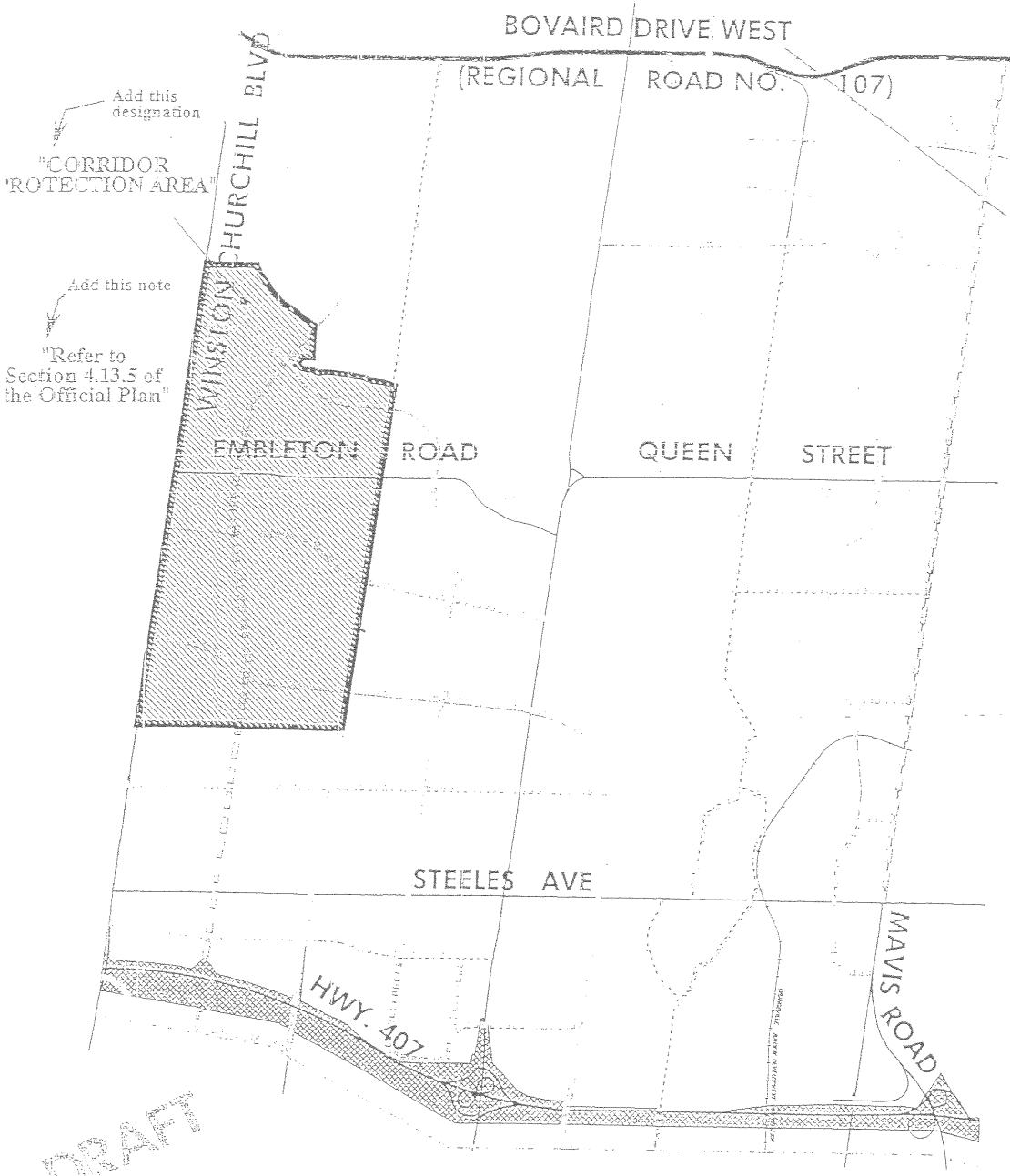
EXTRACT FROM SCHEDULE 'A' GENERAL LAND USE DESIGNATIONS

	RESIDENTIAL		INDUSTRIAL
	ESTATE RESIDENTIAL		BUSINESS INDUSTRIAL
	VILLAGE RESIDENTIAL		OPEN SPACE
	OFFICE NODE		AGRICULTURAL
	URBAN BOUNDARY		PARKWAY BELT WEST / UTILITY
	L.B.P.I.A. OPERATING AREA		PROVINCIAL FREEWAYS (407 / 410)
	SPECIAL STUDY AREA		SPECIAL POLICY AREA
			REFERRALS (R)
			DEFERRALS (D)

 AREA SUBJECT TO THIS AMENDMENT











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DRAFT

EXTRACT FROM SCHEDULE 'B'
 MAJOR ROAD NETWORK
 RIGHT-OF-WAY WIDTHS



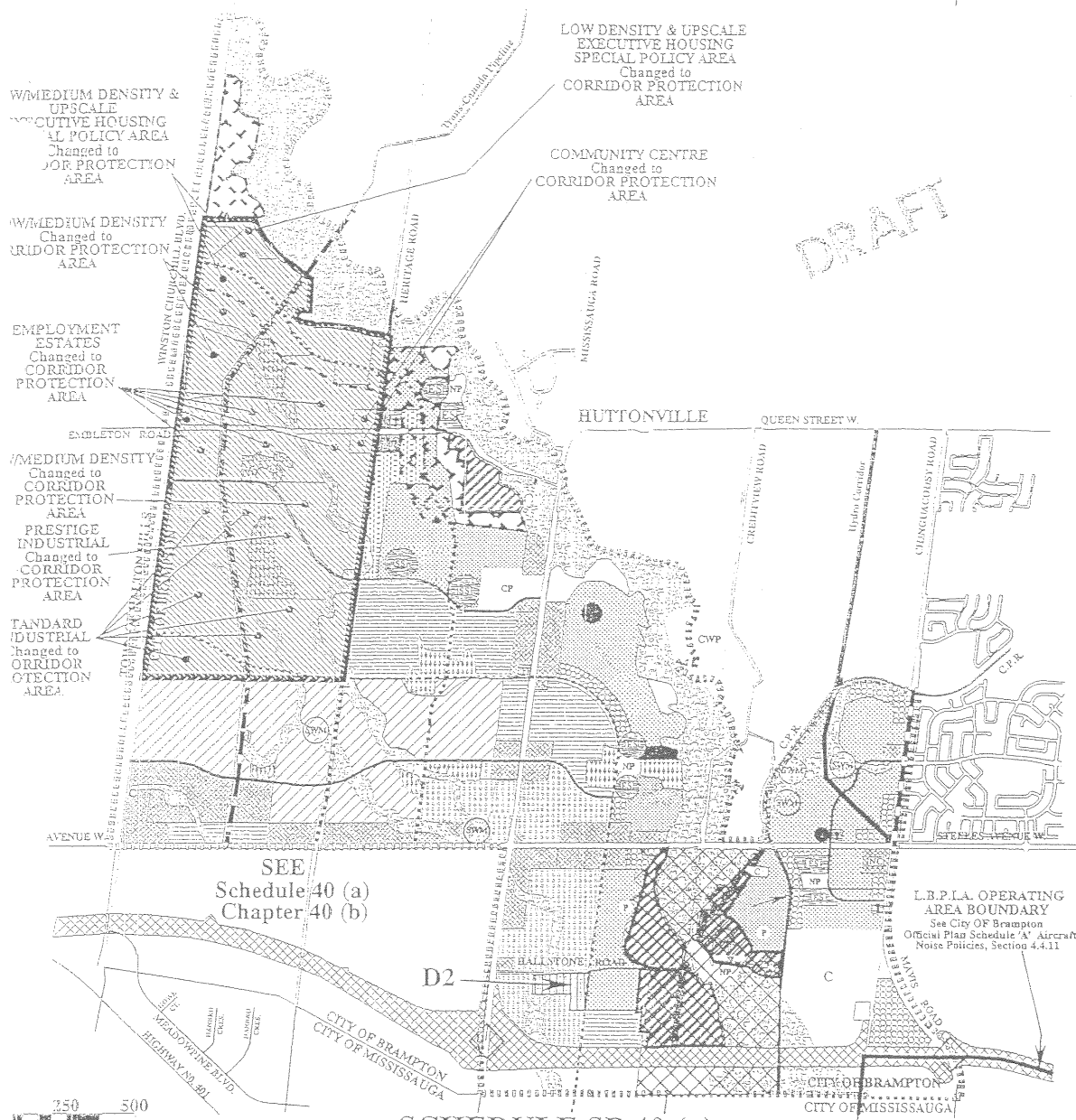
- | | | | | |
|--|--------------------------------|-----------------------|---|---------------------------------|
|  | FREEWAY | <u>MAJOR ARTERIAL</u> |  | 40 - 45 Metres (130 / 150 Feet) |
|  | HIGHWAY | <u>MINOR ARTERIAL</u> |  | 36 Metres (120 Feet) |
|  | AREA SUBJECT TO THIS AMENDMENT | <u>COLLECTOR</u> |  | 30 Metres (100 Feet) |
|  | CORRIDOR PROTECTION AREA | |  | 23 - 26 Metres (76 - 86 Feet) |
- To be added to legend*

SCHEDULE B TO OFFICIAL PLAN
 AMENDMENT OP93 - _____



CITY OF BRAMPTON
 Planning, Design and Development

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**SCHEDULE SP 40 (a)
BRAMWEST SECONDARY PLAN
AREA No. 40 (a)**

<p>RESIDENTIAL</p> <ul style="list-style-type: none"> Low Density Low / Medium Density Medium Density Cluster / High Density Village Residential <p>EMPLOYMENT</p> <ul style="list-style-type: none"> Standard Industrial Prestige Industrial Employment Estates Community Centre Hwy & Serv Commercial Office Node Commercial Neighbourhood Retail Convenience Retail Churchville Heritage Conservation District 	<p>OPEN SPACE:</p> <ul style="list-style-type: none"> Valleyland CWP City Wide Park CP Community Park NP Neighbourhood Park P Parkette C Cemetery Woodlot SWM Facility (Quantity) <p>INFRASTRUCTURE:</p> <ul style="list-style-type: none"> Parkway Belt West Trans-Canada Pipeline Ontario Hydro Power Corridor Canadian Pacific Railway Deferral (D2) (R2 To 1993 Official Plan) Upscale Executive Housing Special Policy Area 	<p>INSTITUTIONAL</p> <ul style="list-style-type: none"> SS Secondary School ES Elementary School Place Of Worship (Reserve) Fire Station Corridor Protection Area <small>To be added to legend</small> <p>ROAD NETWORK</p> <ul style="list-style-type: none"> Highway 407 Major Arterial (45-50 metres) Minor Arterial (36 metres) Major Collector Roads (26-30 metres) Minor Collector Roads (23-26 metres) Interchange Secondary Plan Boundary Area Subject to this Amendment
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SCHEDULE C TO OFFICIAL PLAN
AMENDMENT OF 93 -



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