



BRAMPTON CITY COUNCIL

DATE: September 10, 2014

Date: August 11, 2014

File: P26 S47

Subject: **COUNCIL TRANSMITTAL REPORT**
CITY OF BRAMPTON INITIATED OFFICIAL PLAN AMENDMENT
Highway 427 Industrial Secondary Plan (Area 47)
Ward 10

Contact: Malik Majeed, Policy Planner, Planning Policy & Growth Management,
(905) 874-2076

Overview:

- This report presents, for Council adoption, the City initiated Official Plan Amendment to establish the Highway 427 Industrial Secondary Plan.
- The Official Plan Amendment represents good planning, is in the public interest and is consistent with the Brampton Official Plan.
- In December 2013, a draft official plan amendment to implement a new secondary plan for the Highway 427 Industrial Secondary Plan (Area 47) was presented at a statutory public meeting.
- A Recommendation Report was presented to the Planning, Design and Development Committee meeting of June 16, 2014 including proposed revisions to the Official Plan Amendment resulting from the public meeting and correspondence received.
- This report responds to issues raised at the June 16th Planning Design and Development Committee meeting and stakeholder comments provided following the meeting.

Recommendations:

1. THAT the report from Malik Majeed, Policy Planner, Planning and Infrastructure Services, dated August 11, 2014 to the City Council meeting of September 10, 2014 entitled **Council Transmittal Report – City of Brampton Initiated Official Plan Amendment – Highway 427 Industrial Secondary Plan (Area 47) – Ward 10 (File: P26 S47)** be received;

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2. THAT the Official Plan Amendment for the Highway 427 Industrial Secondary Plan be revised as follows:

i) Add the following policy at the end of Section 5.6.1 – General Provisions:

“In addition to the school sites designated on Schedule SP47(a), The Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City’s block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.”

ii) Revise Sections 5.6.2.3 and 5.6.3.2 as follows:

“The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.”

iii) Add the following policy to Section 5.2 – Clarkway Drive Mixed Use (Residential/Retail):

“Drive-through facilities will be permitted within the Clarkway Drive Mixed Use (Residential/Retail) Designation only as part of residential/retail mixed use development or freestanding commercial development and subject to a site-specific zoning by-law amendment that will demonstrate to the satisfaction of the City that the location, design and function of the drive-through facility:

- a) will not conflict with the form and function of the Clarkway Drive Mixed Use (Residential/Retail) area;
- b) will not conflict with other uses as a result of impacts such as visual, traffic, noise and odour; and,
- c) will provide priority to the comfort, safety and efficient movement of pedestrians and cyclists.”

iv) Revise Section 5.3.1.5 as follows:

“Drive-through facilities shall be permitted in the “District Retail”, “Neighbourhood Retail”, “Convenience Retail”, “Highway Commercial”, “Service Commercial” and “Service Employment” designations subject to

Section 4.11 and other relevant policies of the Official Plan, and provided that these facilities are consistent with the principles, objectives and vision of the Secondary Plan.”

- v) Revise the first sentence of Section 5.3.1.6 as follows:

“The number of drive-through facilities will be limited within individual commercial and retail parcels in order to mitigate impacts such as visual, traffic, noise and odour”

- vi) Revise Section 10.7.9 as follows:

“Zoning permissions for buildings within gateways shall be limited to compatible land uses. Gas bars, drive-through facilities, parking lots and highway service commercial uses shall have sufficient separation from a gateway, except as part of the Highway Commercial designation at the northeast corner of Clarkway Drive and Castlemore Road.”

3. THAT a by-law be passed to adopt the Official Plan Amendment to implement the Highway 427 Industrial Secondary Plan; and,
4. THAT it is hereby determined that in adopting the attached Official Plan Amendment, Council has had regard to all matters of Provincial interest and that Council has established that the Official Plan Amendment is consistent with the Provincial Policy Statement as set out in Section 2 and 3(5) respectively of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.

Background:

A statutory public meeting was held on December 9, 2013 to present the City’s draft Official Plan Amendment (OPA) for Secondary Plan Area 47 for public review. Based on input received from agencies, stakeholders and the public, revisions were made to the draft Official Plan Amendment that were presented as part of a Recommendation Report to the City’s Planning, Design and Development Committee (PDDC) on June 16, 2014.

At the June 2014 PDDC meeting, Regional Councillor Sprovieri inquired whether one Public Secondary School as identified in the Area 47 Secondary Plan would be adequate considering the potential student yield from the dwelling units within Area 47 as well as within the school’s catchment area.

In response to the Recommendation Report, an email dated June 13, 2014 was received from the Ministry of Transportation (MTO) requesting that the Area 47 Land Use Plan be revised to correctly represent the GTA-West Preliminary Route Planning Study Area as identified in MTO’s November 2012 Transportation Development Strategy Report.

The purpose of this report is to respond to the issues raised and present the City-initiated Official Plan Amendment for Secondary Plan Area 47 for approval.

Current Situation:

The staff response to the above-noted issues resulting from the June 16th Planning Design and Development Committee meeting as well as issues raised in correspondence received since the June 16th meeting have been provided in Appendix A.

Copies of written submissions are included in Appendix B. The written submissions are available in the Planning and Building Division and can be provided upon request.

GTA West Corridor

In responding to MTO's email, the staff presentation at the June 16th meeting noted that in early 2012 MTO identified a Preliminary Route Planning Study Area (PRPSA) for the GTA West Corridor which included lands in Area 47 and that the PRPSA was modified in June 2012 by adding a 500m swath that affected previously unencumbered employment lands south of Countryside Drive.

MTO and the Region of Peel have expressed concern that the Corridor Protection Area designated in the draft Area 47 Land Use Plan does not correspond with the Province's PRPSA and, as such, the Region has noted that the Land Use Plan does not conform to the intent of the Regional Official Plan.

In January 2013, Council directed staff to show the pre-June 2012 PRPSA in preparing the draft OPA for Area 47 as it enables a reasonable range of road alignment options to be evaluated as part of the GTA West Corridor Environmental Assessment. The staff presentation noted that the pre-June 2012 PRPSA facilitates the attraction of large scale employment land users that would create jobs and provide financial and economic benefits to the City and the Region. As such, staff is not proposing any revision to the Official Plan Amendment to shift the GTA West Corridor Protection Area.

Schools

The Peel District School Board (PDSB) has informed that, based on the latest estimate of 7,600 residential units within Area 47, the Board's recent experience with student populations in the Bram East schools and its current estimate of student yields within the catchment area, one additional Secondary School and one additional Elementary School will be required, resulting in a total of two Public Secondary Schools and six Public Elementary Schools required within Area 47.

Adding two new school sites at this stage would require the City to hold a public meeting, which would delay the adoption of the OPA. Considering that a detailed estimate of the number of units within each dwelling type undertaken at the block planning stage will provide a more accurate assessment of school needs, City staff, PDSB staff and the Area 47 Landowners Group have agreed to add a policy to the OPA

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to note that the need for and location of additional school sites will be determined through the City's block planning process. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

The Dufferin-Peel Catholic District School Board and the Peel District School Board (PDSB) have raised a concern with regard to the policy that establishes a maximum reservation period of seven years for school sites and have noted that they negotiate directly with the landowner for the length of time that a school site will be reserved. The Dufferin-Peel Catholic District School Board has noted that it regularly enters into agreements of purchase and sale with landowners prior to registration that provide for reservation periods of up to ten years. This approach is currently a requirement of draft plan approval at the City of Brampton.

Based on discussion with the two School Boards and the landowners representatives staff is proposing a policy, supported by all parties, stating that the reservation period for school sites will generally not exceed ten years from the time of registration of the plan in which the school site is located.

Drive-through Facilities

Labreche Patterson & Associates Inc., consultant to A&W Food Services Inc., McDonald' Restaurants of Canada Ltd., the TDL Group Corp., and Wendy's Restaurants of Canada Inc. has objected to the policies that do not permit DTF's as part of the Service Commercial designation, the Clarkway Drive Mixed Use designation and at gateway locations and requested that they be permitted. The consultant is of the view that DTF's can be designed to appropriately address the building massing, architectural, landscaping and other design requirements without negatively impacting other uses on the site. The consultant has noted that issues related to impacts such as visual, traffic, noise and vehicle emissions from DTFs are similar to that of any development that has traffic, noise and emissions being produced by vehicles entering and exiting the parking and loading areas of the site.

In order to address the above-noted issues as well as the City's aim of minimizing the impacts such as visual, traffic, noise and odour arising from the location of DTF's, City staff held discussions with the consultant and is proposing to revise the OPA to clarify where DTF's can be permitted and the tests that they must be subject to at the rezoning stage.

Corporate Implications:

Staff notes that written submissions from the public and agencies have been appropriately addressed in the revised Official Plan Amendment for Area 47. The Province and the Region of Peel continue to raise concern about how the GTA West Corridor Protection Area is shown on the Area 47 Land Use Plan.

Financial Implications

No direct financial impact has been identified that is attributable to the approval of the Official Plan Amendment. Implementation of the Secondary Plan for Area 47 is expected to result in long term economic benefit to the City and the Region.

No other implications have been identified.

Strategic Plan:

The Official Plan Amendment for Area 47 achieves the Strategic Plan priorities with respect to Environmental Stewardship/Heritage Preservation, Economic Development and Growth Management by:

- making decisions using an ecosystem approach that considers economic, social, cultural and environmental issues when planning for the future;
- ensuring heritage due diligence is fully integrated into the land use planning process;
- encouraging higher density, mixed use development at appropriate locations;
- providing an appropriate mix and supply of employment lands;
- creating streets and transportation networks that accommodate pedestrians, cyclists, transit, and the mobility-impaired;
- expanding and promoting opportunities for active transportation; and,
- planning, in partnership with Peel Region, for a range of affordable and accessible housing options for residents at all stages of life.

Conclusion:

Staff has updated the Official Plan Amendment for Area 47 to appropriately address issues resulting from the June 16th Planning, Design and Development Committee meeting and issues raised in correspondence following the meeting. It is the opinion of staff that the OPA represents good planning and is in the public interest.

As such, staff recommends that Council authorize the adoption of the Official Plan Amendment for the Highway 427 Industrial Secondary Plan attached hereto as Appendix C.

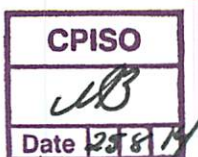
Respectfully Submitted:



Malik Majeed, MCIP RPP
Policy Planner, Planning Policy &
Growth Management



Heather McDonald, MCIP RPP
Director, Planning Policy
and Growth Management



I4-16-7

Attachments:

Appendix A – Staff Response to Written Submissions Resulting from the Planning Design and Development Committee Meeting of June 16, 2014

Appendix B – Written Submissions (Available upon request from the Planning and Building Division)

Appendix C – Official Plan Amendment

Report authored by: Malik Majeed

Appendix A – Staff Response to Written Submissions Resulting from the Planning Design and Development Committee Meeting of June 16, 2014

A) AGENCY SUBMISSIONS

MTO and Region of Peel

GTA-West Corridor

Issue: The Ministry of Transportation has requested that the Area 47 Land Use Plan be revised to correctly represent the GTA-West Preliminary Route Planning Study Area (PRPSA) as identified in MTO's November 2012 Transportation Development Strategy Report.

The Region of Peel has noted in correspondence dated July 15, 2014 that the Area 47 Land Use Plan continues to show the GTA West Corridor incorrectly and that it is in conflict with the Region's Official Plan. Region's staff is of the view that the City's response that the Corridor Protection Area as shown in the Area 47 Land Use Plan enables a reasonable range of road alignment options to be evaluated is not satisfactory.

Section 7.2.1 (iii) of the Area 47 official plan amendment notes that development applications wholly within the Corridor Protection Area shall not be approved by the City. Peel staff has requested that development applications partly within the Corridor Protection Area should also be included as part of this policy.

Hydro One has advised Peel staff that they will be commencing an EA shortly to identify the location of transmission infrastructure to meet long term hydro needs and that the electricity transmission corridor will parallel the GTA West Corridor. Peel staff has recommended that the City apply a degree of protection for the future hydro corridor.

Response: City staff presentation at the Planning Design and Development Committee meeting on June 16th, responded to MTO's and the Region of Peel's above-noted comments as follows:

In early 2012 MTO identified a Preliminary Route Planning Study Area (PRPSA) for the GTAW Corridor which included lands in Area 47 and that the PRPSA was modified in June 2012 by adding a 500m swath that affected previously unencumbered employment lands south of Countryside Drive.

MTO and the Region of Peel have expressed concern that the Corridor Protection Area designated in the draft Area 47 Land Use Plan does not correspond with the Province's PRPSA and, as such, the Region has noted that the Land Use Plan does not conform to the intent of the Regional Official Plan.

In January 2013 Council directed staff to show the pre-June 2012 PRPSA in preparing the draft OPA for Area 47 as it enables a reasonable range of road alignment options to be evaluated in the GTA West Corridor EA. The staff presentation noted that the pre-June 2012 PRPSA facilitates the attraction of large scale employment land development

in the short term that would create jobs and provide financial and economic benefits to the City and the Region. As such, staff is not proposing revision to the Corridor Protection Area designation in the Area 47 Land Use Plan.

With respect to protection for a future hydro corridor, City staff notes that neither Hydro One nor the Ontario Power Authority has addressed this issue in its comments on the Area 47 official plan amendment. MTO's website notes that it has been in discussion with Hydro One and the Ontario Power Authority to coordinate the GTA West Transportation Corridor route planning with a possible future transmission corridor in the vicinity of the study area. MTO is committed to exploring opportunities to coordinate planning for public infrastructure whenever it is possible and will continue to coordinate with Hydro One and Ontario Power Authority during Stage 2 of this study. In light of the foregoing, staff is not proposing any revision to the Area 47 official plan amendment in this regard.

Region of Peel

Employment Lands

Issue: The revised employment land policies note that the City may require the submission of a detailed development concept or Tertiary Plan to demonstrate how the subject lands and adjacent areas can be comprehensively developed to the satisfaction of the City and the Region of Peel. Peel staff has requested that the policy be revised to require that the Tertiary Plans also provide input to the Environmental Assessments for the Area 47 Arterial Roads so that recommendations regarding the alignment and intersection of Arterial A2 with Mayfield Road and Highway 50 and network/operational alternatives with regard to traffic movement can be based on detailed information on land use and access locations along arterial roads.

Response: Since development applications are market driven, it is unrealistic to expect that Tertiary Plans for all of the Area 47 employment lands will be available as input to the EAs for the Area 47 Arterial Roads, which are expected to commence in 2015. Information such as land use and access locations on arterial roads for input to the EAs will be based on available information at the time that the EAs are undertaken. As such, staff is not proposing any policy change in this regard.

Issue:

The Region of Peel has noted in their comments dated June 17, 2014 that, while Sections 8.1.3 and 12.1.6 of the Official Plan Amendment require servicing and phasing agreements as a condition of development approval, there is still a need for a phasing and sequencing plan prior to development approval for the entire Area 47 employment lands.

Response:

City and Region of Peel staff have discussed this issue and agree that it is unrealistic to include policies requiring a phasing and sequencing plan prior to development approval for the entire Area 47 employment lands since employment land development is driven by market demand. Region of Peel staff is satisfied that the Area 47 employment lands

can be developed in accordance with its capital development program for water and wastewater.

Peel District School Board and Dufferin-Peel Catholic District School Board

Schools

Issue: The Peel District School Board (PDSB) has informed that, based on the latest estimate of 7,600 residential units within Area 47, the Board's recent experience with student populations in the Bram East schools and its current estimate of student yields within the catchment area, one additional Secondary School and one additional Elementary School will be required, resulting in a total of two Public Secondary Schools and six Public Elementary Schools required within Area 47.

Response: Adding two new school sites at this stage would require the City to hold a public meeting, which would delay the adoption of the OPA. Considering that a detailed estimate of the number of units within each dwelling type undertaken at the block planning stage will provide a more accurate assessment of school needs, City staff, PDSB staff and the Area 47 Landowners Group have agreed to add the following policy to the Institutional Section of the OPA:

"In addition to the school sites designated on Schedule SP47(a), The Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47."

Issue: The Dufferin-Peel Catholic District School Board and the Peel District School Board (PDSB) have objected to Sections 5.6.2.3 and 5.6.3.2 of the OPA that set a maximum reservation period of seven years for school sites and have noted that they negotiate directly with the landowner for the length of time that a school site will be reserved. The Dufferin-Peel Catholic District School Board has noted that it regularly enters into agreements of purchase and sale with landowners that provide for reservation periods of up to ten years.

Response: Based on discussion with the two School Boards and the landowners representatives, staff is proposing a policy, supported by all parties, stating that the reservation period for school sites will generally not exceed ten years from the time of registration of the plan in which the school site is located.

Issue: PDSB requires sixteen acre sites for its Secondary Schools and both PDSB and the DPCDSB require eight acre sites for each of their elementary schools.

Response: The size and location of school sites will be confirmed as part of block planning.

B) PUBLIC AND STAKEHOLDER COMMENTS

Piccin Bottos

Principles and Objectives

Issue: Piccin Bottos, representing the landowners having landholdings at the southeast quadrant of Mayfield Road and Clarkway Drive has requested to include the words “to the extent practicable” to the objective that has been added after Section 4.2.7 with respect to the creation a continuous open space network, as the absence of this flexibility can impose unreasonable demands on landowners during the block planning and draft plan of subdivision stages.

Response: Staff is proposing a minor revision to accommodate this request.

Component Studies

Issue: Piccin Bottos has expressed concern that the Secondary Plan is being advanced prior to the conclusion of the Area 47 Master Environmental Servicing Plan (MESP), Infrastructure Servicing Study and the Community Design and Open Space Study and that the finalization of these studies could result in changes to the Area 47 OPA, particularly to the Valleyland designation, that could significantly impact clients' lands.

Response: The Draft Area 47 MESP, Infrastructure Servicing Study and the Community Design Study have been significantly advanced but not finalized yet. Staff advises that the finalization of these studies will not result in changes to the OPA and, as such, staff is recommending Council adoption of the OPA.

The new Section 5.4.1.2 of the OPA states that where the Regulatory Floodplain has expanded in Area 47 based on the application of the updated flood flow rates for the Humber River Watershed, the Environmental Implementation Report or Environmental Impact Study will recommend technical solutions that provide a balanced approach that accommodates the updated flood flows while maintaining the existing limits of the valley corridors that are shown in the secondary plan, where appropriate, and to provide an environmental buffer. As such, any concern with respect to refinements to the Natural Heritage System can be addressed as part of block planning.

Special Policy Area 4

Issue: Piccin Bottos has requested to revise the policies to clarify that the specific locations of the low and medium density residential lands within Special Policy Area 4 will be determined at the block planning stage.

Response: Section 6.4.1 of the OPA already clarifies that the size and location of the uses within Special Policy Area 4 shall be determined as part of block planning.

Affordable Housing

Issue: Piccin Bottos has requested to delete the policy included within Section 5.1.5 requiring that, as part of block planning, fully serviced sites are to be identified within Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

Response: Section 4.2.5 of the Official Plan notes that, in accordance with the requirements of the 2014 Provincial Policy Statement, a suitable proportion of new residential units within the City of Brampton are to be developed for affordable housing. The Affordable Housing policy in the Area 47 OPA has been worded generally so that the specifics, such as the size, location and number of sites for affordable housing will be determined at the block plan stage. As such, staff does not support this request.

Community Park

Issue: A policy included within Section 5.5.2 requires that no approval of draft plan of subdivision, site plan and/or rezoning shall be permitted until such time the City acquires the Community Park or has entered into an agreement to ensure the conveyance of the Community Park to the City. Piccin Bottos is of the view that this policy is far too onerous as landowners who have no control over the lands on which the Community Park is located or who have no need for the Community Park will be prohibited from securing development approval.

Response: The Community Park has a different role and function than a Neighbourhood Park and is intended to serve all of the planned residential areas with Area 47. The City needs to ensure the conveyance of the Community Park to the City prior to development approval within Block Plan Areas 47-1 and 47-2. As such, staff does not support the request to revise this policy.

Transportation

Issue: Piccin Bottos has requested to delete the policy that was proposed to be added within Section 7.4 that requires pedestrian/cyclist crossings of major roads to be by underpass.

Response: Staff notes that this policy has already been deleted in the revised Appendices A & B that was presented at the June 16th Planning Design and Development Committee meeting.

Community Block Plan

Issue: Section 10.1.2 of the OPA notes that where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

Piccin Bottos has questioned as to why a site specific development application within a Block Plan area cannot be reviewed at the same time as the Block Plan in the circumstance where all of the work to formulate a block plan has been completed, as noted in this policy.

Response: Section 10.1.2 does state that the site specific development application will be evaluated in the context of the Block Plan. The policy is simply recognizing a situation where the approval of the site specific development application may proceed prior to the approval of the Block Plan as in the case of the mixed use development at the northeast corner of Torbram Road and Countryside Drive in Block 48-2 of the Countryside Villages Secondary Plan.

Gagnon and Law

In submissions dated July 7, 2014 on behalf of Chattha Landholdings in Area 47, Gagnon and Law has raised generally the same issues that were included in the Piccin Bottos submission as well as a few other comments. Gagnon and Law has also provided comments on behalf of Golden Gate Castlemore Plaza Ltd, owners of the property at the northeast corner of Castlemore Road and The Gore Road. Diarmuid Horgan from Candevcon Ltd. representative of the Area 47 Landowners Group has informed staff that he had met with representatives of Chattha Landholdings and Golden Gate Castlemore Plaza Ltd and provided background information and explanations on all of the issues that were raised in the Gagnon and Law submissions dated July 7, 2014 and that Chattha Landholdings and Golden Gate Castlemore Plaza Ltd. are satisfied that no further action is required on their behalf on these matters.

Labreche Patterson & Associates Inc.

Drive-through Facilities

Issue: Labreche Patterson & Associates Inc., consultant to A&W Food Services Inc., McDonald' Restaurants of Canada Ltd., the TDL Group Corp., and Wendy's Restaurants of Canada Inc. has objected to the policies that do not permit DTF's as part of the Service Commercial designation, the Clarkway Drive Mixed Use designation and at gateway locations and requested that they be permitted. The consultant is of the view that DTF's can be designed to appropriately address the building massing, architectural, landscaping and other design requirements included as part of the Service Commercial and Clarkway Drive Mixed Use designations and at gateway locations without negatively impacting other uses on the site. The consultant provided examples of drive-through facilities that have been incorporated as part of multi-storey mixed use development in various locations in Ontario and Canada.

The consultant has noted that issues related to impacts such as visual, traffic, noise and vehicle emissions from DTFs are similar to that of any development that has traffic, noise and emissions being produced by vehicles entering and exiting the parking and loading areas of the site.

Further, the consultant has objected to the revised policies with respect to the Service Employment designation that includes the new requirement of a rezoning application

with respect to DTFs that will address the above-noted issues, while this requirement has not been identified in the case of other uses permitted within the Service Employment designation.

The consultant has also objected to Section 5.3.1.6 that states that the number of drive-through facilities will be limited within individual commercial and retail parcels in order to mitigate adverse traffic, air quality and visual impacts. The consultant has stated that it is not acceptable to cite these impacts as reasons for high level design guidelines, restrictions or prohibitions of DTF's when the City has not completed any studies to justify these statements.

Finally, the consultant notes that Section 4.11.3.6 of the Official Plan with respect to Auto-oriented Development already contains restrictions on DTF's that are similar to what has been included in the Area 47 official plan amendment and suggests that the above noted Official Plan policies are sufficient.

Response: In order to address the above-noted issues as well as the City's aim of minimizing impacts such as visual, traffic, noise and odour arising from the location of DTF's, City staff held discussions with the consultant and is proposing to revise the OPA to clarify where DTF's can be permitted and the tests that they must be subject to at the rezoning stage.

Accordingly, staff proposes to permit DTF's within the Clarkway Drive Mixed Use (Residential/Retail) designation subject to a site-specific zoning by-law amendment that will demonstrate that the location, design and function of the DTF will not conflict with the form and function of the Clarkway Drive Mixed Use (Residential/Retail) area, will not conflict with other uses and will provide priority to the comfort, safety and efficient movement of pedestrians and cyclists.

Staff proposes to permit DTF's in the "District Retail", "Neighbourhood Retail", "Convenience Retail", "Highway Commercial", "Service Commercial" and "Service Employment" designations provided that they are consistent with the principles and policies of the OPA and relevant policies of the Official Plan.

Gas bars, DTF's, parking lots and highway service commercial uses will generally be required to have sufficient separation from a Gateway.

I4-16-15

APPENDIX B – WRITTEN SUBMISSIONS
(Available upon request from Planning and Building Division)

I4-16-16

**APPENDIX C – OFFICIAL PLAN AMENDMENT FOR THE
HIGHWAY 427 INDUSTRIAL SECONDARY PLAN**

14-16-17



THE CORPORATION OF THE CITY OF BRAMPTON
BY-LAW

Number _____

To Adopt Amendment Number OP 2006-
to the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area for Chapter 47- Highway 427 Industrial Secondary Plan Area 47 is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this day of _____ 2014.

SUSAN FENNELL - MAYOR

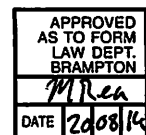
PETER FAY - CLERK

Approved as to Content:

Heather MacDonald

Heather MacDonald, MCIP, RPP

Director, Planning Policy and Growth Management



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AMENDMENT NUMBER OP2006-___

to the Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP47(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework to guide the development of a new secondary plan area in the City of Brampton referred to as Highway 427 Industrial. This amendment specifies land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability, healthy and active communities and requirements of the City's Sustainable Community Development Guidelines. Further, it sets out the development controls to be used in implementing these policies. This Chapter will constitute the Highway 427 Industrial Secondary Plan.

2.0 LOCATION

The subject lands comprise approximately 1,200 ha (3,000 acres) in northeast Brampton, and are generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east and The Gore Road to the west, as outlined on Schedule SP47(a). The lands are generally described as being Part of Lots 11 through 17 Concessions 10, 11 and 12 ND in the City of Brampton.

The lands subject to this amendment are specifically shown on Schedule SP47(a) to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

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

- 1) by changing on Schedule '1', CITY CONCEPT thereto, the "COMMUNITIES" and "EMPLOYMENT AREAS" designations as shown on Schedule 'A' to this amendment;
- 2) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations of "RESIDENTIAL" to "INDUSTRIAL", "BUSINESS CORRIDOR" and "OPEN SPACE", "INDUSTRIAL" to "RESIDENTIAL" and "ESTATE RESIDENTIAL" to "RESIDENTIAL", by deleting the "SPECIAL STUDY AREA" designation and by revising the "CORRIDOR PROTECTION AREA" designation, as shown on Schedule 'B' to this amendment;

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- 3) by adding on Schedule 'A2', RETAIL STRUCTURE thereto, a "DISTRICT RETAIL" designation, two "NEIGHBOURHOOD RETAIL" designations and two "CONVENIENCE RETAIL" designations as shown on Schedule 'C' to this amendment;
- 4) by adding, deleting or revising on Schedule 'B', CITY ROAD HIERARCHY and Schedule 'B1' CITY ROAD RIGHT OF WAY WIDTHS, "MAJOR ARTERIAL", "MINOR ARTERIAL" and "COLLECTOR ROAD" alignments in the locations shown on Schedules 'D' and 'E' to this amendment, respectively;
- 5) by adding, deleting or revising on Schedule 'C', TRANSIT NETWORK thereto, "SECONDARY TRANSIT CORRIDOR" alignments, as shown on Schedule 'F' to this amendment;
- 6) by adding, deleting or revising on Schedule 'D' NATURAL HERITAGE FEATURES AND AREAS thereto, the "Valleyland/Watercourse Corridor" and "Woodland" designations as shown on Schedule 'G' to this amendment;
- 7) by adding on Schedule 'E' MAJOR RECREATIONAL OPEN SPACE thereto, the "Community Park" designation as shown on Schedule 'H' to this amendment;
- 8) by adding, deleting or revising on Schedule 'F', INFRASTRUCTURE, UTILITIES AND RESOURCES, "PROPOSED WATERMAIN TRUNK" and "PROPOSED SANITARY TRUNK SEWER" alignments in the locations shown on Schedule 'I' to this amendment;
- 9) by adjusting the boundary of the Highway 427 Industrial Secondary Plan (Area 47) on Schedule 'G', SECONDARY PLAN AREAS thereto, as shown on Schedule 'J' to this amendment;
- 10) by adding, deleting or revising on Schedule 'H', COMMUNITY BLOCK PLAN AREAS thereto, the boundaries of the Community Block Plan Areas as shown on Schedule 'K' to this amendment;
- 11) by adding thereto, under Part II: SECONDARY PLANS, "Highway 427 Industrial Secondary Plan", and the following:

"Chapter 47 of Part II of the Official Plan, as it applies to Secondary Plan Area 47 shall constitute the Highway 427 Industrial Secondary Plan";
- 12) by adding to Part II Chapter 47 thereof, as Schedule "SP47(a)", Schedule 'L' to this amendment;

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- 13) by adding to Part II Chapter 47 thereof, as Schedule "SP47(b)" ,
Schedule 'M' to this amendment; and,
- 14) by adding the following text to Part II – Secondary Plans, as Chapter 47:

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CITY OF BRAMPTON OFFICIAL PLAN

PART II

CHAPTER 47

HIGHWAY 427 INDUSTRIAL SECONDARY PLAN

SECONDARY PLAN AREA 47

“1.0 PURPOSE

The purpose of this Chapter together with Schedule SP47(a) is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City’s Growth Management Program, a policy framework to guide the future development of a new secondary plan area referred to as the Highway 427 Industrial Secondary Plan as outlined on Schedule 47(a).

This Chapter specifies desired land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability, healthy and active communities and the City’s Sustainable Community Development Guidelines. Further, it sets out the development controls to be used in implementing the land use designations of this Plan.

This Chapter will constitute the Highway 427 Industrial Secondary Plan (Area 47).

This official plan amendment has been prepared to be consistent with the 2014 Provincial Policy Statement and in conformity with the policies of the Growth Plan for the Greater Golden Horseshoe, 2006 Brampton Official Plan as amended and the Region of Peel Official Plan, after extensive study and public consultation.

The following component studies have been or are being undertaken as part of secondary planning for Area 47:

- Community Design Framework;
- Transportation Master Plan;
- Master Environmental Servicing Plan;
- Employment Maximization Study;
- Retail and Institutional Land Use Study;
- Infrastructure Servicing Study; and,
- Cultural Heritage Study.

2.0 LOCATION

The subject lands comprise approximately 1,200 ha (3,000 acres) in northeast Brampton, and are generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east and The Gore Road to the west, as outlined on Schedule SP47(a). The lands are generally described as being Part of Lots 11 through 17 Concessions 10, 11 and 12 ND in the City of Brampton.

The lands subject to this amendment are specifically shown on Schedule SP47(a) to this amendment.

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to the Highway 427 Industrial Secondary Plan as outlined on Schedule SP47(a) shall be developed in accordance with the policies of this Chapter (Chapter 47 of Part II) and Schedule SP47(a) attached hereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Secondary Plan shall not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to Secondary Plan Area 47 can only be achieved by reading the overall Official Plan together with Chapter 47.

4.0 PRINCIPLES AND OBJECTIVES

In accordance with the planning framework included in the General Plan (Part I), the Highway 427 Industrial Secondary Plan is based on the principles of sustainable development including an ecosystem approach to land use planning, integrated land use and transportation planning, a robust commercial and employment land use strategy, fostering vibrant neighbourhoods, preserving the City's rich cultural heritage and directing growth in a coordinated and fiscally responsible manner.

4.1 PLANNING VISION

The Planning Vision for the Highway 427 Industrial Secondary Plan is to create a sustainable, complete, compact and healthy community that provides for a full range of residential and employment opportunities designed to be transit supportive. Development is to occur in a manner that protects the Area's natural and cultural heritage features and integrates them to enhance the overall design and character of the community.

The planning vision sets out the framework for the new community in terms of the following major structuring elements:

- i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;
- ii) A Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and their long term ecological functions, in recognition of the dynamic

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interrelationships of all elements of the natural environment and the need for long term management and related monitoring;

- iii) A continuous open space “network” that connects neighbourhoods to community parks, facilities and infrastructure, including linked pedestrian/cyclist trails;
- iv) A full range of distinct and attractive built forms, including an upscale executive housing area, designated in a manner that responds to the unique location and natural attributes of the surrounding area and ensures that the context of the surrounding land use is protected, respected and reinforced;
- v) A mixed use corridor fronting Clarkway Drive anchored by a Community Park at the north end and a District Retail designation at the south end that collectively represent a community focus and a gateway into the secondary plan area and supports a safe, attractive pedestrian oriented community;
- vi) The provision of community infrastructure such as schools, neighbourhood parks, commercial uses and places of worship in a manner that promotes active transportation and a healthy community;
- vii) The promotion of live-work opportunities;
- viii) A range of employment uses that are planned to be highly accessible in order to maximize their development potential in the GTA market place and achieve the employment targets set out for the secondary plan;
- ix) The provision of economic development opportunities to attract industrial, office and commercial businesses that are developed to a high standard of urban design and provide for higher employment density;
- x) Appropriate built form transitions between land uses; and,
- xi) The development of an efficient and effective transportation and transit system to support the full development of the Secondary Plan.

Together with Section 3.0 (Sustainable City Concept) of the Official Plan, the principles and objectives described below, which are founded on the above-noted vision, provide the policy framework for the planning and development of the Highway 427 Industrial Secondary Plan Area. These principles and objectives will be implemented in accordance with the policies of the Interpretation and Implementation sections of this Chapter.

4.2 PRINCIPLES AND OBJECTIVES

The following principles and objectives, categorized under several headings, have guided the formulation of the policies of this Chapter and are based on the City's ecosystem approach to land use planning, and the intent to promote sustainable development and a complete community. As such, development applications are to be consistent with the policies as well as the general principles and objectives of this Chapter.

Natural and Cultural Heritage & Open Space

Consistent with the Provincial Policy Statement (2014), the Natural Heritage System identified within Area 47, based on the findings of the Master Environmental Servicing Plan, will protect, restore and enhance the health, diversity and connectivity of ecological areas, features and functions and associated linkages between terrestrial, aquatic and water resources.

Natural Heritage

- 4.2.1 Identify, establish, protect, restore and enhance a sustainable natural heritage system that incorporates, integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System.
- 4.2.2 Further refinement of the Natural Heritage System, including restoration, enhancement and linkages shall be determined through comprehensive environmental studies in support of block plans and/or other planning applications, as appropriate.
- 4.2.3 Establish Restoration Areas to restore and enhance the existing Natural Heritage System and as compensation/mitigation for the loss of natural features, where deemed appropriate through the approved Master Environmental Servicing Plan.
- 4.2.4 Within Restoration Areas, create natural features and functions that support a healthy, ecologically diverse Natural Heritage System.
- 4.2.5 Restore, enhance, manage and monitor the diversity and connectivity of natural features and their long-term ecological functions to ensure a healthy Natural Heritage System, as part of creating a complete community in accordance with the policies of the Provincial Growth Plan.
- 4.2.6 Ensure new development will be efficient, environmentally responsible, diverse and well balanced, to support the natural environment.

Cultural Heritage

- 4.2.7 Retain and conserve buildings of architectural or historic merit on their original sites, where appropriate, and promote the integration of these resources into any plans which may be prepared for development on such sites in order that their heritage values, attributes and integrity are retained.
- 4.2.8 Undertake appropriate archaeological assessment on all lands subject to development within Area 47 in order to identify any archaeological remains that may be present.

Open Space

- 4.2.9 Develop a comprehensive safe, diverse and integrated open space system that accommodates both passive and active recreational activities, while protecting and enhancing the existing Natural Heritage System;
- 4.2.10 Create a continuous open space “network” to the extent practicable that connects neighbourhoods to community facilities and infrastructure, including but not limited to: a community park, neighbourhood parks, schools, stormwater management facilities and pedestrian/cyclist trails provided through natural areas and along landscaped boulevards.
- 4.2.11 Stormwater management ponds and Low Impact Development (LID) measures should be designed to provide opportunities for passive recreation and as community amenity areas in addition to managing stormwater.
- 4.2.12 Establish a diverse urban tree canopy in conjunction with new development that will be environmentally sustainable and support a healthy functioning natural heritage system.
- 4.2.13 Integrate views and vista of the natural heritage system within the community design and develop such features as visual and functional community focal points, where appropriate.

Transportation

- 4.2.14 Develop an integrated multi-modal transportation system that considers the needs of pedestrians, cyclists, transit-users, motorists and goods movement and that includes roads, public transit, pathways, active transportation and transportation demand management measures and provides efficient connections.
- 4.2.15 Encourage and promote the use of alternative travel modes to the automobile by providing effective transit service and opportunities for

cycling and walking within the community as practical elements of the transportation system;

- 4.2.16 Create an inter-connected street system that is transit supportive and that promotes the safe, efficient movement of pedestrians, cyclists and traffic.
- 4.2.17 Provide an efficient transportation network by establishing a series of east-west and north-south collector roads that take advantage of established intersections and connect to the adjacent arterial road system at appropriate locations.
- 4.2.18 Protect lands for the planning of higher order transportation facilities including the GTA-West Corridor through the northeast portion of the Secondary Plan Area;
- 4.2.19 Facilitate goods movement by providing easy access to major transportation facilities within and adjacent to Area 47.

Community Design

- 4.2.20 Promote a well-balanced community structure including the designation of residential, commercial, community and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity and fosters a sense of place;
- 4.2.21 Integrate sustainable community design elements into all aspects of the community structure, including built environment, mobility, natural environment and open space, and green infrastructure and buildings. The City's Sustainable Community Development Guidelines should be consulted to address the City's requirements around built form, community structure and environmental sustainability.
- 4.2.22 Designate appropriate areas for the development of upscale executive housing that is compatible with the adjacent Toronto Gore Rural Estate Residential community, and will benefit from the visual and environmental features of the Secondary Plan area;
- 4.2.23 Establish a major portion of the Upscale Executive Residential Area within a clearly identifiable and complete, upscale executive housing community, including parks, schools and direct access to natural amenities, and establish a band of Upscale Executive Residential Area opposite the existing Estate Residential community in order to provide an appropriate transition to the new residential area in Area 47.
- 4.2.24 Provide for a minimum of 600 upscale executive detached dwelling units in accordance with the policies of the Official Plan.

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- 4.2.25 Develop varied and distinct pedestrian-scale urban spaces and residential neighbourhoods that are walkable, provide a strong and identifiable sense of place for residents and offer multiple possibilities for outdoor activity and access to daily amenities.
- 4.2.26 Establish a vibrant mixed use corridor anchored by community amenities that will be a community focus;
- 4.2.27 Maximize quality employment opportunities within Area 47 by establishing an upscale industrial precinct with enhanced civic design and architecture in order to attract higher order businesses;
- 4.2.28 Provide for employment uses that benefit from easy access to planned major transportation facilities within and adjacent to Area 47;
- 4.2.29 Develop a livable community based on the application of the following principles:
- i) A well-balanced and healthy community with an appropriate mix of residential densities and a distribution of supporting uses within walking distance of residences;
 - ii) Establish a walkable, pedestrian oriented and viable mixed use main street corridor along Clarkway Drive with sufficient housing in close walking proximity that will serve as the principal community focus and place making opportunity for the Secondary Plan Area.
 - iii) A series of neighbourhood nodes within the community around key focal points and structuring elements such as neighbourhood parks, schools, key intersections and roundabouts.
 - iv) Practical and cost effective innovations to support the development of a sustainable community that includes but is not limited to; the application of low impact development, establishing an urban forest canopy on private and public lands, water and energy conservation, and, the enhancement and linkage of natural features where appropriate.
 - v) Local serving retail opportunities as part of the street related retail/commercial uses within the Clarkway Drive Mixed use Residential/Retail designation and elsewhere in Area 47 that are conveniently and safely accessible to pedestrians and cyclists;
 - vi) Commercial development that reflects an enhanced level of urban design and occurs in a manner that integrates with and complements the surrounding residential community;
 - vii) An effective transition between residential and employment areas through the use of appropriate building design, built form, arterial roads, valleys and stream corridors;

- viii) Appropriate and gradual transition of residential lot sizes between new residential development and existing residences;
- ix) Integration of new development with existing residences and road patterns of adjacent areas;
- x) The achievement of excellence in civic design in both the public and private realm;
- xi) The development of an active transportation network integrating public sidewalks and on-street bicycle lanes with off-road trails and the open space system to facilitate purposeful, convenient and safe walking and cycling;
- xii) Public access and visibility to the environmental features within Area 47; and,
- xiii) An attractive, ordered and human scale built form through the use of appropriate building heights, massing, setbacks, streetscapes, landscapes and architectural treatments.

4.2.30 To continue to apply appropriate environmental protection principles throughout the planning process;

4.2.31 To minimize public/tax based capital and operating costs associated with the development of Area 47;

4.2.32 Implement the Area 47 Secondary Plan by:

- i) Coordinating the phasing of development with the provision of municipal infrastructure and services in accordance with the City's Growth Management Program;
- ii) Achieving financial sustainability through the provision of municipal infrastructure and services in an efficient and financially prudent manner and by promoting development that is self-supporting;
- iii) Undertaking a Block Plan process that will coordinate, on a sub-area basis, the completion and approval of detailed environmental, servicing, transportation, community design and growth management staging and sequencing studies;
- iv) Requiring as part of block planning, draft plans of subdivision and site plan applications, as applicable, a sustainability assessment in accordance with the requirements of the City's Sustainable Community Development Guidelines; and,
- v) Undertaking public consultation as part of the development approval process.

5.0 DEVELOPMENT POLICIES

The policies contained in this Chapter are specific to Secondary Plan Area 47. However, the City of Brampton Official Plan should be referenced for additional City-wide policies.

5.1 RESIDENTIAL

5.1.1 General Provisions

5.1.1.1 The various residential designations shown on Schedule SP47 (a) are categories in which the predominant land use is for Low and Low/Medium Density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

5.1.1.2 Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, except in the Upscale Executive Residential designation, where only complementary uses as set out in Section 5.1.2.4 (ii) of this Chapter shall be permitted, provided that they are integrated in an appropriate manner with adjacent residential uses.

5.1.1.3 Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies.

5.1.1.4 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

5.1.1.5 Existing dwellings or buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

5.1.1.6 Residential designations adjacent to the Natural Heritage System shown on Schedule SP 47(a) shall be shaped, oriented, and developed in a manner that is compatible and complementary to the Natural Heritage System.

5.1.1.7 Reverse lot frontages shall be avoided where possible.

5.1.1.8 In all new residential development, the City will encourage energy efficiency and water conservation measures that go beyond the requirements of the Ontario Building Code.

5.1.2 Executive Residential

5.1.2.1 The areas designated Executive Residential on Schedule SP47(a) are considered to have appropriate characteristics to accommodate the development of a successful upscale executive housing community. These areas shall be developed in accordance with the policies, principles and standards set out in

Part I, Section 4.2 of the Official Plan, Section 5.1.1 of this Chapter and the "Design Workbook for Brampton's Upscale Executive Special Policy Areas (September, 2000)".

5.1.2.2 The areas designated Executive Residential are to be developed in accordance with a design vision that includes the following principles:

- i) Development of a Community Block Plan and Community Design Guidelines that integrate the natural environment and features, including maintaining visual and physical access to the valleylands, where appropriate;
- ii) Provision of a variety of enhanced housing choices in distinctive enclaves expressed through attention to detail in the architecture, choice of building materials, , building elevations, roof lines, landscaping and garage siting to reduce its visual impact;
- iii) Establishment of community gateways through the use of design features such as medians, gateway structures, roundabouts and special corner lots; and,
- iv) Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including, but not limited to, medians, valley edge streets and vista blocks.

5.1.2.3 The "Design Workbook for Brampton's Upscale Executive Special Policy Areas, September, 2000" and the City's Development Design Guidelines establish the City's minimum expectations for the planning, design, and delivery of new communities in Executive Residential designated areas. In addition to the principles listed in Section 5.1.2.2, the extensive and detailed guidelines and requirements of the Design Workbook for Brampton's Upscale Executive Special Policy Areas and the Development Design Guidelines, will be followed to ensure that the design attributes of the Area 47 Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

5.1.2.4 In areas designated Executive Residential on Schedule SP47(a), the following policies shall apply:

- i) Single detached structural units shall be permitted. A limited number of upscale semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
- ii) Limited development of the following complementary uses shall also be permitted;
 - private education facilities;
 - libraries;
 - day care centres;
 - health centres; and,

- public recreation facilities.
- iii) A maximum density of 14.8 units per net residential hectare (6 units per net residential acre) shall be permitted;
- iv) A minimum lot frontage of 15 metres (50 feet) and minimum lot depth of 31 metres shall be required;
- v) A range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;
- vi) Anchor areas within the designation, which give the upscale Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater, and minimum lot depth of 35 metres ; and,
- vii) The essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

5.1.2.5 In evaluating applications for upscale Executive Residential development, the City shall consider in conjunction with the City of Brampton Development Design Guidelines, among other aspects:

- i) Residential density;
- ii) Lot width and lot frontage;
- iii) Garage widths and projections;
- iv) Setbacks;
- v) Architectural design;
- vi) Building massing and streetscape; and,
- vii) Treatment of gateways and edges.

5.1.2.6 In accordance with Section 4.1.2.6 of the Official Plan, the City shall endeavour to ensure that the areas designated Executive Residential on Schedule SP47(a), yield a minimum of 600 upscale executive housing units, having lot sizes exceeding 464.5 square metres (5,000 square feet).

5.1.3 Low Density

5.1.3.1 Lands within the Low Density Residential designation on Schedule SP47(a) shall be developed primarily for single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan, in accordance with Section 5.1.2 of this Chapter.

5.1.3.2 In areas designated Low Density Residential on Schedule SP47(a), the following shall apply, subject to Section 5.1.1 of this Chapter:

- i) Single detached structural units shall be permitted. A limited number of upscale semi-detached and townhouses may be considered subject to superior site design, architecture, streetscape and appropriate location that shall be determined at the Block Plan stage;
- ii) Limited development of the following complementary uses shall also be permitted without an amendment to this Plan:
 - private education facilities;
 - libraries;
 - day care centres;
 - health centres; and,
 - public recreation facilities.
- iii) A maximum density of 24.7 units per net residential hectare (10 units per net residential acre) shall be permitted; and,
- iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density Residential designation lot frontage shall not be less than 11.6 metres (38 feet).

5.1.3.3 Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage and superior façade treatment because of the visual importance of the entrances to the upscale executive housing community.

5.1.3.4 On those lands within the Low Density designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 24.7 units per net hectare (10 units per net acre) is maintained.

5.1.4 Low/Medium Density Residential

5.1.4.1 In areas designated Low/Medium Density Residential on Schedule SP47(a) the following shall apply, subject to Section 5.1.1 of this Chapter:

- i) Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;
- ii) A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive

Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;

- iii) A maximum combined density of 30 units per net residential hectare (12 units per net residential acre) shall be permitted, and,
- iv) A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- v) Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall development within Low/Medium Density designation shall be single detached structural units.

- 5.1.4.2 Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

5.1.5 Affordable Housing

- 5.1.5.1 As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

5.2 CLARKWAY DRIVE MIXED USE (RESIDENTIAL/RETAIL)

- 5.2.1 The intent of the Mixed Use (Residential/Retail) designation on either side of Clarkway Drive between Castlemore Road and the TransCanada Pipeline is to encourage higher density, mixed use use (residential/retail) development that creates a compact, complete, walkable, vibrant and attractive Main Street where people can live, work, play and shop. The Clarkway Drive Mixed use (Residential/Retail) corridor shall represent the principal community focus within Area 47.
- 5.2.2 In areas designated Clarkway Drive Mixed Use (Residential/Retail) on Schedule SP47(a) the following policies shall apply:

- i) permitted uses shall include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities;
- ii) Freestanding residential buildings shall be developed at a minimum residential density of 50 units per net residential hectare and the minimum density for residential units developed as part of a mixed use development shall be 100 units per net residential hectare;
- iii) A major portion of the area designated Clarkway Drive Mixed Use shall be developed as residential/retail mixed use buildings;
- iv) Limited numbers of freestanding commercial, institutional or residential buildings may be developed subject to appropriate location and superior site design, architecture and massing transition to adjacent built form within the streetscape;
- v) The widths of freestanding street related residential townhouse units shall not be less than 6.0 meters. Where townhouse blocks have rear lane accessed garages, unit widths may be reduced to 5.5 meters;
- vi) drive-through facilities will be permitted within the Clarkway Drive Mixed Use (Residential/Retail) Designation only as part of residential/retail mixed use development or freestanding commercial development and subject to a site-specific zoning by-law amendment that will demonstrate to the satisfaction of the City that the location, design and function of the drive-through facility:
 - will not conflict with the form and function of the Clarkway Drive Mixed Use (Residential/Retail) area;
 - will not conflict with other uses as a result of traffic, noise, odour, visual impact etc.; and,
 - will provide priority to the comfort, safety and efficient movement of pedestrians and cyclists.
- vii) residential uses shall occupy the floors above the ground floor in mixed use buildings;
- viii) building height will not be less than 3 storeys or more than 8 storeys;
- ix) enhanced urban design and site plan control will be implemented along this section of Clarkway Drive through the submission of comprehensive urban design guidelines to address streetscape treatment, landscape designs and architectural concepts to the satisfaction of the City;
- x) parking areas should be located in the rear or internal side yards. Where a rear or exterior lot line abuts a public road, enhanced landscaping and building treatment will be used to ensure that building facades and servicing area are attractive and or appropriately screened from view;
- xi) Provision should be made for on street lay-by parking on both sides of Clarkway Drive within the Clarkway Drive Mixed Use (Residential/Retail) corridor.

5.3 EMPLOYMENT

5.3.1 General Provisions

- 5.3.1.1 Employment lands are an integral part of creating a complete community and will assist in achieving the City's employment targets. As such, the provision of employment lands is a critical element of this Secondary Plan.
- 5.3.1.2 Development within the lands designated Prestige Industrial, Business Park, Office Node and Logistics/Warehouse/Transportation can proceed based on individual subdivision or site plan applications, where appropriate, and prior to the completion of the Master Environmental Servicing Plan subject to submitting the following studies that consider the natural heritage system, floodplain management, stormwater management, existing arterial roads and development staging constraints as determined in consultation with the City: an Urban Design Brief, an Environmental Impact Study, a Functional Servicing Report, a Traffic Impact Study and a Cost Sharing Agreement.
- 5.3.1.3 In instances where a Block Plan Environmental Implementation Report is not being undertaken, a Terms of Reference for an Environmental Impact Study must be completed and approved to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards to the satisfaction of TRCA. The Environmental Impact Study must be a comprehensive inter-disciplinary report as per the approved Terms of Reference and must be completed to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.
- 5.3.1.4 In keeping with the hierarchical order of existing and proposed commercial development in the secondary plans of areas adjacent to Area 47, the commercial designations shown on Schedule SP47(a) and commercial uses within the Clarkway Drive Mixed Use (Residential/Retail) designation are intended to provide local retail opportunities to serve both new residents and those residents in the surrounding communities. As such, only those commercial sites designated and the commercial uses within the Clarkway Drive Mixed-Use (Residential/Retail) designation on Schedule SP47(a) shall be permitted. No commercial development is permitted within the Executive Residential designation, unless otherwise permitted by this Chapter.
- 5.3.1.5 To ensure functionality and land use compatibility, the development of commercial designations on Schedule SP47(a) shall be subject to the following policies:
- i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;

- ii) Sites shall be planned as one integrated entity, regardless of ownership or proposed phasing of development, and no portion of any site shall be developed until an integrated plan for the site has been approved by the City;
- iii) No outdoor storage of goods or materials shall be permitted;
- iv) Provision shall be made to minimize adverse impacts upon adjacent Residential and Valleyland designations through landscaping and buffer treatments. The Valleyland buffer is intended to be fully naturalized and must be treated with native and non-invasive plant species only. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- v) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;
- vi) Common access arrangements and linked parking areas may be required to serve multiple land uses;
- vii) Commercial sites will be designed to be readily accessible to the community via all transportation modes, with particular attention given to integrating active transportation and transit infrastructure and networks. This infrastructure will provide safe and attractive linkages that promote and encourage walking, cycling and transit;
- viii) Commercial sites will provide secure bicycle storage that are conveniently located and easily accessible;
- ix) Commercial development adjacent to Executive Residential and Low Density designations shall be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", and the City's Development Design Guidelines;
- x) To generate an attractive and integrated urban environment, development within commercial designations adjacent to Executive Residential and Low Density areas shall consist of enhanced building and landscape design and the use of materials to enhance and complement the upscale image of the community; and,
- xi) Prominent buildings shall be brought to the street edge.

5.3.1.6 Drive-through facilities shall be permitted in the "District Retail", "Neighbourhood Retail", "Convenience Retail", "Highway Commercial", "Service Commercial" and "Service Employment" designations subject to Section 4.11 and other relevant policies of the Official Plan, and provided that these facilities are consistent with the principles, objectives and vision of the Secondary Plan.

5.3.1.7 The number of drive-through facilities will be limited within individual commercial and retail parcels in order to mitigate traffic, noise, odour, visual impacts etc. The location and design criteria of drive-through facilities shall be determined at the Block Plan Stage. Urban design guidelines for drive-through facilities shall be prepared in accordance with the City's Development Design

Guidelines and approved as part of block planning. The guidelines shall include, but not be limited to, minimum separation distances from residential zones, from other drive-through facilities and from major street intersections, landscaping of stacking and drive-through lanes, maintaining an effective level of vehicular function both within a site and on the surrounding road network, separation of vehicles from pedestrians and architectural design options that are consistent with the vision for the Secondary Plan.

5.3.2 District Retail

5.3.2.1 The lands designated District Retail on Schedule SP47 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.4 and other relevant policies of the Official Plan.

5.3.2.2 All development in the District Retail designation shall be in accordance with the City's Development Design Guidelines and subject to development standards, including landscaping, buffering, building and parking setbacks to minimize impacts on the abutting Open Space designation and to achieve an appropriate interface and transition to uses within the Clarkway Drive Mixed Use (Residential/Retail) designation.

5.3.3 Neighbourhood Retail

5.3.3.1 The lands designated Neighbourhood Retail on Schedule SP47(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.5 and other relevant policies of the Official Plan.

5.3.4 Convenience Retail

5.3.4.1 The lands designated Convenience Retail on Schedule SP47 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.5 and other relevant policies of the Official Plan.

5.3.4.2 Notwithstanding Section 4.3.5 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3,700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

5.3.5 Service Commercial

5.3.5.1 Lands within the Service Commercial designation shall be developed in accordance with relevant sub-sections of Section 4.3 of the Official Plan and the policies of this Chapter.

5.3.5.2 Notwithstanding Section 5.3.5.1, limited motor vehicle sales, rental and leasing establishments will be permitted in the Service Commercial designation located in the northeast quadrant of Clarkway Drive and Castlemore Road, subject to the following policies:

- i) Enhanced architectural and streetscape treatments (i.e. upscale materials, landscaping and building articulation) shall be required;
- ii) The impact upon adjacent lands shall be minimized through appropriate siting, orientation, built form, landscaping and the erection of fences and walls;
- iii) The illumination of parking facilities shall be directed away from adjacent properties to minimize intrusion and glare;
- iv) Traffic access arrangements shall be established in accordance with the requirements of the City and those road authorities having jurisdiction; and,
- v) The extent, location and treatment of outside storage of vehicles shall be determined at the site plan stage of approval.

5.3.5.3 The lands designated Service Commercial at the northeast corner of Clarkway Drive and Castlemore Road shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character for the Clarkway Drive Mixed Use Area:

- (i) To facilitate the comprehensive development of individual landholdings and from a streetscape perspective, larger lot/block sizes are encouraged along arterial roads;
- (ii) To generate an attractive, walkable and human-scale urban environment and to achieve an appropriate interface and transition to the adjacent Clarkway Drive Mixed Use (Residential/Retail) designation, superior site, building massing, architectural and landscape and safety design elements shall be used;
- (iii) Building height will generally not be less than 2 storeys, and buildings will generally face and address the street front;
- (iv) Service and loading areas shall be incorporated into building designs, shall not face any public street, and shall be effectively screened from view through appropriate fencing or landscaping;
- (v) Where parking is provided in the front yard or abutting a public street, landscaping shall be required to provide adequate screening and

improve the visual amenity of the area while having regard for personal safety;

- (vi) To ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept or tertiary plan as part of development approval to demonstrate how the designated area can be comprehensively developed;
- (vii) Common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (viii) The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.

5.3.5.4 As part of the development of the lands in the northeast quadrant of Castlemore Road and Clarkway Drive that are designated Service Commercial on Schedule SP47(a), the opportunity will be explored for the integration of the triangular lands to the south in the Bram East Secondary Plan that are bounded by Old Castlemore Road to the north, the future extension of Apple Valley Way to the east and Castlemore Road to the south.

5.3.6 Highway Commercial

5.3.6.1 The lands designated Highway Commercial on Schedule SP47(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.7 of the Official Plan, this Chapter and other relevant policies of the Official Plan.

5.3.6.2 Where a Highway Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through superior architectural design, landscaping and the implementation of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Open Space System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

5.3.7 Prestige Industrial

5.3.7.1 The lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.4, and other relevant policies of the Official Plan. Permitted uses include research and development facilities, communication and/or telecommunication facilities, manufacturing and processing of semi processed or fully processed materials deemed not to have harmful impacts arising from dust, fumes, odour, noise or

vibrations, assembling, packaging and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit offices, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. Day nurseries and open space uses such as stormwater management facilities may also be permitted within lands designated Prestige Industrial, without an amendment to this Plan.

Ancillary and service retail uses (up to 25% of the total gross floor area of the principal use but not exceeding 550 sq. metres in gross floor area) shall be permitted where integrated as a component of an employment use.

5.3.7.2 Development of the lands within the Prestige Industrial designation shall be based on the following policies:

- i) An enhanced building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;
- ii) Outdoor storage including truck trailer parking as a primary use shall not be permitted;
- iii) Limited accessory outside storage areas shall not directly abut arterial class roads and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;
- iv) From a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- v) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged;
- vi) Provision shall be made to minimize adverse impacts on adjacent residential uses that exist or which are planned for the area through site design, landscaping and appropriate buffer treatments;
- vii) Natural features are to be integrated in site design where appropriate and feasible, and are to be supplemented by landscaping in order to create a "park-like" setting;
- viii) The City may require the submission of a detailed development concept or Tertiary Plan as part of a planning application to demonstrate how the subject lands and adjacent area can be comprehensively developed to the satisfaction of the City and the Region of Peel;
- ix) The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.

5.3.8 Business Park

5.3.8.1 The lands designated Business Park on Schedule SP47(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed in Section 5.3.7 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted. Warehousing as a primary use will be permitted provided that the Office component will generally be in the order of 5% of the gross floor area of the buildings.

5.3.8.2 Lands within the Business Park designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- The requirements of industry for road access;
- The type and extent of outside storage; and
- The need to minimize potential conflicts between different classes of land uses.

5.3.8.3 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads. The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.

5.3.8.4 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

5.3.8.5 The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Business Park designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;

5.3.9 Logistic/Warehouse/Transportation

5.3.9.1 The lands designated Logistic/Warehouse/Transportation on Schedule SP47(a) shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan.

Permitted uses shall include Prestige Industrial and those listed in Section 5.3.7 of this Plan. Outdoor storage of goods and materials will be permitted subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.

5.3.9.2 Lands within the Logistic/Warehouse/Transportation designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- The requirements of industry for road access;
- The type and extent of outside storage; and
- The need to minimize potential conflicts between different classes of land uses.

5.3.9.3 The development of lands within the Logistic/Warehouse/Transportation designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

5.3.9.4 The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measure contained within the approved urban design guidelines for these lands.

5.3.9.5 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

5.3.9.6 The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;

5.3.10 Office Node

5.3.10.1 Lands designated Office Node on Schedule SP47(a), shall permit the range of uses and be developed in accordance with the policies of Part 1, Section 4.4.3 and other relevant policies of the Official Plan. Permitted uses include office uses, research and development facilities, hotels, conference/convention centers, limited accessory retail, and business support services. Warehousing

and distribution uses shall not be permitted on the lands designated Office Centre.

5.3.10.2 Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- To enhance streetscape amenity design, vehicle parking areas will generally be located in the rear or internal side yards, and be consistent with the approved urban design guidelines for these lands;
- From a streetscape perspective, large blocks shall be encouraged along arterial roads;
- To generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;
- Building height will generally not be less than 3 storeys;
- Buildings should generally be street related and be orientated to face and address the streets they front.
- The City may require the submission of a development concept or tertiary plan, as part of a planning application, to demonstrate how the area and adjacent lands can be comprehensively developed to the satisfaction of the City;
- Accessory retail and business support services shall be restricted to a maximum percentage of floor space within the office building, the details of which shall be specified in the implementing zoning by-law;
- Outdoor storage uses shall not be permitted; and,
- The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.

5.3.10.3 The City shall require that office buildings within the Office Centre designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

5.3.10.4 The City shall encourage building designs through site plan approval adjacent to the Arterial A2 and Highway 50 frontage that achieves an office character appropriate for a primary gateway location through the submission of comprehensive urban design guidelines that address streetscapes, landscape designs and architectural design, massing, siting and orientation, articulation, and materials to the satisfaction of the City;

5.3.11 Service Employment

5.3.11.1 Lands designated Service Employment on Schedule SP47(a) are located east of Clarkway Drive between Countryside Drive and the Community Park designation. These lands are designated for service based employment uses that are intended to serve area residents and businesses in a built form that is compatible with the character of the adjacent residential community.

5.3.11.2 Lands designated Service Employment will permit offices such as medical/dental as well as business, professional or administrative offices and financial institutions and banquet hall. Permitted uses also include a personal service shop, service shop, restaurant, art gallery/studio, printing or copy establishment, fitness centre, dry cleaning or laundry distribution station, commercial, technical or recreational school, animal hospital or custom workshop.

5.3.11.3 The following uses shall not be permitted within the Service Employment designation:

- Motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, motor vehicle or boat parts and accessories sales establishment, motor vehicle body shop
- Parking lot
- Taxi or bus station
- Motor vehicle washing establishment
- Gas bar or service station
- Supermarket
- Massage or body rub parlour
- Tavern

5.3.11.4 Drive-through facilities may be permitted to a limited extent subject to issues related to traffic, noise, odour, visual impact etc. being addressed to the satisfaction of the City as part of a rezoning application.

5.3.11.5 Lands within the Service Employment designation shall be encouraged to develop for a mix of uses in a street oriented manner in accordance with the following development and urban design principles in order to contribute to a distinctive character:

- (i) To generate an integrated, attractive, walkable and human scale urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, building massing, architectural, landscape and safety design elements shall be implemented;
- (ii) Service and loading areas shall be incorporated into building designs and shall not face any public street, and be effectively screened from view through appropriate fencing or landscaping to minimize the impact on adjacent residential areas;

- (iii) Parking areas should be located at the rear of principal buildings and where parking is provided in the front yard, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (iv) Common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (v) To ensure comprehensive and integrated development, the City may require the submission of a development concept or tertiary plan to demonstrate how the designated area can be comprehensively developed to the satisfaction of the City.

5.4 NATURAL HERITAGE SYSTEM

5.4.1 Valleyland

5.4.1.1 The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

5.4.1.2 Prior to the City issuing final approval for the Block Plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will illustrate the limits of the Regulatory Floodplain based on TRCA's updated flood flow rates for the Humber River Watershed. Where the Regulatory Floodplain has expanded in Area 47 based on the application of the updated flood flow rates, the Environmental Implementation Report or Environmental Impact Study will recommend technical solutions that provide a balanced approach that accommodates the updated flood flows while maintaining the existing limits of the valley corridors that are shown in the secondary plan, where appropriate, and to provide an environmental buffer.

The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and must demonstrate no negative impacts to the West Humber River tributaries, natural features and their ecological functions, and that an enhancement to the natural features and functions can be achieved, to the satisfaction of City of Brampton and TRCA. Grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and TRCA, grading may be allowed in the environmental buffers to address

changes to the Regulatory Floodplain resulting from the updated flood flow rates.

- 5.4.1.3 The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.
- 5.4.1.4 Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.
- 5.4.1.5 Prior to the City issuing final approval for the block plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will provide justification for the reconfiguration of Rainbow Creek Corridor for the purposes of creating a more well-defined corridor that must demonstrate no negative impacts and that enhances the natural features and functions. Through the Master Environmental Servicing Plan, separate sections of Rainbow Creek Corridor will be identified for the possible reconfiguration. The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and shall include preliminary conceptual design drawings and an implementation strategy in the case of an Environmental Implementation Report or detailed design drawings and an implementation strategy in the case of an Environmental Impact Study, whichever proceeds first, for the applicable Rainbow Creek Corridor section as identified in the finalized Master Environmental Servicing Plan. Approvals from TRCA and other public agencies are required.
- 5.4.1.6 Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.
- 5.4.1.7 The limits of the Valleyland designation may be refined through the finalization of the Master Environmental Servicing Plan and either an Environmental Implementation Report undertaken as part of block planning or an Environmental Impact Study undertaken as part of draft plan of subdivision or site plan application, where appropriate. Lands located outside of the limits of the final Valleyland designation will be generally available for development as shown on Schedule SP47 (a), unless otherwise determined through the completion of the Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study.

- 5.4.1.8 The recreational Open Spaces and the Natural Heritage System, are given a high profile within the community as visible and accessible public amenities, and are inter-connected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.
- 5.4.1.9 Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.
- 5.4.1.10 Notwithstanding the provisions of Section 4.6.6 of the Official Plan, the restoration of natural heritage features and areas shall be determined in accordance with the recommendations of the Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study for Area 47.
- 5.4.1.11 The illumination of parking facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

5.4.2 Significant Woodlands

- 5.4.2.1 Lands designated Significant Woodlands on Schedule SP47(a) include tableland woodlands and woodlots that were identified in the draft Area 47 Master Environmental Servicing Plan dated May 2013.
- 5.4.2.2 Lands designated Significant Woodlands on Schedule SP47 (a) shall remain in a natural state and be used for purposes such as passive recreation where appropriate and conservation. The extent of Significant Woodland to be protected shall be confirmed through the preparation of an Environmental Implementation Report or Environmental Impact Study. Any residual lands shall revert to the adjacent lands use designation without the necessity of further amendment to this Chapter.
- 5.4.2.3 The preservation or treatment of Significant Woodlands shall be in accordance with Section 4.6.8 and other relevant policies of the Official Plan.
- 5.4.2.4 The illumination of parking facilities shall be directed away from Significant Woodlands to reduce disturbance to wildlife to the greatest extent practical.

5.5 RECREATIONAL OPEN SPACE SYSTEM

5.5.1 General Provisions

- 5.5.1.1 The Recreational Open Space System provides parks and open space at the local, community, and city scale. Lands designated Recreational Open Space

on Schedule SP47 (a), shall permit the range of uses and development in accordance with the provisions of Section 4.7 of the Official Plan and this Chapter and shall be credited against the parkland dedication requirements.

5.5.1.2 Owners of lands designated for park blocks on SP47 (a) shall enter into arrangements with the City for the purposes of conveyance of such lands to the City for park purposes. Conveyance of such lands will occur in accordance with the requirements of the Planning Act.

5.5.1.3 Detailed subdivision designs shall encourage safe pedestrian and cyclist linkages between the various components of the park hierarchy, institutional and public uses, and the Natural Heritage System.

5.5.1.4 In creating designs for parks and open space, regard shall be had for the latest design parameters established in the City of Brampton's Development Design Guidelines and the City's most recent revised Parks Hierarchy.

5.5.1.5 In further refining the Open Space System through the Block Plan and the Subdivision Approval process, parks shall incorporate, to the greatest extent practical, localized portions of existing tableland vegetation (e.g. high quality hedgerows, tree stands, specimen trees and other woodlands) that are not part of the Natural Heritage System, as determined through the Environmental Implementation Report or Environmental Impact Study for Area 47.

5.5.1.6 The illumination of recreational facilities, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, in order to minimize disturbance to wildlife and people to the greatest extent practical.

5.5.2 Community Park

5.5.2.1 The Community Park designated on Schedule SP47(a) is intended to provide green space at the Community scale, provide active outdoor recreational opportunities for residents and shall be planned as a major destination park and focal point for the community. The park is located at the intersection of two arterial roads to reinforce the community structure and civic identity.

5.5.2.2 No approval of any draft subdivision plan, site plan and or/rezoning within the Block Plan Areas 47-1 and 47-2 shall be permitted until such time as the City has either acquired the lands designated Community Park on Schedule SP47(a), or has entered into an agreement, satisfactory to the City, to ensure the conveyance of the Community Park to the City.

5.5.2.3 Land designated Community Park shall be developed in accordance with the Community Park policies of Section 4.7.3.2 and other relevant policies of the Official Plan.

- 5.5.2.4 Notwithstanding Section 4.7.3.2 of the Official Plan, the Community Park designated on Schedule SP47(a) shall have a minimum area of 16 hectares (40 acres) and may include some recreational facilities that have the characteristics of a City park function.
- 5.5.2.5 Notwithstanding Section 5.5.2.4, adjustments to the boundaries and area of the Community Park may be considered without an amendment to this Plan, in such cases as part of establishing a surrounding urban context (abutting land uses, alignment of the abutting new east-west and north-south Collector Roads), to address potential impact of the NHS, having regard for the impacts on the park, and providing for suitable compensation to address any losses in areas, facilities or park functionality.
- 5.5.2.6 Buildings supporting recreation facilities will be located close to the recreation facility they will serve and will be designed to help reinforce the community structure and civic identity, where appropriate. Entry/access points shall be located conveniently and incorporate a civic design theme. Parking shall be accommodated on site with minimum exposure to public roads.
- 5.5.2.7 The design of future hard and soft landscape elements and features will be consistent with the character of the community, the surrounding built form and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.
- 5.5.3 Neighbourhood Parks**
- 5.5.3.1 Neighbourhood Parks are intended to service the recreational needs of the immediate or local neighbourhood. Neighbourhood Parks in Area 47 shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons. The parks should be evenly distributed and be within a walking distance for the majority of the population.
- 5.5.3.2 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP47 (a) in accordance with the Neighbourhood Park policies of Section 4.7.3.3 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of Neighbourhood Parks, through the Block Planning and Subdivision Approval processes, to accommodate design or park dedication matters, without further amendment to this Chapter.
- 5.5.3.3 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

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5.5.3.4 Entry/ access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

5.5.3.5 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park on Schedule SP47 (a) shall be designated in accordance with the following sub-categories as part of Block Planning: 'Local', 'Town Square', 'Parkette', 'Vest Pocket'. Policies with respect to these sub-designations shall be included as part of Official Plan amendments for Block Plans within Area 47.

5.5.4 Local

5.5.4.1 Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks shall be planned as community focal points and located, preferably at the corner of a minimum of two public roads. There shall be at least one Local Park per Block Plan area.

5.5.4.2 The street pattern will ensure significant frontage of the Local Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.

5.5.4.3 Entry/access points to Local Parks shall be located conveniently and incorporate a civic design theme.

5.5.4.4 Local Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size.

5.5.5 Town Square

5.5.5.1 Town Squares provide central common green space within communities and serve as key social gathering spaces for residents. Town Squares should be planned as focal points of the community.

5.5.5.2 The street pattern shall ensure that Town Squares have a minimum of two public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form. Surrounding built form should accentuate the design and focus given to Town Squares and create attractive edges.

5.5.5.3 The design of Town Squares will seek to locate key features to terminate view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features

will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.5.5.4 Entry/access points to Town Squares shall be located conveniently and should incorporate a civic design theme.

5.5.5.5 Town Squares will generally be 1.0 to 1.5 hectares (2.5 to 3.7 acres) in size. They may be smaller if situated in urban node areas, e.g. 0.25 to 0.75 hectares (0.6 to 1.85 acres).

5.5.6 Parkette

5.5.6.1 Parkettes provide active and passive recreation, servicing the local residential or Mixed use neighbourhood. Parkettes shall be planned as a central part of each neighbourhood.

5.5.6.2 The street pattern shall ensure that Parkettes have a minimum of two, and up to four, public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Dwellings will front onto Parkettes to create attractive street edges with minimal or no rear lotting (flankage conditions are preferred). Parkettes may also be located adjacent to valleylands to provide trail connectivity.

5.5.6.3 Parkette location is preferred to be separate from school blocks to improve open space distribution in the community and to prevent over use of the park.

5.5.6.4 The design of Parkettes should seek to locate key features as a means of terminating view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.5.6.5 Entry/access points to Parkettes shall be located conveniently and incorporate a civic design theme.

5.5.6.6 Parkettes will generally be 0.6 to 1.0 hectares (1.5 to 2.5 acres) in size.

5.5.7 Vest Pocket

5.5.7.1 Vest Pockets are small soft landscaped areas that are designed for passive uses and limited active play. Vest Pockets shall be planned to service the local neighbourhood and supplement other neighbourhood park types.

5.5.7.2 The street pattern shall ensure that Vest Pockets have a minimum of two public road frontages. Streetscapes will be designed to reinforce the adjacent streets

as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Dwellings will front onto Vest Pockets to create attractive street edges.

5.5.7.3 Vest Pockets will generally be 0.4 to 0.6 hectares (1 to 1.5 acres) in size.

5.6 INSTITUTIONAL

5.6.1 General Provisions

5.6.1.1 Areas designated Institutional on Schedule SP47 (a) permit the range of uses and shall be developed in accordance with the provisions of Section 4.9 of the Official Plan and this Chapter.

5.6.1.2 The development of Institutional buildings such as schools and places of worship shall recognize their civic importance in reinforcing their focal significance and be located close to the street to provide a street presence.

5.6.1.3 Places of Worship may be integrated within the residential designations of this Plan as part of an overall development that is primarily residential.

5.6.1.4 The illumination of parking facilities shall be directed away from the Natural Heritage System to minimize disturbance to wildlife to the greatest extent practical.

5.6.1.5 In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

5.6.2 Elementary Schools

5.6.2.1 Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

5.6.2.2 Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the anticipated long term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or

zoning approval stage in order to improve development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

- 5.6.2.3 The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.
- 5.6.2.4 If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.
- 5.6.2.5 Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.
- 5.6.3 Secondary School**
 - 5.6.3.1 The area designated Secondary School on Schedule SP47 (a) permits the range of uses and shall be developed in accordance with the provisions of Section 4.9.6 of the Official Plan and this Chapter.
 - 5.6.3.2 The need for a particular school site shall be confirmed by the School Board as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.
 - 5.6.3.3 If the designated Secondary School site or part thereof is not required by the Peel District School Board, Low Density Residential uses shall be permitted in accordance with the policies of this Chapter.
 - 5.6.3.4 The Secondary School designated on Schedule SP47 (a) is intended to satisfy anticipated long term requirements of the Peel District School Board. Locational variation to the school site is permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.

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5.6.3.5 Relevant draft plans of subdivision shall include the designated Secondary School site with a shape, size and frontage satisfactory to the Peel District School Board. The Secondary School site shall be dual zoned and landowners will be required to submit, at the draft plan of subdivision stage, an alternative lotting plan to facilitate residential development should the site not be used for educational facility purposes.

6.0 SPECIAL POLICY AREAS

6.1 SPECIAL POLICY AREA 1

6.1.1 Recognizing the rural character of the existing estate residences fronting the east side of Clarkway Drive south of Countryside Drive, Special Policy Area 1 on Schedule SP47(a) permits a gradual increase of densities from large lots with a minimum 100 foot frontage fronting Clarkway Drive to a transition zone permitting lots with a minimum frontage of 50 feet and Low/Medium Density housing within the eastern portion of the Special Policy Area abutting the area designated Service Employment.

“Service Employment” uses in accordance with Section 5.3.11 of this Chapter will be permitted within the lands at the eastern edge of Special Policy Area 1 that abuts the future Low/Medium Density housing areas of the Special Policy Area.

The lotting pattern within Special Policy Area 1 shall be determined through the Block Plan process and will include appropriate measures for the gradual transitioning of lot sizes and for addressing the interface between Residential and Service Employment designations in accordance with the provisions of the City’s Development Design Guidelines.

6.2 SPECIAL POLICY AREA 2

6.2.1 The City’s Official Plan designates a Special Study Area overlay on the property at 5253 Countryside Drive on the south side of Countryside Drive, east of Clarkway Drive, in order to determine, through the tertiary planning process, if a Place of Worship can be developed in a manner that is complementary and supportive of the planning objectives for Area 47.

6.2.2 Considering that the lands adjacent to the intersection of Countryside Drive and the Major Mackenzie Drive extension are more suited for employment uses, a Place of Worship will be permitted south of this intersection in the general area identified as Special Policy Area 2 on Schedule SP47(a) subject to undertaking the appropriate land assembly to acquire a site large enough to facilitate the development of a Place of Worship.

6.3 SPECIAL POLICY AREA 3

- 6.3.1** The Special Policy Area 3 designation on Schedule SP47(a) recognizes an integrated development of a 20 acre site at the southwest quadrant of Mayfield Road and Clarkway Drive as part of the Master Plan concept for the development of the Jain Temple lands. The Master Plan concept proposes a Place of Worship and complementary uses, Neighbourhood Commercial, ground-related residential, high density residential, seniors housing and a private school.
- 6.3.2** A detailed review and analysis of the Master Plan Concept and the final arrangement of these land uses shall be determined as part of block planning and shall address the suitability of the proposed residential densities in addition to determining appropriate access from Mayfield Road and Clarkway Drive.

6.4 SPECIAL POLICY AREA 4

- 6.4.1** Special Policy Area 4 applies to lands bounded by Mayfield Road, Clarkway Drive and the Clarkway Tributary that are constrained by irregular site geometry and narrow site depth at the southern end. Special Policy Area 4 recognizes the potential for relatively higher job yield within a two storey built form as part of the Service Commercial designation at the southeast corner of Mayfield Road and Clarkway Drive and a transition of residential densities from Medium/High Density abutting the Service Commercial designation to Medium Density and then to Low/Medium Density abutting the Clarkway Tributary. Special Policy Area 4 shall also include a Park block and a stormwater management pond. The size and location of these uses shall be determined as part of block planning.
- 6.4.2** Within Special Policy Area 4, Medium Density Residential will permit the dwelling types and maximum density in accordance with Section 4.2.1 of the Official Plan. Medium/High Density Residential will permit Townhouse, Back-to-Back Townhouse, Stacked Townhouse and Apartment dwelling types with a maximum building height of six storeys and a maximum residential density of 100 units per net residential hectare (40 units per net residential acre).
- 6.4.3** A portion of the proposed connection of the future north-south Arterial Road with Mayfield Road has been identified within Special Policy Area 4. The final alignment of the north-south arterial road will be determined as part of Phases 3 and 4 of the Environmental Assessment process for Arterial Roads within Area 47.
- 6.4.4** Development shall not be permitted within the northern portion of Special Policy Area 4 that is within the Corridor Protection Area designation, until an alignment for the GTA West Corridor has been finalized or has been significantly advanced through the EA process.

6.5 SPECIAL POLICY AREA 5

6.5.1 Special Policy Area 5 identifies potential alternative intersections of Arterial A2 with Mayfield Road. Lands within Special Policy Area 5 shall be protected from development until the alignment of Arterial A2 identified within Special Policy Area 5 and the intersection of Arterial A2 with Mayfield Road has been determined as part of an Environmental Assessment for the Area 47 Arterial Road network or it has been demonstrated to the satisfaction of the City and the Region of Peel that a development proposal can proceed without impacting the final determination of the intersection location and alignment of Arterial A2 identified within Special Policy Area 5.

6.6 SPECIAL POLICY AREA 6

6.6.1. Special Policy Area 6 includes lands that identify a number of intersections in the general area of Arterial A2 and Hwy 50. These intersections require further analysis to determine network/operational alternatives with regard to traffic movement at these intersection locations as part of a future Environmental Assessment for the Arterial Road network within Area 47. Lands within Special Policy Area 6 shall be protected from development until the locations of these intersections and the arterial road alignment identified within Special Policy Area 6 have been determined as part of an Environmental Assessment for the Area 47 Arterial Road network, or it has been demonstrated to the satisfaction of the City and the Region of Peel that a development proposal can proceed without impacting the final determination of the intersection locations and arterial road alignments identified within Special Policy Area 6.

6.7 SPECIAL POLICY AREA 7

6.7.1 Special Policy Area 7 includes lands on the north side of the TransCanada Pipeline between The Gore Road Tributary and the Clarkway Tributary that are designated Low/Medium Density Residential on Schedule SP47(a). The transition of residential densities within Special Policy Area 7 will be addressed as part of block planning. The built form and architecture of the housing within the Special Policy Area shall have an upscale character that is compatible with the adjacent planned Low Density and Executive Residential areas to the north.

6.8 SPECIAL POLICY AREA 8

6.8.1 Special Policy Area 8 applies to lands at the northeast corner of The Gore Road and Castlemore Road. Notwithstanding the Low/Medium Density Residential designation that applies to the developable area within Special Policy Area 8, Convenience Retail uses will be considered as part of block planning, subject to addressing the following policies and design principles to the satisfaction of the City:

- i) As a result of the environmental constraints that apply to a portion of the property, appropriate land assembly may need to be undertaken in order to create a viable commercial development;
- ii) In consideration of the importance of this site as a gateway to Area 47, buildings shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point;
- iii) Architectural elements and material treatment of buildings shall be compatible with the character of the adjacent residential area;
- iv) A Traffic Impact Study shall be undertaken to the satisfaction of the City and the Region of Peel.
- v) A proposal for Convenience Retail use within Special Policy Area 8 that is consistent with the preceding requirements shall be subject to a rezoning but not an amendment to this Chapter.

6.9 SPECIAL POLICY AREA 9

6.9.1 Special Policy Area 9 applies to lands on the north side of Old Castlemore Road east of Clarkway Drive that are designated Low/Medium Density Residential on Schedule SP47(a). Notwithstanding Section 5.1.4 of this Chapter, residential uses consistent with the Medium Density category identified in Section 4.2 of the Official Plan will be permitted within Special Policy Area 9 in recognition of the appropriateness of relatively higher residential density adjacent to the District Retail centre and the Clarkway Drive Mixed use (Residential/Retail) corridor.

7.0 TRANSPORTATION

7.1 ROADS

7.1.1 Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules "B" and "B1" of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a).

7.1.2 Schedule SP47(a) identifies potential/conceptual access points that will be considered in determining Collector Road requirements as part of the preparation of tertiary plans in support of development applications within the Area 47 employment lands and in determining local road requirements as part of Block Planning within the residential Sub-areas of Area 47. Any Collector Road required within the Area 47 employment lands will be implemented without an official plan amendment as part of a draft plan of subdivision application.

7.1.3 Arterial Roads, Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathways (in

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the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe, access to transit services.

- 7.1.4** All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.
- 7.1.5** The Secondary Plan Area 47 Transportation Master Plan has fulfilled Phases 1 and 2 of the Municipal Class EA process justifying the need for and identifying the general location of the new arterial and collector roads designated within Area 47. The new arterial roads include the north-south arterial road (known as the extension of Major Mackenzie Drive or Arterial A2) and the east-west arterial north of Castlemore Road that connects The Gore Road with Arterial A2. The City will undertake Phases 3 and 4 of the Class EA for these new arterials as well as for improvements to existing arterial roads within Area 47 in order to finalize the road alignments and preliminary design in accordance with the Municipal Class EA process.
- 7.1.6** In order to continue to fulfill the requirements of the Environmental Assessment Act, all Collector Road projects where the proponent is not a public agency, as determined by the City of Brampton, shall require the completion of an Environmental Assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document for Municipal Class Environmental Assessment.
- 7.1.7** The Environmental Assessment or an equivalent process shall be completed prior to or in tandem with the approval of the Block Plan to ensure that appropriate measures are included to address the impact of any proposed road works. Collector Roads within the residential area shall be finalized at the Block Plan stage and Collector Roads within employment lands will be finalized as part of the preparation of tertiary plans in support of development applications within the employment area.
- 7.1.8** Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans, are to be gratuitously provided within or abutting Secondary Plan Area 47 and conveyed to the road authority having jurisdiction, as a condition of development approval.
- 7.1.9** To protect the function of Arterial Roads, it is the policy of the City and the Region of Peel to restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residence or buildings will

continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.

- 7.1.10** Notwithstanding Section 7.1.9, above, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Chapter.
- 7.1.11** The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.
- 7.1.12** Roundabouts will be encouraged to locate at the intersection of Collector Roads within the areas designated Residential on Schedule SP47 (a). The final location of roundabouts will be determined at the Block Plan stage. Alternative lot configurations and zoning regulations may be used to implement roundabouts at certain locations.
- 7.1.13** Frontage, setback and driveway requirements for lots in the vicinity of roundabouts shall be prepared at the draft plan of subdivision or rezoning stages, to the satisfaction of the City of Brampton. Roundabout lots shall be zoned in accordance with the requirements for roundabout dwellings, contained in the Community Design Guidelines.
- 7.1.14** All proposed accesses or intersections on Regional Roads will be in accordance with the Region's Controlled Access By-Law 62-2013, as amended, or as may otherwise be approved by the Region of Peel.

7.2 CORRIDOR PROTECTION AREA

- 7.2.1** The City of Brampton recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the Area 47 lands does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and accesses.

In recognition of these interests, the following policies will apply to all development applications and planning approvals that pertain to lands within the Corridor Protection Area on Schedule SP47(a):

- i) The City and the Region of Peel will continue to work with MTO to assist with the GTA West Corridor EA process;
- ii) Any amendments to reflect the release of lands from the Corridor Protection Area may occur without the need for an official plan amendment;

- iii) Development applications wholly within the Corridor Protection Area shall not be approved by the City;
- iv) The review of development applications for lands within the Corridor Protection Area shall occur as follows:
 - a) Applications may be processed to the extent practical in conjunction with the progress of the GTA West Corridor EA and in a manner that does not preclude or predetermine the findings and requirements of the Environmental Assessment, potential route alignment options or the future location of interchanges and accesses;
 - b) If there is any uncertainty or dispute as to whether the lands have been released from the Corridor Protection Area, through consultation with the Province, the Province will confirm whether the lands have been formally released;
 - c) If there is disagreement by any affected party about whether lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable;
- v) Notwithstanding (iv) above, zoning by-laws pursuant to Section 39 of the *Planning Act* may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:
 - a) Is consistent with the general intent of this Chapter;
 - b) Is compatible with adjacent land uses;
 - c) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
 - d) Does not require new buildings or significant structures;
 - e) Does not require significant grading of lands;
 - f) Sufficient servicing and transportation capacity exists for the temporary use;
 - g) Maintains the long-term viability of the lands for the uses permitted in this Plan; and,
 - h) The duration of use and proposed interim use are to the satisfaction of the City.

7.2.2 A Block Plan for the residential lands, or a Tertiary Plan with respect to employment lands, that are outside of the Corridor Protection Area shall demonstrate through the submission of a transportation study, among other means, to the satisfaction of the City and the Region that a comprehensive road network, access and servicing plan can be accommodated, or can be reserved, in the Block Plan or Tertiary Plan, as appropriate, that will effectively integrate development and accommodate improvements to the internal and external road networks.

7.2.3 Once an alignment for the GTA West Corridor has been approved as part of an Environmental Assessment, the City will undertake a review to determine if any

adjustments to the land use designations are required. The results of the review will be implemented by way of an official plan amendment.

7.3 PUBLIC TRANSIT

- 7.3.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter.
- 7.3.2 The major road system within and abutting the Secondary Plan as shown on Schedule 47(a) consists of Arterial Roads and Collector Roads that have been designed with sufficient flexibility to deliver bus routes within 400 metres of most residents and to conveniently serve commercial, institutional and employment uses.
- 7.3.3 Subdivisions shall be designed to minimize walking distances to transit routes and provide safe, convenient, attractive and direct pedestrian/cyclist access to transit stops.
- 7.3.4 Brampton Transit will determine the type and level of local transit service as well as the location of transit stops and shelters.
- 7.3.5 The introduction of transit services to Secondary Plan Area 47 will be phased based on acceptable operational and functional criteria.
- 7.3.6 In order to encourage greater use of public transit within the community, local road and block patterns should be designed to safely accommodate pedestrian/cyclist access to Collector roads and transit stops, to the extent practical.
- 7.3.7 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with the City of Brampton standards.

7.4 ACTIVE TRANSPORTATION

- 7.4.1 Active transportation network and linkages facilitating walking, cycling and other active transportation modes shall be provided in accordance with Sections 4.5.6 of the Official Plan and the Pathways Master Plan to serve as a utilitarian, recreational and aesthetic amenity for the community. Pedestrian and cyclist links shall be provided, where appropriate, to integrate the elements of the Residential, Commercial, and Institutional land uses, Transportation, Recreational Open Space and Natural Heritage Systems, to provide comprehensive access to these and to serve as a recreational and aesthetic amenity to the community.

- 7.4.2 Active transportation facilities and linkages shall be provided through, across or, where this is not possible, along the edges of adjacent open space elements, including parks, stream corridors and natural areas such as valleylands and woodlands as well as school sites, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.
- 7.4.3 Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) shall be used to provide local and community linkages.
- 7.4.4 In accordance with Section 5.4.1, the MESP and Block Planning will identify ecologically appropriate locations for valleyland crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected pedestrian and cyclist-friendly community can be achieved.
- 7.4.5 Where there are identified potential impacts to the Natural Heritage System features and/or functions, an additional buffer area may be required to accommodate pedestrian and cyclist paths.
- 7.4.6 Appropriate active transportation links between open space elements shall be provided along suitably located roads, and block walkways.
- 7.4.7 Cycling connections will be provided, where appropriate, along Arterial and Collector Roads that are part of the City-wide pathways network.
- 7.4.8 Property requirements for active transportation facilities and related linkages located outside of a designated road right-of-way or outside of the "Natural Heritage System" designation shall be gratuitously conveyed to the City of Brampton as a condition of development approval.

8.0 SERVICING AND ENVIRONMENTAL CONSIDERATIONS

8.1 SANITARY SEWAGE AND WATER SUPPLY

- 8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.8 and other relevant policies of the Official Plan.
- 8.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

8.1.3 In accordance with Section 4.12 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

8.1.4 The detailed design and installation of municipal services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the *Secondary Plan Area 47 Infrastructure Servicing Study* undertaken by Candevcon.

8.2 STORMWATER MANAGEMENT

8.2.1 In considering options for stormwater management, the following policies shall apply:

- i) Rainwater, snowmelt and stormwater will be considered as a resource, not a waste product;
- ii) best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, in accordance with the recommendations of the Secondary Plan Area 47 Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study as feasible and appropriate;
- iii) stormwater management facilities will be located and designed to conserve and maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community; and,
- iv) stormwater management facilities shall be designed, wherever possible, to provide community amenities such as passive recreation and be visually attractive.

8.2.2 Stormwater management facilities shall be provided in accordance with Section 4.6.3 and other relevant policies of the Official Plan, and this Chapter.

8.2.3 Stormwater management facilities shown on Schedule SP47 (a) are conceptual and their size and location will be refined as part of Block Planning. Stormwater facilities will be integrated with adjacent land uses, as appropriate, and subject to the recommendations of the *Secondary Plan Area 47 Master Environmental Servicing Plan*, the *Secondary Plan Area 47 Infrastructure Servicing Study*, an Environmental Implementation Report and a Stormwater Management Report and/or Functional Servicing Report that are completed to the satisfaction of the City of Brampton in consultation with the Toronto Region Conservation Authority.

- 8.2.4** Notwithstanding Section 8.2.3, stormwater management ponds shall not be permitted within park blocks or school sites.
- 8.2.5** Adjustments may be made to the size, location and number of stormwater management facilities through the Block Plan and Subdivision Approval processes, without further amendment to the Plan but subject to the concurrence of the City of Brampton in consultation with the Toronto Region Conservation Authority.
- 8.2.6** A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study. The Stormwater Management Plan shall address such concerns as low impact development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater and natural heritage features and erosion/siltation control design requirements, as appropriate.
- 8.2.7** A comprehensive Stormwater Management Monitoring Program shall be developed which is generally in accordance with, and implements the recommendations of the Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study.
- 8.2.8** Prior to the construction of any stormwater management facility, including the commencement of any grading or filling, the necessary permits that may be required shall be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Toronto and Region Conservation Authority, and the Ministry of Environment.
- 8.2.9** Stormwater management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines and TRCA's Stormwater Management Criteria (dated August 2012 and as amended). The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in conjunction with any other appropriate approval authority having jurisdiction in these matters.
- 8.2.10** Sediment and erosion control measures and monitoring shall be undertaken in accordance with the Greater Golden Horseshoe Area Conservation Authorities, Erosion and Sediment Control Guidelines for Urban Construction, December 2006. Monitoring of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton in consultation with the Conservation Authority.

8.3 NOISE ATTENUATION

8.3.1 Noise barriers should be minimized through the use of lot and road layouts that minimize the need for barriers, especially along Mayfield Road, The Gore Road, Countryside Drive, Clarkway Drive, Castlemore Road and the new east-west Arterial Road.

8.3.2 Noise barriers, consisting of a combination of berming and acoustical fencing, will be required to be provided along all or portions of Mayfield Road, The Gore Road, Countryside Drive, Clarkway Drive, Castlemore Road and the new east-west Arterial Road in order to mitigate sensitive uses from traffic noise along these roadways.

8.3.3 Additional individual subdivision-based noise analysis reports prepared in accordance with Section 4.5 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at the draft plan of subdivision stage so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports will be required at the Site Plan Approval Stage if it is determined that circumstances warrant such a report.

8.3.4 Where development for which noise attenuation measures will be required precedes the presence of the noise source, the City will require that as a condition of development approval, sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

8.3.5 Where "Residential" designations interface with "Commercial" designations on Schedule SP47(a), the City will require the implementation of appropriate buffering and mitigation measures in accordance with the Environmental Management policies and other relevant policies of the Official Plan.

8.4 POTENTIALLY CONTAMINATED SITES

8.4.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with the provincial guidelines for the decommissioning and cleanup of contaminated sites and submitted along with any application for development. Development for any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

8.5 PUBLIC UTILITIES AND COMMUNICATIONS

8.5.1 Public utilities and other facilities such as a municipal works yard, telecommunications/communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations shall be provided in

accordance with Section 4.8 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.

- 8.5.2** The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure that are above-ground or within streetscapes in a manner compatible with the community design attributes of the streetscape.
- 8.5.3** The City shall ensure that the coordination of design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) be required for all parts of the Secondary Plan Area, prior to draft plan of subdivision approval.
- 8.5.4** Wireless telecommunication tower applications shall follow the City Council approved protocol for processing of such applications. The identification of preferred locations for the siting of wireless telecommunication towers and ground stations will be encouraged at the block planning stage. The City will also encourage identifying opportunities to visually integrate wireless telecommunication facilities within communities through enhanced design and other appropriate methods in order to take advantage of their potential as visual community markers or landmarks.
- 8.6 TRANSCANADA GAS PIPELINE SAFETY FEATURES**
 - 8.6.1** In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplemental measures shall be applied to all future developments that abut the pipeline right-of-way within Secondary Plan Area 47:
 - 8.6.2** All permanent structures, excluding municipal road right-of-way, will be located at least 7 metres from the limits of TransCanada's right-of-way.
 - 8.6.3** Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limits of the right-of-way.
 - 8.6.4** Any development application within 200 metres of TransCanada's facilities shall be circulated for review and comment by TransCanada Pipelines.
 - 8.6.5** In conjunction with implementing zoning by-laws, the zoning of the Pipeline right-of-way for open space and/or Natural Heritage System purposes, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

8.6.6 Restoration and enhancement opportunities to provide an east-west connection between the corridors of The Gore Road Tributary and the Clarkway Tributary are encouraged.

9.0 CULTURAL HERITAGE

9.1 Conservation of Cultural Heritage Resources within Secondary Plan Area 47 shall be undertaken in accordance with Section 4.10 and other relevant policies of the Official Plan. For the purpose of this Chapter, cultural heritage resources shall include structures, sites, environments, artifacts and traditions that are of historical, architectural, archaeological, cultural and contextual values, significance or interest.

9.2 Schedule SP47(a) identifies cultural heritage resources that have been identified by the approved *Secondary Plan Area 47 Cultural Heritage Study* as retaining or exhibiting potential for retaining historical, architectural or contextual value and, as such, shall be subject to a Heritage Impact Assessment during the Block Plan stage, or draft plan of subdivision stage in the case of employment lands, which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council.

9.3 Proponents of development are encouraged to conserve and integrate Cultural Heritage Resources into future land use development in the secondary plan area, when deemed feasible from a structural, land use, programming and financial perspective. If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere.

9.4 The provisions of Section 9.3 do not apply to the cemetery on the west side of Highway 50 between Mayfield Road and Countryside Drive. With respect to the cemetery, the Cemeteries policies of Section 4.9.13 of the Official Plan shall apply, and the regulations set out in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.

9.5 Except for the cemetery identified in Section 9.4, the heritage resource designations on Schedule SP47(a) may be removed or relocated without the need for an amendment to this Chapter.

9.6 Cultural heritage resources have been identified for retention through the approved *Secondary Plan Area 47 Cultural Heritage Study*. The integration of identified Cultural Heritage Resources into new development proposals based on their original use or an adaptive reuse is to be guided by a suitable Conservation Plan for each property. City Council shall obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage

Board as to whether existing cultural heritage resources should be retained, relocated or demolished.

- 9.7** Assuming that the resource identified in Section 9.2 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council, including heritage designation under the Ontario Heritage Act, as appropriate.
- 9.8** All development adjacent to or incorporating a cultural heritage resource should, from a built form perspective be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.
- 9.9** All development in Secondary Plan Area 47 will require an appropriate Archaeological Assessment to be undertaken in accordance with the current technical guidelines set out by the Ministry of Tourism, Culture and Sports. No grading or other disturbance shall take place on a property with respect to archaeological resources prior to issuance of a Letter of Acceptance by the Ministry of Tourism, Culture and Sports and clearance by the City's Heritage staff.
- 9.10** Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the approved Heritage Study.
- 9.11** Those cultural heritage resources identified for retention in the approved Heritage Study shall be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities shall be reduced or released accordingly.
- 9.12** As a component of Block Plan Approval, the City shall adopt a strategic implementation plan for cultural heritage resources. This plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long term maintenance, contextual merit, reuse or adaptive reuse potential and structural integrity.
- 10.0** **COMMUNITY BLOCK PLAN**
- 10.1** **General Provisions**
- 10.1.1** A Community Block Plan is required, in accordance with Section 5.5 and other relevant policies of the Official Plan, prior to draft plan of subdivision approval for the first subdivision application in any Sub Area that includes residential

areas of the Secondary Plan. The Sub Areas shown on Schedule H of the Official Plan have been determined based on existing physical edges such as valleys, road corridors, land ownership patterns and specific civic design objectives. The Community Block Plan must meet the design objectives of the Official Plan, Development Design Guidelines including the Sustainable Community Development Guidelines and this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways, built form and sustainability.

- 10.1.2** Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.
- 10.1.3** As part of the Block Plan process, an Environmental Implementation Report shall be prepared to demonstrate that issues of stormwater management and infiltration, and confirmation of the limits of the Natural Heritage System, including the constraints of the natural features (e.g., wetlands, watercourses, etc.) and hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers, are addressed. Detailed studies will be addressed in accordance with the recommendations of the approved Master Environmental Servicing Plan. The EIR shall consist of three parts: Existing Conditions and Constraint Mapping, Detailed Studies, and Stormwater Management.
- 10.1.4** As part of the Block Plan process, Growth Management issues shall be addressed to ensure that new development occurs in an orderly, cost effective and timely manner by coordinating the staging and sequencing of new development with the provision of municipal services required to support the development, in accordance with Section 12.2 of this Chapter.
- 10.1.5** As part of the Block Plan process, Community Design Guidelines shall be prepared and approved by the City prior to final approval of the Block Plan.
- 10.1.6** Block planning for the residential lands will be permitted to begin following the statutory public meeting for Secondary Plan Area 47 on the condition that the Landowners Group agree to gratuitously pre dedicate the property required for widening and municipal servicing along The Gore Road and Countryside Drive, when requested by the City or Region.

10.2 Design Objectives

10.2.1 The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment. The Community Block Plan establishes a vision for the community and shall consist of the following components:

10.3 Community Structure

10.3.1 The community structure shall be in accordance with Sections 5.5 and other relevant policies of the Official Plan, Development Design Guidelines and of this Chapter.

10.3.2 An integrated community structure with balanced land uses shall be created through the following measures:

- i) Design integrated and coordinated Block Plans in which the components of the Block Plan, as stated in Section 10.0 reinforce one another to achieve the design objectives;
- ii) Identify Special Character Areas to give an image and character to the Community;
- iii) Distribute land uses within the Block Plan so as to promote integration and compatibility of the various components;
- iv) Create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,
- v) Incorporate existing natural and cultural features.

10.4 Recreational Open Space System

10.4.1 A more detailed examination of elements of the open space network beyond what has been identified in the *Secondary Plan Area 47 Community Design Framework* and consistent with the *Secondary Plan Area 47 MESP Study* shall be considered during the block plan stage of approval.

10.5 Open Space Network

10.5.1 The Area 47 Community Design Framework in conjunction with the policies of this Chapter, other relevant policies of the Official Plan the recommendations of the Area 47 Master Environmental Serving Plan and Environmental Implementation Report or Environmental Impact Study, is intended to guide the development of the open space network.

10.5.2 The Community Block Plan process will build on these guidelines. The open space component of the Community Block Plan process will:

- i) Recommend a network of public parks, open spaces, linkages and roads to serve the community based on the assessment of anticipated population, the Natural Heritage System, and proposed public and community facilities;
- ii) Provide recommendations on the size, location and configuration of parks, and community facilities;
- iii) Link existing and proposed recreational open space with the Natural Heritage System to create a continuous, coordinated open space network extending through the community, as appropriate;
- iv) Use Roads and the Pedestrian/Bikeway Network to connect recreational open space, the Natural Heritage System, street network community facilities, and destinations of public interest;
- v) Connect the Natural Heritage System to open space, as appropriate;
- vi) Promote community accessibility and movement through a network of pedestrian trails and bikeways adjacent to, or within the Natural Heritage System, in a sustainable and appropriate manner;
- vii) Identify limits of all stormwater management features;
- viii) Identify locations of landmark landscape features for detailed design consideration;
- ix) Establish a design vision for parks, and community facilities; and,
- x) Provide an implementation strategy.

10.6 Street Network

10.6.1 The street network shall be in accordance with Sections 4.5.2 and 5.5 and other relevant policies of the Official Plan and this Chapter.

10.6.2 The purpose of the street network component of the Community Block Plan is to ensure that the public realm is consistent in quality and design for all areas of the Secondary Plan. This part of the plan will address the following matters:

- i) The establishment of a hierarchy of streets within the community and ensuring easy connectivity of the street network in order to facilitate easy movement and orientation through the community;
- ii) The design of street patterns which create and reinforce major focal points within the community;
- iii) The design of street network to reinforce pedestrian and bicycle activity through integration with the Open Space Network and citywide Pathways network;
- iv) The design of street alignments which facilitate accessibility and visibility to existing features and the Open Space Network;

- v) Guidelines for the relationship of buildings to street, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages;
- vi) Alternatives to reverse frontage situations;
- vii) The location and design treatment of landmark architectural features;
- viii) Requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- ix) Requirements for traffic calming measures.

10.7 Streetscapes

10.7.1 The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

10.7.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a superior environment. These shall illustrate:

- i) Width of street right-of-way;
- ii) Roadway pavement width;
- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Lay-by parking and their relationship to store fronts, where applicable;
- vi) Bicycle paths/lanes linkages;
- vii) Streetlight locations;
- viii) Minimum building setbacks and projections; and,
- ix) Relationship to garages.

10.7.3 Streetscape components such as street trees, street lighting, seating and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces, promote the character, and identity of the community and be sustainable;

10.7.4 Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

10.8 Edges and Gateways

- 10.8.1** The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.
- 10.8.2** Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (also known as window streets).
- 10.8.3** Gateways are formed at the intersection of Arterial Roads with Arterial and/or Collector Roads of the community. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.
- 10.8.4** Gateway intersections shall be coordinated with the City's Gateway Beautification Program.
- 10.8.5** Schedule SP47(a) identifies the following Primary Gateways:
- i) Mayfield Road and Clarkway Drive;
 - ii) Mayfield Road and Coleraine Drive;
 - iii) Mayfield Road and Highway 50;
 - iv) Countryside Drive and Highway 50;
 - v) Arterial A2 and Highway 50;
 - vi) East-West Arterial Road and Clarkway Drive;
 - vii) Castlemore Road and Clarkway Drive; and,
 - viii) Castlemore Road and The Gore Road.
- 10.8.6** Additionally, the intersection of Countryside Drive with Clarkway Drive, the intersections of the East-West Arterial Road with The Gore Road and the north-south Collector Road east of Clarkway Drive, the intersection of Old Castlemore Road with Highway 50 as well as the intersections of all Collector Roads with The Gore Road are designated as Secondary Gateway locations.
- 10.8.7** The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish Secondary Plan Area 47 from the Town of Caledon and the City of Vaughan, as well as from the existing neighbourhoods south of Castlemore Road in Secondary Plan Area 41 and the Toronto Gore Rural Estate community west of The Gore Road.
- 10.8.8** Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail. In addition to site design,

landscaping and appropriate buffer treatment will be required to recognize, establish and reinforce their focal significance.

10.8.9 Zoning permissions for buildings within gateways shall be limited to compatible land uses. Gas bars, drive-through facilities, parking lots and highway service commercial uses shall have sufficient separation from a gateway, except as part of the Highway Commercial designation at the northeast corner of Clarkway Drive and Castlemore Road.

10.8.10 Developers shall contribute financially toward gateway features that are to be provided in Secondary Plan Area 47. The design and financial obligation related to Gateway features will be determined through the block plan stage of approval.

10.9 Built Form

10.9.1 The Built Form shall be in accordance with Sections 4.11, 5.5 and other relevant policies of the Official Plan, the Development Design Guidelines, Sustainable Community Development Guidelines and this Chapter.

10.9.2 In order to achieve superior streetscapes, a superior standard of built form is required. In residential areas, this shall include:

- i) Diversity in lot widths, house forms and lot depths;
- ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
- iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture;
- iv) Innovative housing forms and housing types will be encouraged; and,
- v) Garage placement in a manner that garage doors do not dominate the streetscape.

10.10 Modified Block Planning Process

10.10.1 Through the early initiation of a modified Block Plan process oriented towards a single stage final approval here is the potential for increased efficiency and effectiveness to avoid duplication between subdivision and Block Plan component studies.

10.10.2 In accordance with the objective of pursuing a modified Block Plan process in Secondary Plan Area 47, the following Block Plan component studies will be required:

- i) Cost Sharing Agreement;
- ii) Environmental Implementation Report;
- iii) Tableland Vegetation Assessment Report;

- iv) Sustainability Score and Sustainability Summary;
- v) Functional Servicing Report;
- vi) Community Design Guidelines;
- vii) Growth Management Staging and Sequencing Strategy;
- viii) Traffic Impact Study;
- ix) Phases 3 & 4 of the EA for the Collector Road network; and,
- x) Noise Control Feasibility Study;

To ensure the Environmental Implementation Report meets City and TRCA requirements, including matters that may not have been addressed in the Master Environmental Servicing Plan, a Terms of Reference for the Environmental Implementation Report is required to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.

The modified Block Plan approval process is predicated on the preparation of the following studies at the time of submitting Draft Plan of Subdivision applications:

- i) Planning Justification Reports;
- ii) Stormwater Management Studies;
- iii) Environmental Impact Study (including Functional Servicing Report, water balance, etc.);
- iv) Noise Report;
- v) Environmental Site Assessment;
- vi) Geotechnical Studies;
- vii) Tree Inventory and Assessment;
- viii) Sustainability Score and Sustainability Summary;
- ix) Zoning By-law; and,
- x) Architectural Control Compliance Process as outlined in the City's Development Design Guidelines.

To ensure the Environmental Impact Study meets City and TRCA requirements, including matters that may not have been addressed in the Master Environmental Servicing Plan, a Terms of Reference for the Environmental Impact Study is required to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.

10.11 Sustainability

- 10.11.1** The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the Planning Vision for Secondary Plan Area 47 as a sustainable community, the processing of Block Plans and other development applications shall have regard for the

overall principles of the Sustainable City Concept in the Official Plan and the City's Development Design Guidelines, including the Sustainable Community Development Guidelines. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community and environmental conservation. This includes making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies.

- 10.11.2** The development of a healthy, walkable and sustainable community within Area 47 has been identified within Section 4.2 of this Chapter as an important principle consistent with the Complete Communities principle identified in the Provincial Growth Plan, Peel's Healthy Development Index as identified in the May 2011 Region of Peel Health Background Study as well as the City's Sustainable Community Development Guidelines.

As part of a complete application with respect to block planning, draft plans of subdivision and site plans, as applicable, applicants will be required to undertake a sustainability assessment utilizing the City's Dynamic Excel-based Tool and to submit a Sustainability Score and Sustainability Summary that shall meet at least the minimum Threshold Sustainability Score established by the City.

10.12 LEED

- 10.12.1** The opportunity to apply LEED certification shall be explored as part of site plan approval.

11.0 COMMUNITY DESIGN GUIDELINES

- 11.1** The Community Design Guidelines, required for each of the respective Block Plan areas, shall be prepared to the satisfaction of the City, prior to approval of any Draft Plan of Subdivision within the Secondary Plan. They represent a further refinement of the planning vision of the community as outlined in the Community Block Plan and shall include, but are not limited to, the following:

- i) The general intended visual character of the areas viewed from the streets and other public open spaces, including the design theme that will be reflected in a substantial number of the community components;
- ii) The hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;

- iii) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, fencing, sidewalks, etc.;
 - iv) The locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
 - v) The intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.
 - vi) Programming requirements, conceptual plans and recommended park names for all open space blocks;
 - vii) The Community Design Guidelines shall be concise and specific to the context of the area. The Community Design Guidelines should identify the relationship with and build on the City-wide Development Design Guidelines and focus on what will be special and unique about the new community;
- 11.2** The Community Design Guidelines shall be provided in one comprehensive document with one section addressing all of the aforementioned visual and landscape components of the prescribed block plan area and the other section addressing building architecture.
- 11.3** The Community Design Guidelines shall be in compliance with the approved Community Block Plan. The Guidelines shall have regard for any relevant guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.
- 11.4** The Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.
- 11.5** All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention shall be paid to addressing the residential land use interface with other designations.
- 11.6** Designated retail centres in Secondary Plan Area 47 shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of larger centres; such centres are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the entire centre and no such portion shall be developed until the tertiary plan for the entire retail centre has been approved by the City.

12.0 IMPLEMENTATION

12.1 General Provisions

- 12.1.1** The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.
- 12.1.2** The land use designations and road network shown on Schedule SP47(a) are schematic and may be adjusted through the Block Plan and other development approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.
- 12.1.3** The limits of the Natural Heritage System which includes Valleylands and Watercourse Corridors, Woodlands and Wetlands designations will be determined based on the findings of the Master Environmental Servicing Plan (MESP) and will be refined based on an Environmental Implementation Report or Environmental Impact Study prepared to the satisfaction of the City of Brampton in consultation with TRCA. In the event that minor modifications can be made to the Natural Heritage System that would have the effect of reducing the extent of the Natural Heritage System but enhance its ecological and hydrological functions to the satisfaction of the City of Brampton and the TRCA, the adjoining residential designations shall apply without further amendment to this Chapter.
- 12.1.4** The location of park blocks and sites for other community uses shown on Schedule SP47 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a Cost Sharing Agreement, prior to Draft Plan Approval, site plan approval or rezoning. Such a Cost Sharing Agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.
- 12.1.5** During processing of development applications, the City shall require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals in core areas. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

12.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in Subdivision and Site Plan Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

12.2 Growth Management

12.2.1 The application of Growth Management measures shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, the Highway 427 Industrial Secondary Plan shall be planned to achieve in the order of 27,000 persons and 20,500 jobs, resulting in a density of approximately 46 persons and jobs per hectare. Implementing zoning and draft plans of subdivision applications shall demonstrate that they have contributed appropriately to the achievement of these targets in accordance with this Chapter.

12.3 Small Holdings

12.3.1 Landowners of small holdings less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

12.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP47(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

12.3.3 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

12.4 Cost Sharing

12.4.1 In addition to Development Charges, the City where and as appropriate, shall require the use of front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

12.4.2 The City shall require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between all developers within each of Block Plan Area 47-1 and 47-2, respectively, for any draft plan of subdivision, site plan and/or rezoning. The City shall require, where it deems appropriate, having regard for the requirements of Section 5.3.1.2 herein, that Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between developers within the area comprising of the employment lands, for any draft plan of subdivision, site plan and/or rezoning. Where a Developer Cost Sharing Agreement has been required, the City shall require confirmation from the Developer Cost Share Trustee of:

- i) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto, and;
- ii) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation shall be provided to the City prior to the approval of any draft plan of subdivision plan, site plan and/or rezoning within the Secondary Plan Area.

12.5 Environmental Assessment Act

12.5.1 Various infrastructure and facilities proposed and designated in this Chapter may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to the necessary Environmental Assessment approvals.

13.0 INTERPRETATION

13.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP47(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

- i) that the fundamental effectiveness of the intended uses would not be reduced;
- ii) that the intent and integrity of the overall plan is respected;
- iii) that shortfalls or excesses are to be made up elsewhere in the Plan;
- iv) that the function and centrality of services is maintained; and,

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v) that the fundamental aspects of land use interrelationships are maintained.

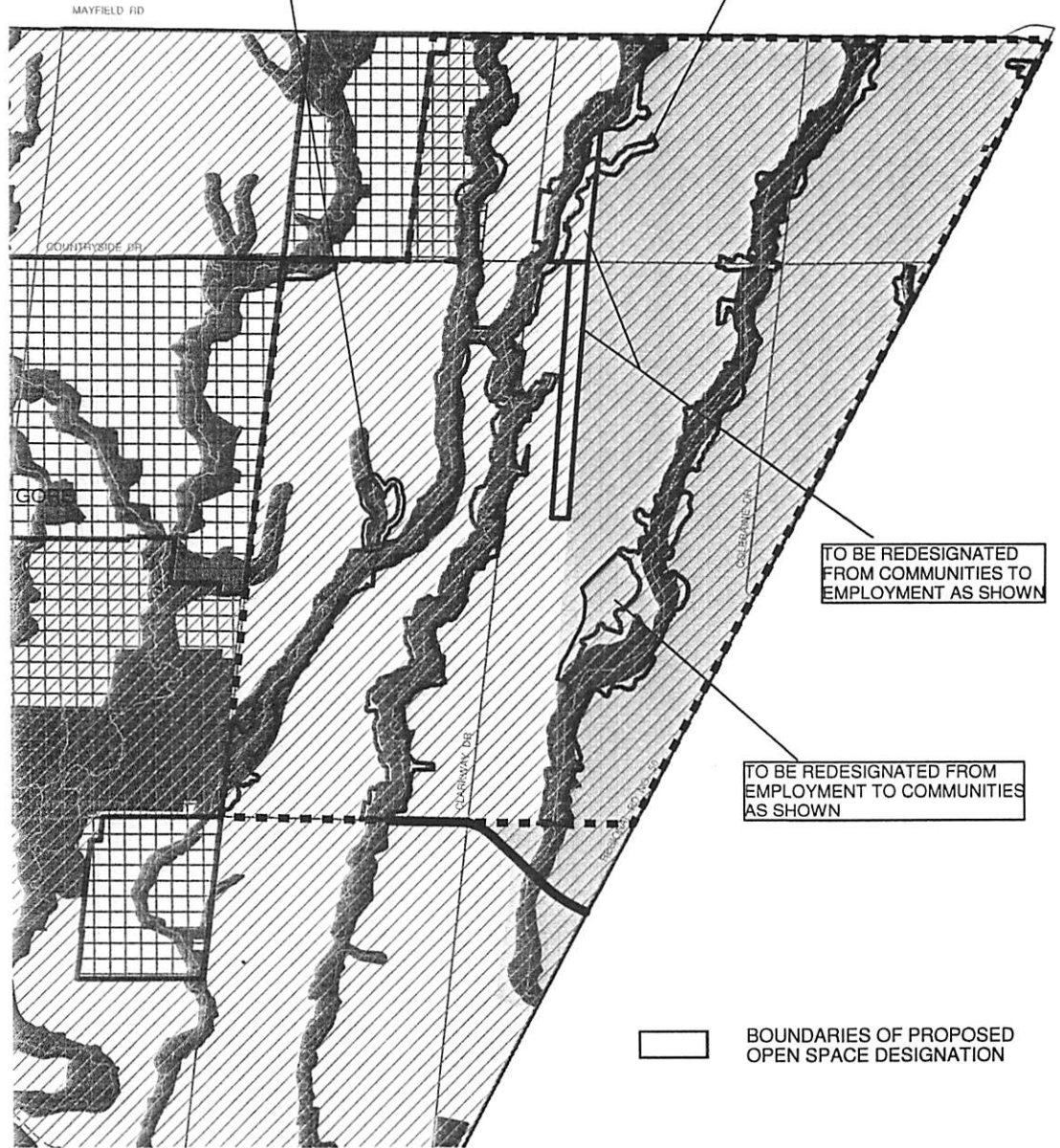
13.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.

I4-16-85

AREA TO BE OUTLINED AS SHOWN AND THE FOLLOWING TEXT BOX TO BE ADDED

"PROPOSED OPEN SPACE DESIGNATION AS SHOWN SUBJECT TO FURTHER STUDY AS PART OF BLOCK PLANNING"

EXISTING OPEN SPACE DESIGNATIONS WITHIN AREA 47 TO BE DELETED AND REPLACED WITH THE OPEN SPACE DESIGNATIONS AS SHOWN



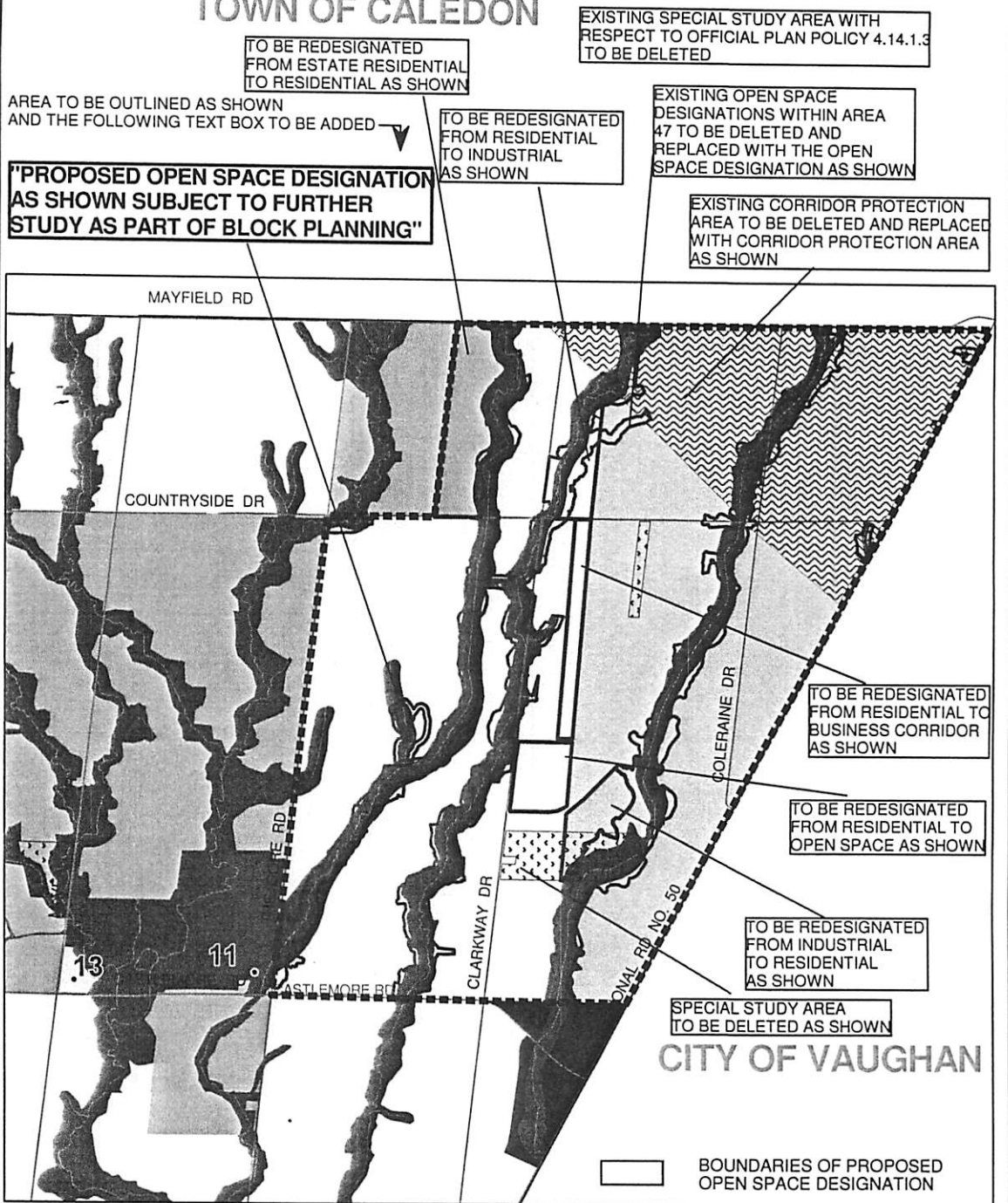
EXTRACT FROM SCHEDULE 1 - CITY CONCEPT, 2006 OFFICIAL PLAN

LEGEND

	COMMUNITIES		DESIGNATED GREENFIELD AREA
	EMPLOYMENT		BUILT BOUNDARY
	OPEN_SPACE		PRIMARY INTENSIFICATION CORRIDOR
	UNIQUE COMMUNITIES		LANDS SUBJECT TO THIS AMENDMENT



TOWN OF CALEDON



TO BE REDESIGNATED FROM ESTATE RESIDENTIAL TO RESIDENTIAL AS SHOWN

EXISTING SPECIAL STUDY AREA WITH RESPECT TO OFFICIAL PLAN POLICY 4.14.1.3 TO BE DELETED

AREA TO BE OUTLINED AS SHOWN AND THE FOLLOWING TEXT BOX TO BE ADDED

TO BE REDESIGNATED FROM RESIDENTIAL TO INDUSTRIAL AS SHOWN

EXISTING OPEN SPACE DESIGNATIONS WITHIN AREA 47 TO BE DELETED AND REPLACED WITH THE OPEN SPACE DESIGNATION AS SHOWN

"PROPOSED OPEN SPACE DESIGNATION AS SHOWN SUBJECT TO FURTHER STUDY AS PART OF BLOCK PLANNING"

EXISTING CORRIDOR PROTECTION AREA TO BE DELETED AND REPLACED WITH CORRIDOR PROTECTION AREA AS SHOWN

TO BE REDESIGNATED FROM RESIDENTIAL TO BUSINESS CORRIDOR AS SHOWN

TO BE REDESIGNATED FROM RESIDENTIAL TO OPEN SPACE AS SHOWN

TO BE REDESIGNATED FROM INDUSTRIAL TO RESIDENTIAL AS SHOWN









SPECIAL STUDY AREA TO BE DELETED AS SHOWN

CITY OF VAUGHAN

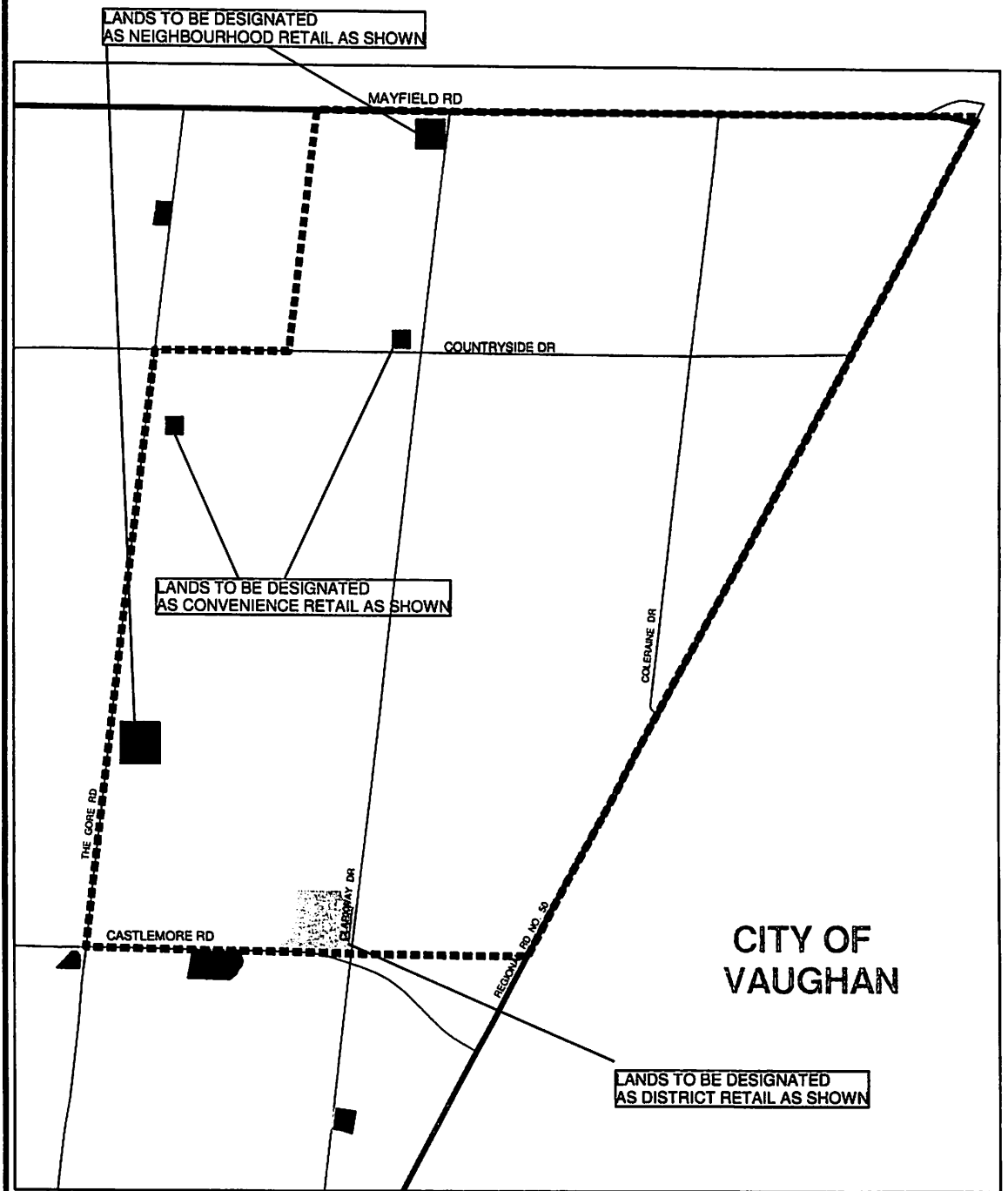
BOUNDARIES OF PROPOSED OPEN SPACE DESIGNATION

EXTRACT FROM SCHEDULE A - GENERAL LAND USE DESIGNATIONS, 2006 OFFICIAL PLAN

LEGEND

- | | | | | | |
|---|--------------------|---|-------------------|---|---------------------------------|
|  | RESIDENTIAL |  | BUSINESS CORRIDOR |  | SPECIAL STUDY AREA |
|  | ESTATE RESIDENTIAL |  | INDUSTRIAL |  | CORRIDOR PROTECTION AREA |
|  | OPEN SPACE | | |  | LANDS SUBJECT TO THIS AMENDMENT |

TOWN OF CALEDON

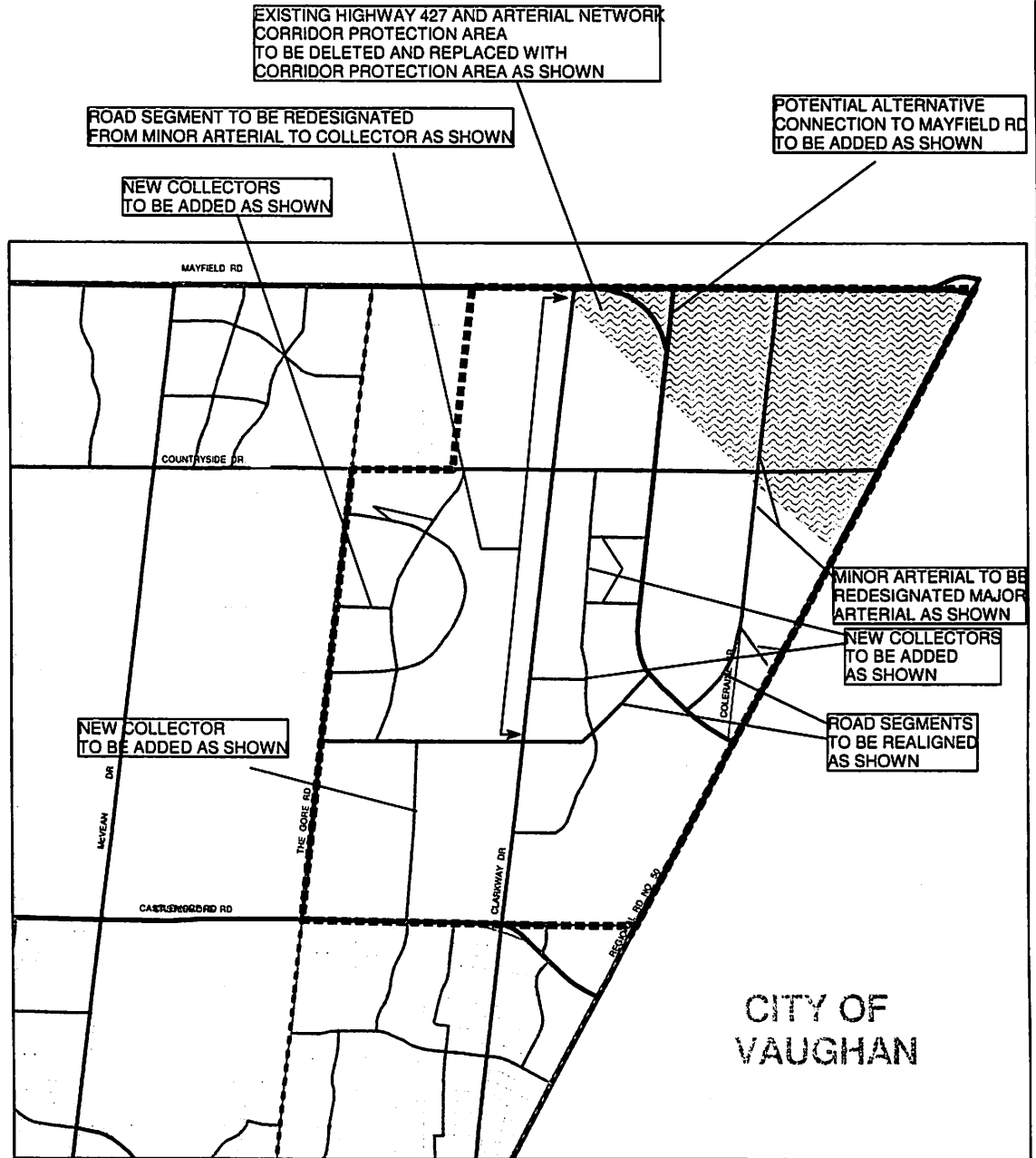


EXTRACT FROM SCHEDULE A2 - RETAIL STRUCTURE, 2006 OFFICIAL PLAN

LEGEND

- | | | | | | |
|--|-----------------|--|----------------------|--|---------------------------------|
| | REGIONAL RETAIL | | NEIGHBOURHOOD RETAIL | | LANDS SUBJECT TO THIS AMENDMENT |
| | DISTRICT RETAIL | | CONVENIENCE RETAIL | | |

TOWN OF CALEDON

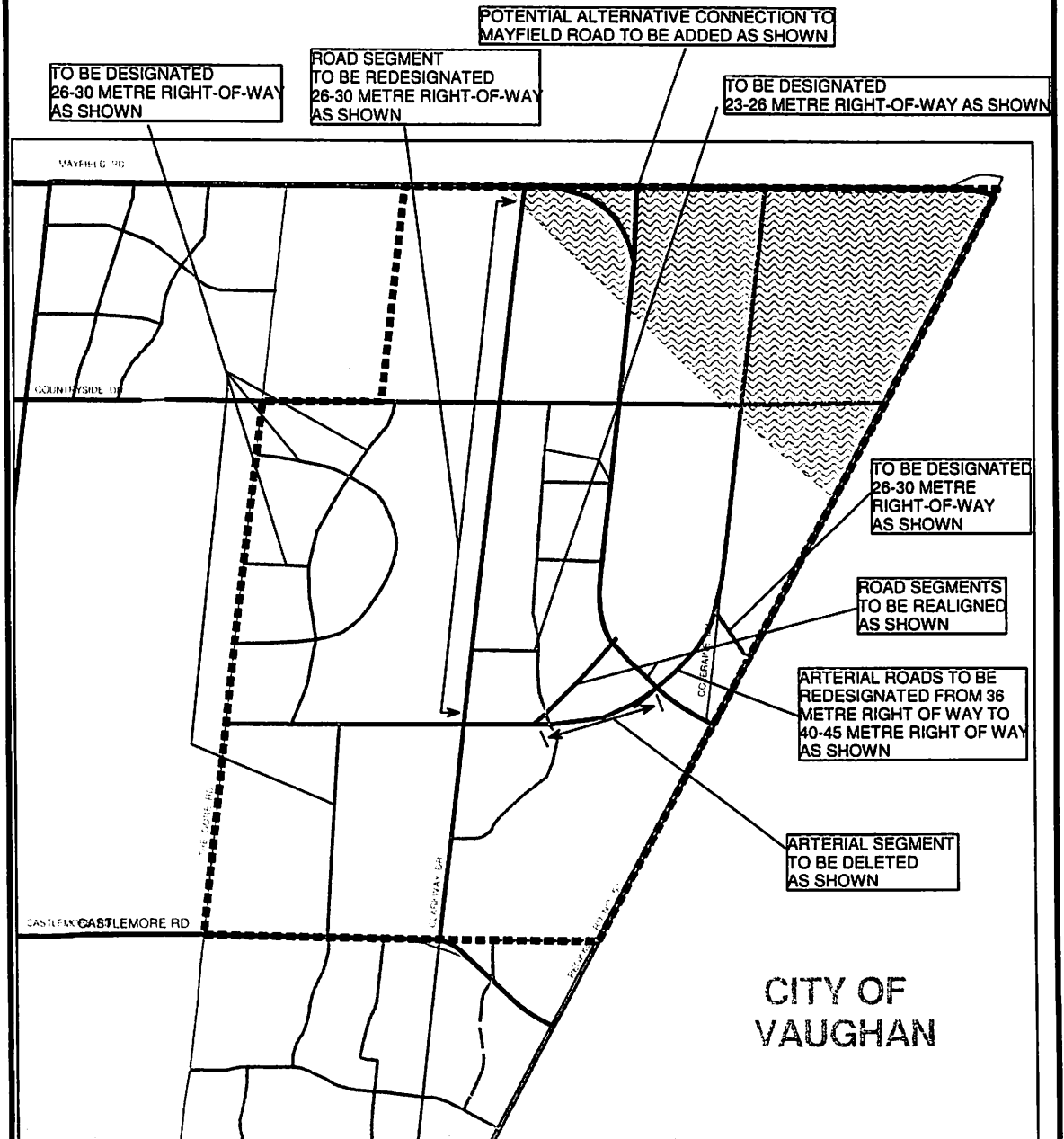


EXTRACT FROM SCHEDULE B - CITY ROAD HIERARCHY, 2006 OFFICIAL PLAN

LEGEND

- | | | | |
|--|---------------------------|--|---------------------------------|
| | MAJOR ARTERIAL (CITY) | | CORRIDOR PROTECTION AREA |
| | MAJOR ARTERIAL (REGIONAL) | | LOCAL ROAD |
| | MINOR ARTERIAL | | PROPOSED LOCAL ROAD |
| | COLLECTOR | | LANDS SUBJECT TO THIS AMENDMENT |

TOWN OF CALEDON



EXTRACT FROM SCHEDULE B1 - CITY ROAD RIGHT-OF-WAY WIDTHS, 2006 OFFICIAL PLAN

LEGEND

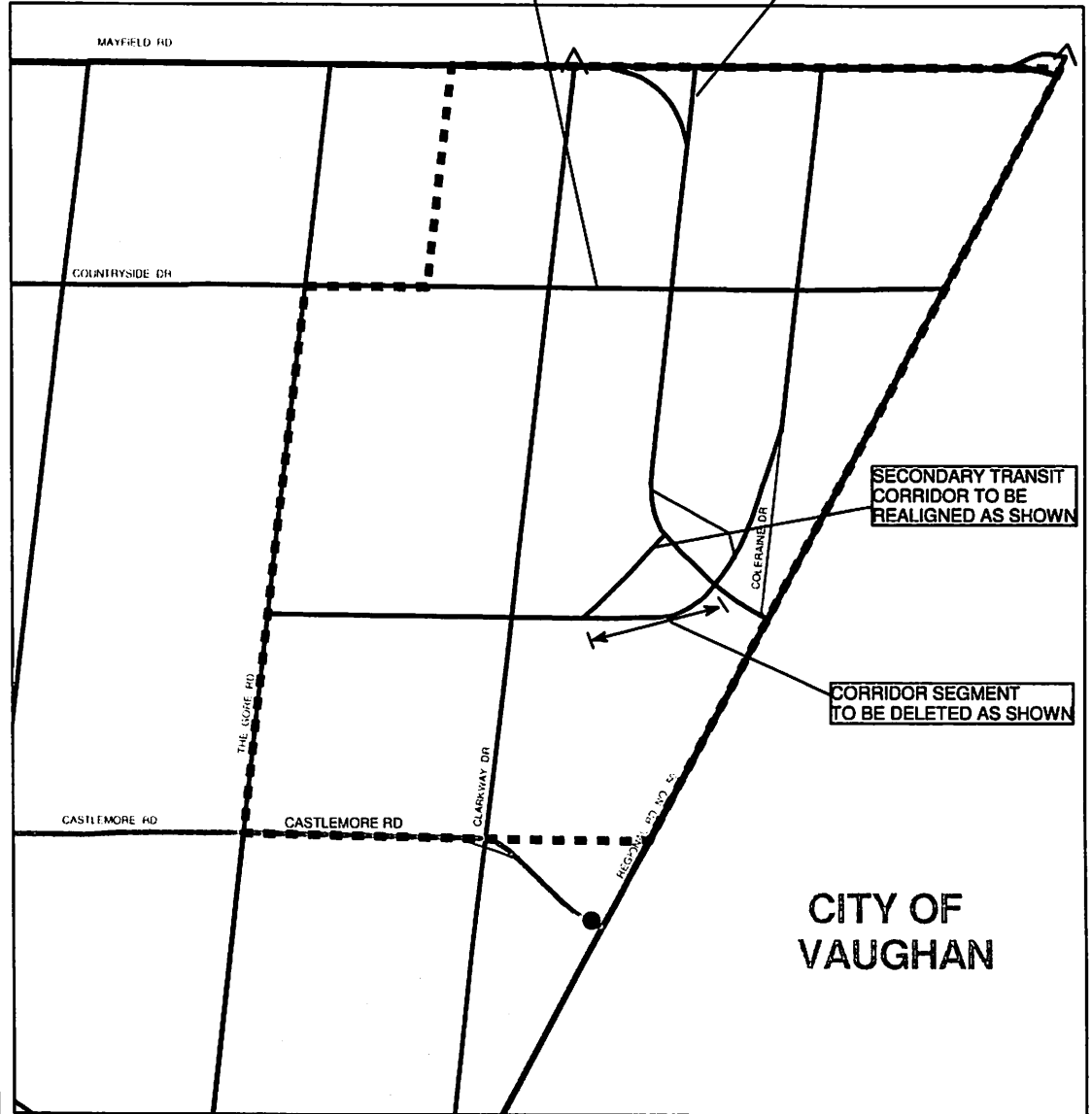
- 40-45 METRES (130-150 FEET)
- 36 METRES (120 FEET)
- 26-30 METRES (86-100 FEET)
- CORRIDOR PROTECTION AREA
- LANDS SUBJECT TO THIS AMENDMENT
- 23-26 METRES (76-86 FEET)

I4-16-90

TOWN OF CALEDON

SECONDARY TRANSIT CORRIDOR DESIGNATION TO BE ADDED FROM THE GORE ROAD TO HWY 50 AS SHOWN

POTENTIAL ALTERNATIVE CONNECTION TO MAYFIELD ROAD TO BE ADDED AS SHOWN



SECONDARY TRANSIT CORRIDOR TO BE REALIGNED AS SHOWN

CORRIDOR SEGMENT TO BE DELETED AS SHOWN

CITY OF VAUGHAN

EXTRACT FROM SCHEDULE C -TRANSIT NETWORK, 2006 OFFICIAL PLAN

LEGEND

- BRT CORRIDORS
- PRIMARY TRANSIT CORRIDORS
- SECONDARY TRANSIT CORRIDORS
- LANDS SUBJECT TO THIS AMENDMENT
- MAJOR TRANSIT NODES

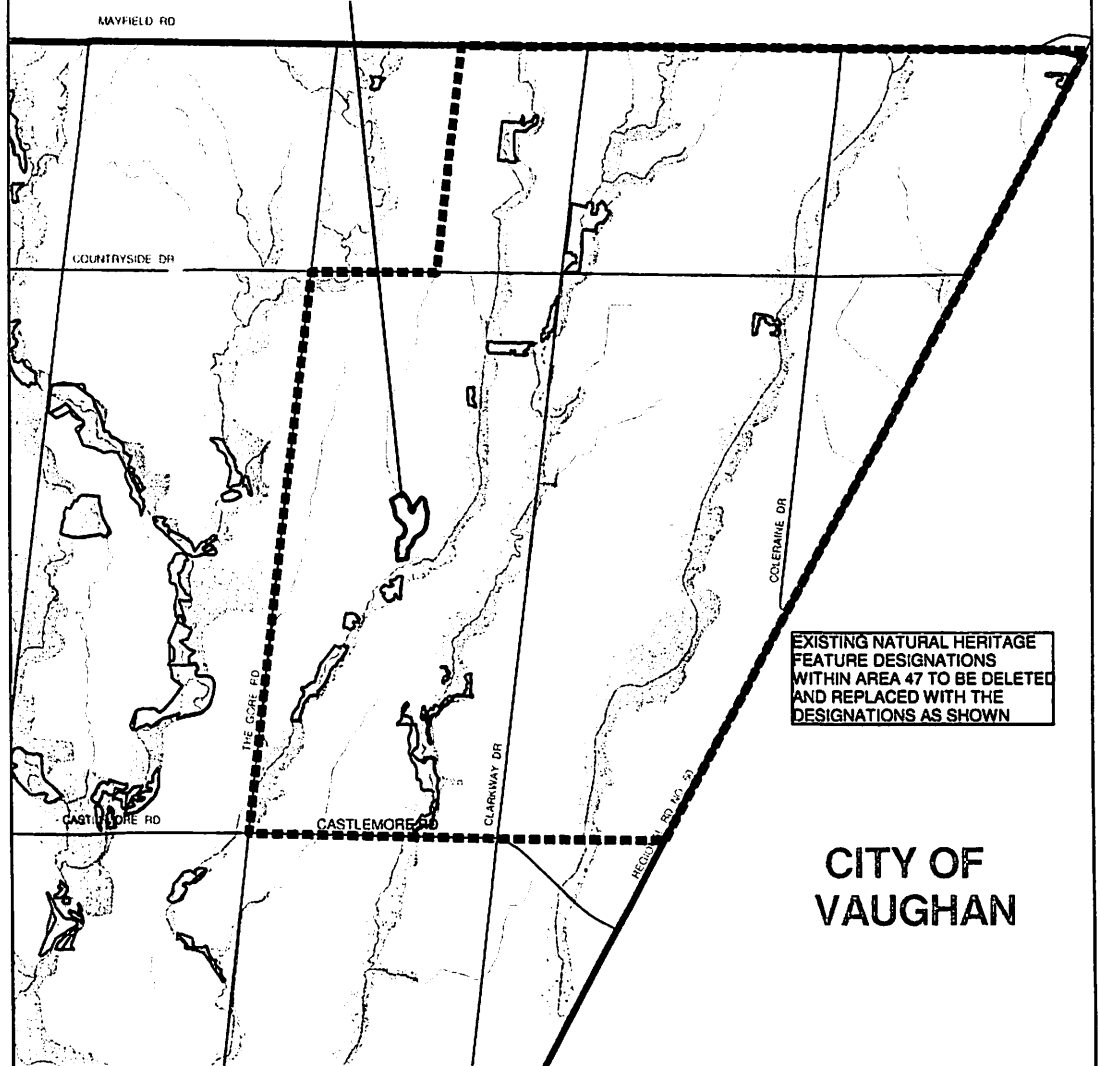


**SCHEDULE F TO OFFICIAL PLAN
AMENDMENT OP2006# _____**

AREA TO BE OUTLINED AS SHOWN AND THE FOLLOWING TEXT BOX TO BE ADDED

"VALLEYLAND/WATERCOURSE CORRIDOR AS SHOWN, SUBJECT TO FURTHER STUDY AS PART OF BLOCK PLANNING"




TOWN OF CALEDON



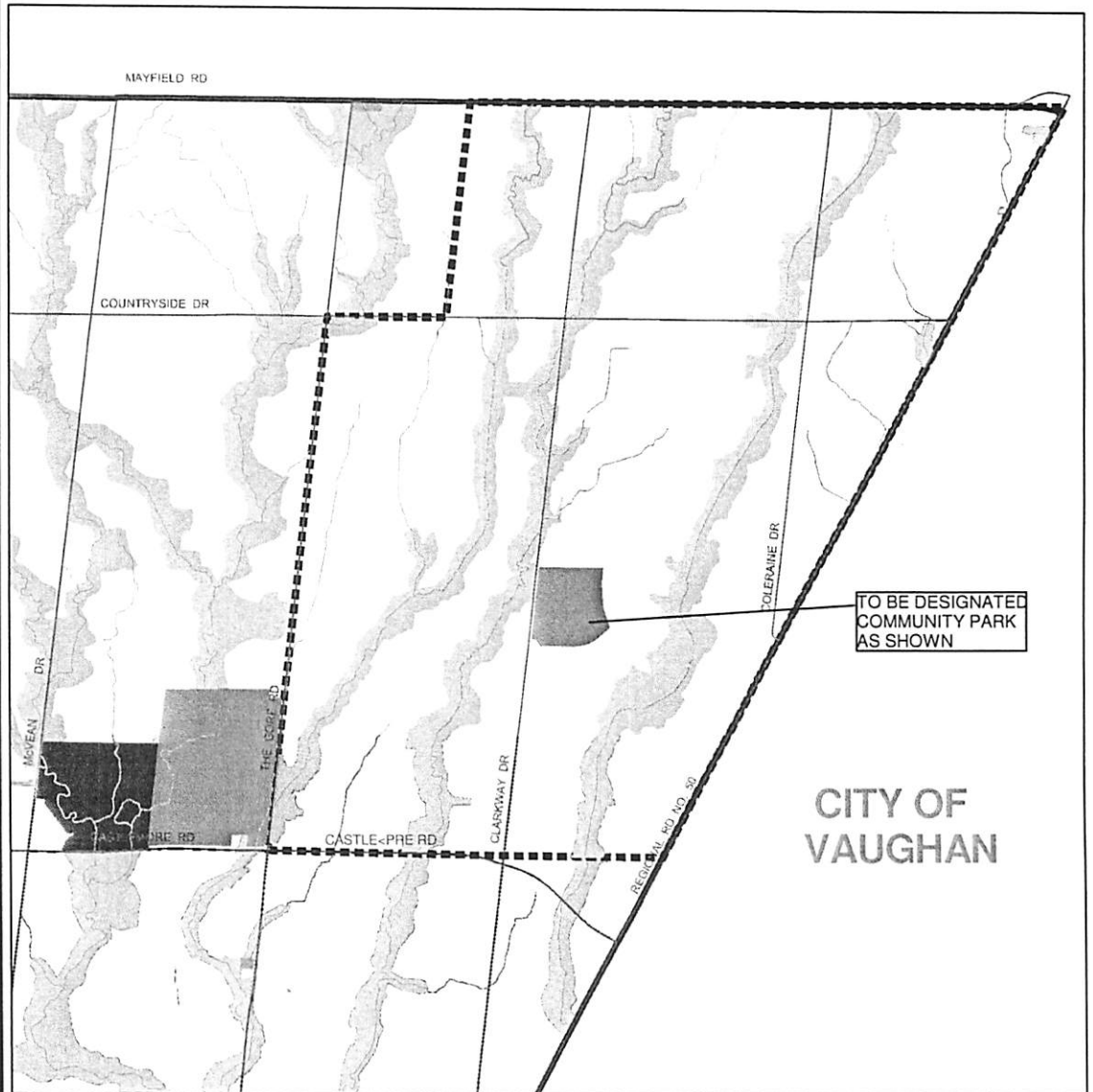
EXISTING NATURAL HERITAGE FEATURE DESIGNATIONS WITHIN AREA 47 TO BE DELETED AND REPLACED WITH THE DESIGNATIONS AS SHOWN

CITY OF VAUGHAN

EXTRACT FROM SCHEDULE D - NATURAL HERITAGE FEATURES AND AREAS, 2006 OFFICIAL PLAN

-  LANDS SUBJECT TO THIS AMDENDMENT
-  WOODLAND
-  VALLEYLAND/WATERCOURSE CORRIDOR

TOWN OF CALEDON

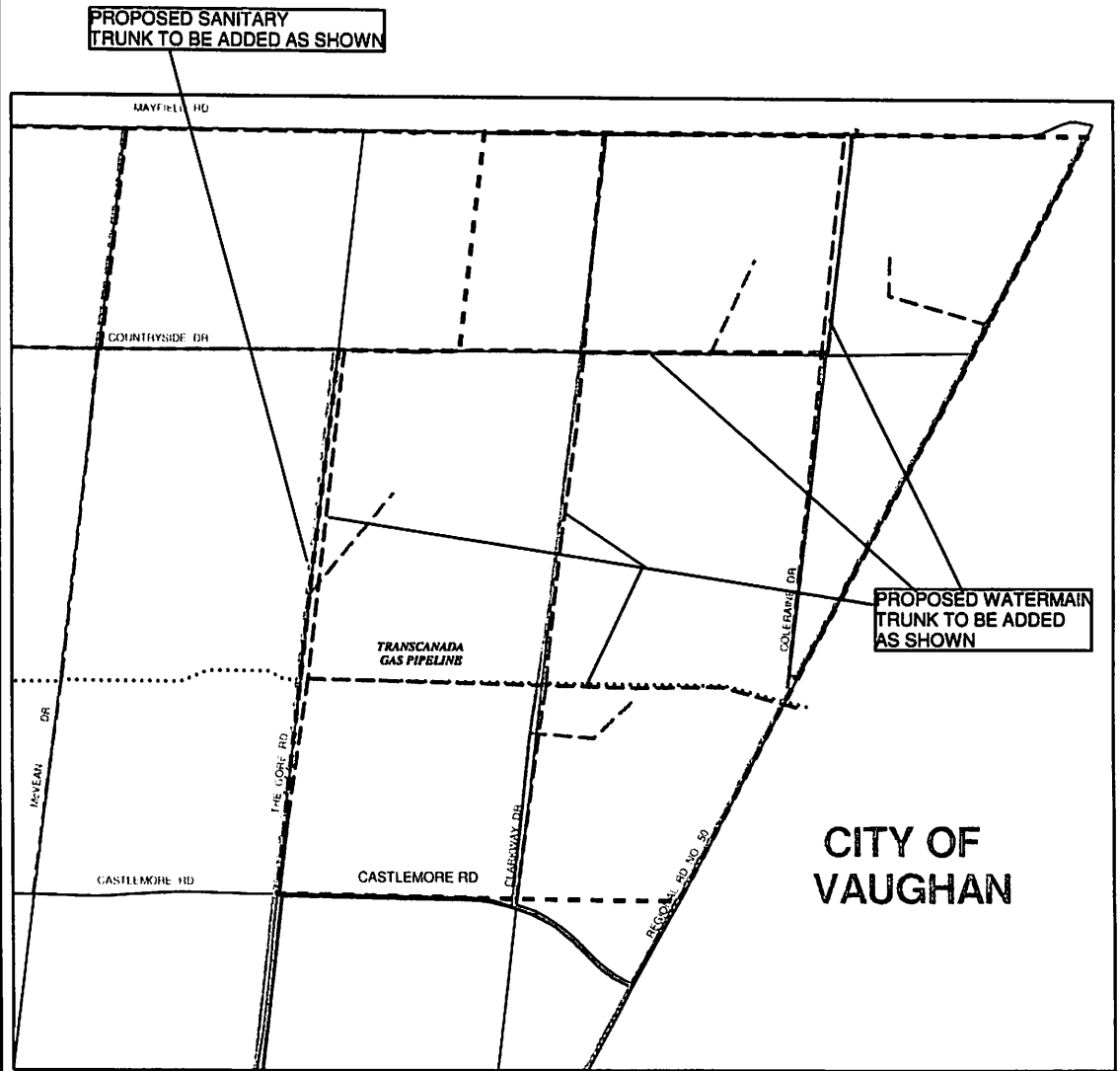


EXTRACT FROM SCHEDULE E - MAJOR RECREATIONAL OPEN SPACE, 2006 OFFICIAL PLAN

LEGEND

- | | | | |
|---|----------------|---|---------------------------------|
|  | CITY WIDE PARK |  | CEMETERY |
|  | COMMUNITY PARK |  | LANDS SUBJECT TO THIS AMENDMENT |

TOWN OF CALEDON



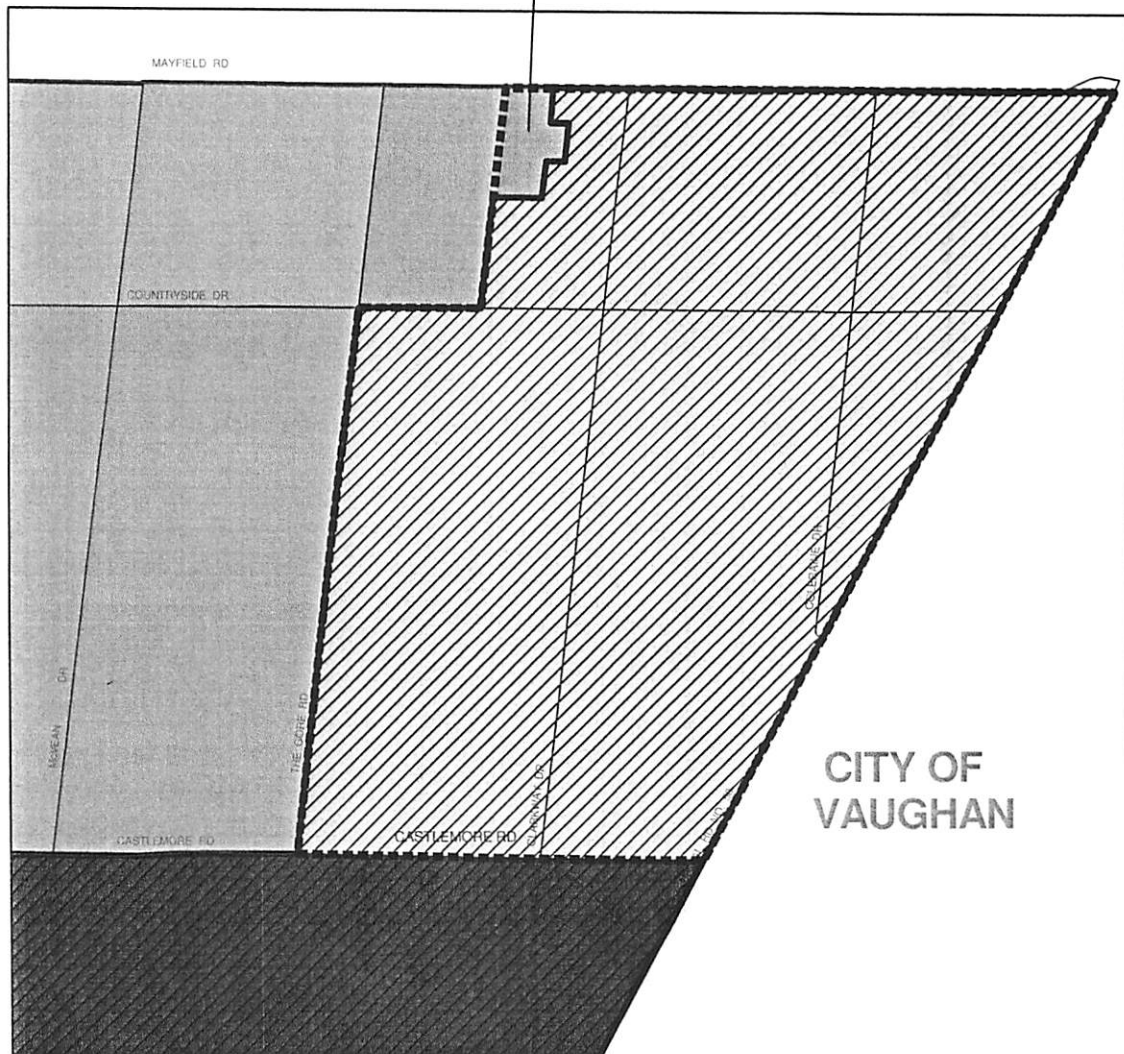
EXTRACT FROM SCHEDULE F - INFRASTRUCTURE, UTILITIES & RESOURCES, 2006 OFFICIAL PLAN

LEGEND

- | | | | |
|-----------|---------------------------|-----------|---------------------------------|
| — | EXISTING WATERMAIN TRUNKS | — | EXISTING SANITARY TRUNK SEWER |
| - - - | PROPOSED WATERMAIN TRUNK | - - - | PROPOSED SANITARY TRUNK SEWER |
| [- - -] | | [- - -] | LANDS SUBJECT TO THIS AMENDMENT |

TOWN OF CALEDON

TO BE REDISGNATED FROM TORONTO GORE RURAL ESTATE (AREA 26)
TO THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47) AS SHOWN



EXTRACT FROM SCHEDULE G -SECONDARY PLAN AREAS,
2006 OFFICIAL PLAN

LEGEND

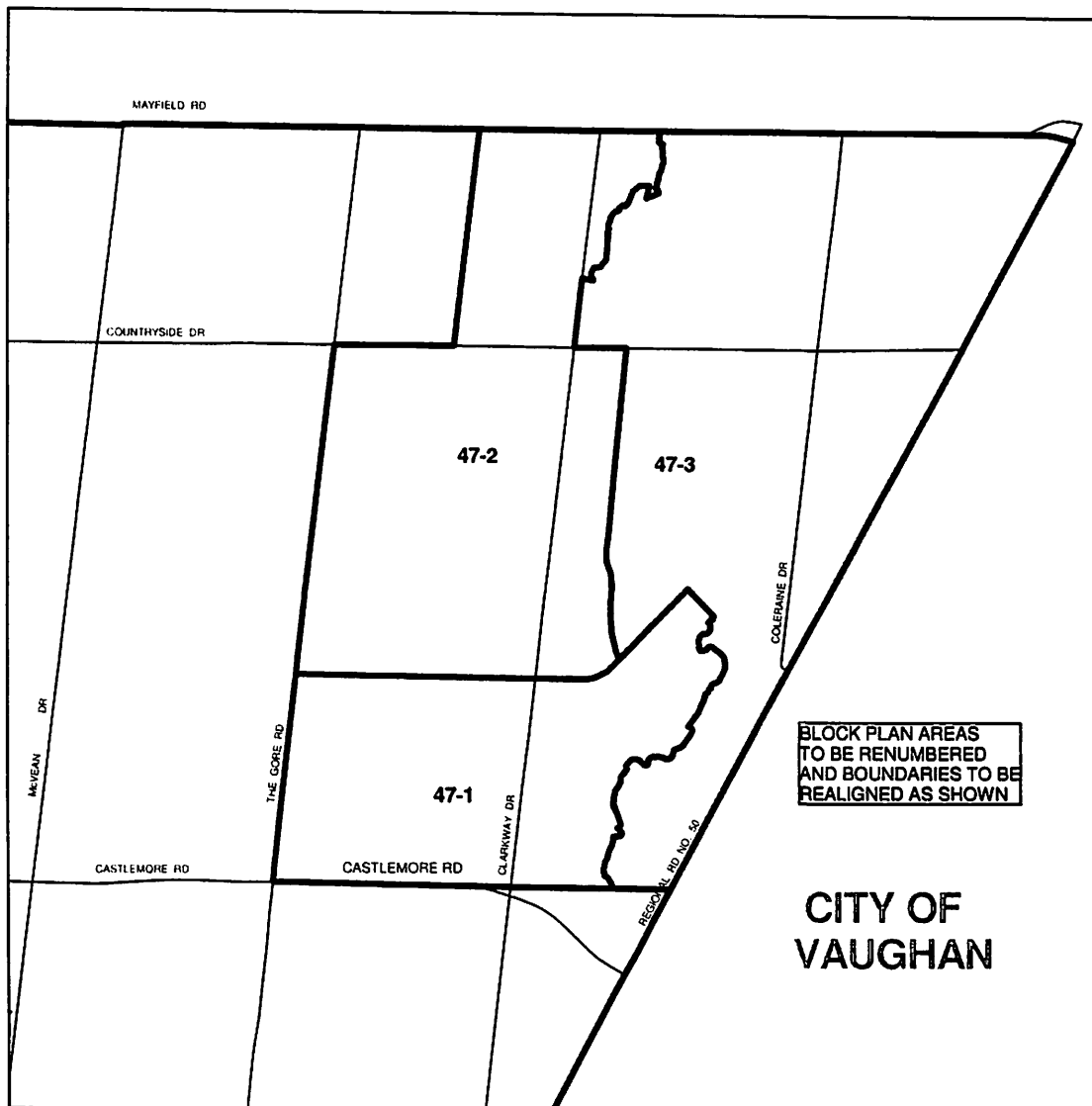


NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN



LANDS SUBJECT TO THIS AMENDMENT

TOWN OF CALEDON



EXTRACT FROM SCHEDULE H - COMMUNITY BLOCK PLAN AREAS, 2006 OFFICIAL PLAN

LEGEND



BLOCK PLAN AREA

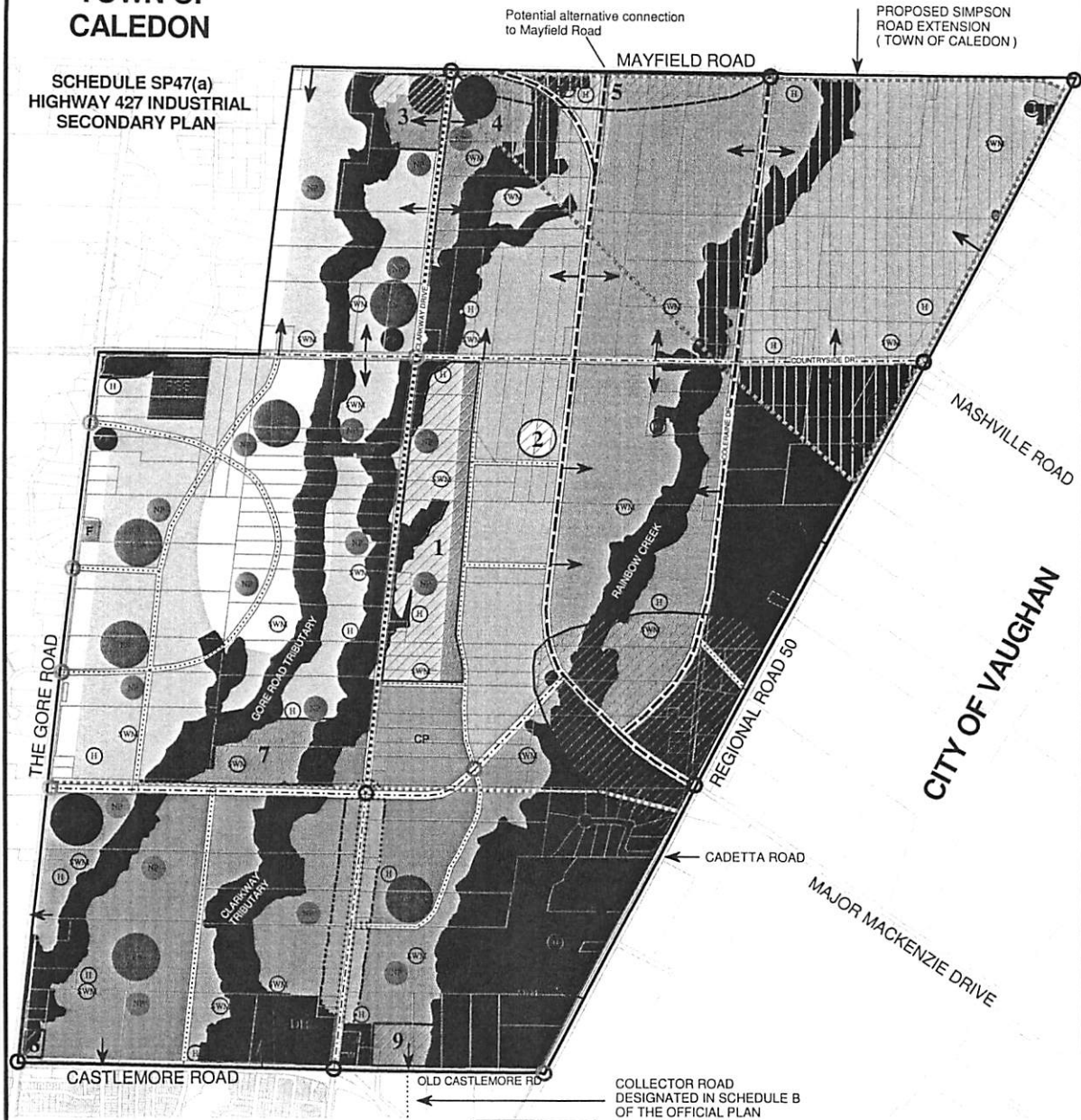


LANDS SUBJECT TO THIS AMENDMENT

I4-16-96

TOWN OF CALEDON

**SCHEDULE SP47(a)
HIGHWAY 427 INDUSTRIAL
SECONDARY PLAN**



LEGEND

- | | | | |
|--|--|-------------------------------------|-----------------------------------|
| RESIDENTIAL | | NATURAL HERITAGE SYSTEM | |
| [Symbol] LOW DENSITY RESIDENTIAL | [Symbol] CLARKWAY DRIVE MIXED USE (RESIDENTIAL/RETAIL) | [Symbol] SIGNIFICANT WOODLANDS | [Symbol] VALLEYLAND |
| [Symbol] LOW/MEDIUM DENSITY RESIDENTIAL | [Symbol] MAIN STREET CHARACTER AREA | [Symbol] COMMUNITY PARK | [Symbol] NEIGHBOURHOOD PARK |
| [Symbol] EXECUTIVE RESIDENTIAL | | RECREATIONAL OPEN SPACE | |
| EMPLOYMENT | | INSTITUTIONAL | |
| [Symbol] OFFICE NODE | [Symbol] BUSINESS PARK | [Symbol] PUBLIC SECONDARY SCHOOL | [Symbol] FIRE STATION |
| [Symbol] LOGISTIC/WAREHOUSE/TRANSPORTATION | [Symbol] PRESTIGE INDUSTRIAL | [Symbol] CATHOLIC ELEMENTARY SCHOOL | [Symbol] PLACE OF WORSHIP |
| | [Symbol] SERVICE EMPLOYMENT | [Symbol] ELEMENTARY SCHOOL | |
| COMMERCIAL | | UTILITIES AND INFRASTRUCTURE | |
| [Symbol] DISTRICT RETAIL | [Symbol] HIGHWAY COMMERCIAL | [Symbol] TRANS CANADA PIPELINE | [Symbol] CORRIDOR PROTECTION AREA |
| [Symbol] NEIGHBOURHOOD RETAIL | [Symbol] SERVICE COMMERCIAL | [Symbol] PRIMARY GATEWAY | [Symbol] SECONDARY GATEWAY |
| [Symbol] CONVENIENCE RETAIL | | [Symbol] HERITAGE RESOURCE | [Symbol] CEMETERY |
| ROAD NETWORK | | [Symbol] MAJOR ARTERIAL ROAD | [Symbol] SPECIAL POLICY AREA |
| [Symbol] MAJOR ARTERIAL ROAD | [Symbol] ROAD ACCESS (POTENTIAL/CONCEPTUAL) | [Symbol] MINOR ARTERIAL ROAD | [Symbol] SPA 47 BOUNDARY |
| [Symbol] COLLECTOR ROAD | | | |
| [Symbol] MAJOR COLLECTOR ROAD | | | |

BRAMPTON
Flower City
PLANNING, DESIGN & DEVELOPMENT
0.0 0.2 0.4 0.6 0.8 1.0
Kilometres
Date: 2014 08 07

SCHEDULE L TO OFFICIAL PLAN AMENDMENT OP2006#
HIGHWAY 427 INDUSTRIAL SECONDARY PLAN (AREA 47)
SCHEDULE SP47(a)

