



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 48-2006

To Adopt Amendment Number OP93-**260**
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 OP93- 260 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.


READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 13th day of February 2006.


SUSAN FENNELL - MAYOR


K. ZAMMIT - ACTING CLERK

APPROVED AS TO FORM LAW DEPT BRAMPTON
CG
DATE 09/02/06

Approved as to Content:


Adrian J. Smith, MCIP, RPP
Director, Planning and Land Development Services

AMENDMENT NUMBER OP93 - **260**
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to incorporate policies into the Official Plan to reflect the design objectives and vision for the City as set out in the City's Strategic Plan, the Flower City Strategy and the Development Design Guidelines to create attractive quality, pedestrian-friendly development.

The effect of this amendment is to:

- Update design objectives for residential, commercial, industrial and institutional developments on a city wide basis in accordance with the Development Design Guidelines;
- Require the approval of a Design Brief prior to zoning approval

2.0 Location:

The lands subject to this amendment comprise the whole of the City of Brampton.

3.0 Amendments and Policies Relative Thereto:

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

- 1) by adding to the following section after 4.1.1.10

"4.1.1.11 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) variety of housing types and architectural styles
- (ii) siting and building setbacks
- (iii) garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways
- (iv) street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms

- (v) upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes
- (vi) incorporation of multiple unit dwellings and apartments; and,
- (vii) landscaping and fencing on private property .

These elements will be further refined through the preparation of community block plans, area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.”

- 2) by deleting Design objective 4.1.9 and substituting the following:

“4.1.9 DESIGN

To create communities that have a high quality of development by:

- (i) developing a strong community image and character, which may be articulated in the design of built form, natural features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) incorporating important existing features and conditions. These features may include natural areas such as woodlands, valley lands, ponds, creeks and streams, built structures with significant architecture, heritage features or important views and vistas;
- (iii) enhancing the visual experience for residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way, the layout of circulation and open space systems and the siting of major features, public uses and built form; and,
- (iv) implementing the Flower City Strategy.

For ground related residential developments, the following objectives shall be encouraged:

- to vary densities by introducing a variety of lot widths and housing types to promote diversity;

- to design housing that enhances the relationship between the house and the street;
- to create a varied and intimate streetscape;
- to use projecting elements such as porches, porticoes, bay windows and balconies;
- to observe an appropriate and comfortable relationship to grade for raised entrances and porches;
- to create architecturally well-scaled elevations with carefully considered window design placement;
- to use a variety of roof forms within one streetscape;
- to avoid the placement of large garages on narrow lots;
- to recess attached garages from the main building façade and limit the maximum garage projection;
- to avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;
- to proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,
- to use single car garages for townhouses, semi-detached and small detached units.

For non-ground related residential developments, the following objectives shall be encouraged in accordance with the Development Design Guidelines:

- to locate at primary/collector streets and gateway intersections;
- to locate primary building faces parallel to primary/collector streets;
- to locate parking areas below grade (where possible);
- to provide pedestrian protection (i.e. canopies) for apartment entrances;
- to encourage grade-related apartment units (i.e. entrance and main windows) facing the principal street; and,
- to locate mixed use development on the ground floor.”

3) by deleting section 4.1.9.1 and substituting it with the following:

“4.1.9.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Form section of this Plan.”

4) by deleting section 4.1.9.2 and substituting it with the following:

“4.1.9.2 The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations in individual unit and neighbourhood design and incorporate design standards and criteria in accordance with the Urban Form section of this plan and the Development Design Guidelines. “

5) by adding the following to section 4.1.9.3:

“(vii) encourage the placement of recessed garages behind the main wall of the building.

(viii) consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development.”

6) by adding the following to section 4.2.3.2:

“(iii) site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.”

7) by deleting section 4.2.3.6 and substituting it with the following:

“4.2.3.6 Through its review and approval of development applications pursuant to the Planning Act and in accordance with the

Urban Form and Environmental Management sections of this Plan, the City shall:

- (i) require the approval of a Design Brief that reflects the ways in which the proposal reflects and responds to the direction set out in the Development Design Guidelines prior to zoning approval;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, and open spaces;
- (vii) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands, hedgerows and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven or animate the street frontage and promote visual diversity.
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. Loading door(s) shall be well removed from arterial and collector roads.

- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones.
- (xi) promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading.
- (xii) implement the Flower City Strategy.”

8) by adding the following to section 4.2.3.7:

“Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.”

9) by deleting section 4.2.6.6 and substituting it with the following:

“4.2.6.6 Through its review and approval of development applications pursuant to the Planning Act and in accordance with the Urban Form and Environmental Management sections of this Plan, the City shall:

- (i) require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, and open spaces;

- (vii) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, hedgerows and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity.
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads.
- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones.
- (xi) promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading.
- (xii) Implement the Flower City Strategy."

10) by adding the following to section 4.2.6.7:

"Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys."

11) by adding the following section after 4.2.8.9:

"4.2.8.10 Through its review and approval of development applications for commercial development pursuant to the Planning Act and in accordance with the Urban Form and Environmental Management sections of this Plan, the City shall require the approval of a Design Brief to implement the Development Design Guidelines prior to zoning approval."

- (12) by adding the following section after 4.2.9.2

“4.2.9.3 Through its review and approval of development applications for commercial development pursuant to the Planning Act and in accordance with the Urban Form and Environmental Management sections of this Plan, the City shall require the submission of a design brief to implement the Development Design Guidelines prior to zoning approval.”

- 13) by deleting section 4.2.11.15 and substituting it with the following:

“4.2.11.15 Through its review and approval of development applications pursuant to the Planning Act and in accordance with the Urban Form and Environmental Management sections of this Plan, the City shall:

- (i) require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, and open spaces;
- (vii) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands, hedgerows and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;

- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity.
 - (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads.
 - (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones.
 - (xi) promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading.
 - (xii) implement the Flower City Strategy.”
- 14) by renumbering sections 4.3.2.8 to 4.3.2.12, to 4.3.2.10 to 4.3.2.14
- 15) by adding the following sections after 4.3.2.7:
- “4.3.2.8 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigates any impacts resulting from the reduced right-of-way. The City will be responsible for the development standard of right-of-way profiles that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

4.3.2.9 From a streetscape perspective, the City may require additional road right-of-way to provide for improvements like medians and double row planted street trees.”

16) by adding the following after section 4.3.2.14:

“4.3.2.15 Reverse frontages shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible. Window streets are encouraged.”

17) by deleting and replacing section 4.4.1.3 with the following:

“4.4.1.3 The City shall require the use of storm water management facilities. These and other related measures would enable the City to control both the quantity and quality of surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition. Whenever possible, these stormwater management facilities shall be designed as major landscaped features based on the City of Brampton’s Storm water Management Planting Guidelines and be integral components of the Open Space System. Similarly, the street pattern shall ensure significant frontages of the stormwater management facilities on adjacent streets to promote views and reinforce their focal nature within the community”

18) by adding the following objectives to section 4.4.5:

“To require, where appropriate, and in accordance with the Development Design Guidelines, views and vistas at the early planning stages to reinforce land use patterns and in particular, the location of parks, community facilities, institutions and open space linkages. Such views and vista blocks shall be gratuitously conveyed to the City. The strategic location of these view corridors contribute to the creation of a balanced land use pattern as they provide points of orientation within the plan and act as transitions between land uses. They also play an important role in the development of neighbourhoods and community identity.”

19) by adding the following to the end of section 4.4.5.8:

“An Environmental Implementation Report and a Functional Servicing Study must be provided to the satisfaction of the City in consultation with the relevant conservation authority, through the formulation of community block plans.”

- 20) by renumbering section 4.4.5.10 as section 4.4.5.11 and by adding section 4.4.5.10 as follows:

“4.4.5.10 Vista blocks shall be strategically located to provide strategic views onto the natural environment providing a focus for neighbourhoods and access to valley lands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however the City will be judicious in their use which will be reviewed on a plan by plan basis.”

- 21) by adding the following after section 4.4.7.17:

“4.4.7.18 Where possible, street trees shall be located between the curb and the sidewalk.”

- 22) by deleting the last paragraph of section 4.4.10 before the word Objectives.

- 23) by adding to the following after section 4.4.10.8:

“4.4.10.9 Reverse frontage lots shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible.”

- 24) by adding the following to the end of section 4.4.11.3:

“The City shall discourage the use of reverse frontage lots with berms and acoustic fences when other alternatives, such as the use of window streets, exist.”

- 25) by renumbering section 4.5.1.7 as section 4.5.1.8 and by adding section 4.5.1.7 as follows:

“4.5.1.7: In accordance with the Development Design Guidelines, the City shall encourage the creation of vistas blocks to provide strategic views and vistas onto dedicated open space (valley lands, storm water management ponds, and woodlands) to reinforce land use patterns and to enhance their visibility of such open space blocks. In addition, parks and community facilities are encouraged to locate at the termination of primary/collector streets and areas that can be seen from multiple directions to enhance visual character and strengthen community elements.”

26) by adding the following after section 4.5.5.12:

“4.5.5.13 Utility easements will not be permitted on tableland parkland unless the City is satisfied they do not negatively impact the programmed use of the park. Parkland dedication credit will not be given for these easements.”

27) by renumbering sections 4.5.6.4 to 4.5.6.15 inclusive as sections 4.5.6.5 to 4.5.6.16 respectively and by adding section 4.5.6.4 as follows:

“4.5.6.4 Parkettes should be planned and designed to:

- (i) be focal points for neighbourhoods, generally with at least two street frontages; and,
- (ii) have residential development fronting onto the parkette, where practical, to create visually attractive edges and discourage dwellings from backing onto these facilities.”

28) by adding the following to section 4.5.6.7 (i)

“(f) preferably located at the corner of two streets
(g) when a Neighbourhood Park is associated with a school, the school block and school building should dominate the intersection of the two streets.”

29) by changing the size of a Neighbourhood Park as specified in section 4.5.6.7 (ii) from 1.2 to 2.0 hectares (3 to 5 acres) to 0.8 to 1.2 hectares (2 to 3 acres).

30) by replacing section 4.5.6.7 (iii) with the following:

“Service Radius and Population: Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.4 kilometre (1/4 mile) radius.”

31) by adding the following to section 4.5.6.8 (i):

- “(d) shall be planned as focal points for the community, generally located at the intersection of arterial roads or major thoroughfares.
- (e) the street pattern shall ensure significant frontage of the park on adjacent streets to promote views and reinforce their focal nature.
- (f) parking shall be accommodated on-site with minimum exposure to the street.”

32) by adding the following after section 4.5.6.10 (ii)

- “(iii) Focal Points: City Wide parks should be planned as focal points for the City of Brampton.
- (iv) Gateway Features: City Wide parks should be located along arterial roads, preferably located at the intersection of major streets to act as gateway features to communities and the City.”

33) by adding the following section after section 4.5.7.5:

“4.5.7.6 The City shall locate and design Open Space Linkages to mitigate undesirable views and the noise and pollution associated with Arterial Roads, when necessary.”

34) by deleting section 4.5.8 and replacing it with the following:

“4.5.8 Multi-Use Trail System

Objective

To promote pedestrian and bicycle trails as the primary means of access to and through the Open Space System in accordance with Brampton’s Pathways Master Plan and the Development Design Guidelines. Trails shall be provided within block plans to enhance accessibility and ease of circulation. Most of these trails are to be provided along natural corridors and primary/collector roads which in turn

will aid in establishing the basic structure for access to the Open Space System.”

- 35) by deleting sections 4.5.8.1, to 4.5.8.5 inclusive and replacing them with the following:

“4.5.8.1 The City shall, in the Brampton’s Pathways Master Plan, set out a multi-use trail system that incorporates Open Space lands.

4.5.8.2 Through the community block plan process, the City shall seek to incorporate a pathway trail system with the following principles:

- (i) When not accommodated along primary/collector streets, trails should be incorporated into the design of valleylands and open space links.
- (ii) In general, trails should not be sited in low-lying areas. Where they do occur in low lying areas, bridges, culverts and swales should be implemented as support systems.
- (iii) Pedestrian connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety.
- (iv) Trails should be linked to key destinations and accessible parking areas.

4.5.8.3 Through the community block plan process, the City shall seek to incorporate a pathway system with the following principles:

- (i) link the bicycle trail system with sidewalks
- (ii) incorporate the bicycle trail system with components of the open space system
- (iii) site and link the trail system with the street network
- (iv) incorporate signage which identifies the designated bicycle route
- (v) require the construction of bicycle trail systems in new areas as a condition of subdivision approval.”

- 36) by renumbering sections 4.8.2 to 4.8.10 inclusive as sections 4.8.3 to 4.8.11 respectively and by adding section 4.8.2 as follows:

“4.8.2 Design

New development plans will contain sites for schools, places of worship and other community institutions located both within a neighbourhood and at community nodes. These community institutions and their sites have the potential to act as landmarks and features within a community plan, including schools, libraries, community centres, and fire stations. Their development should recognize their civic importance with a view to reinforcing their focal significance. The development of community services shall be in accordance with the Development Design Guidelines.”

- 37) by adding to section 5.2, Definitions, the following:

“Development Design Guidelines

The Development Design Guidelines, endorsed by Council in 2003, is intended to guide the development of communities from a design perspective; to guide secondary planning and more specifically the preparation of community block plans. The guidelines set the foundation, direction and vision from detailed design in subsequent stages of community planning and development. This is a living document which will be amended from time to time by Council and is intended to be used in conjunction with official documents such as the Official Plan, Secondary Plans and Community Block Plan amendments.”

”Design Brief

A Design Brief is a report that includes language and relevant images that illustrates the design intent for various elements of the development which can be applied to all land uses. The Design Brief shall relate to city wide design initiatives and shall

- provide the site context;
- provide a site analysis;
- provide a vision for the development;
- include a concept site plan;

- address landscaping (parking, streetscape, pedestrian movements, service areas);
- address architecture (street-building relationships, site access, parking, edges and gateways, service areas, signage, design and safety), built form and, implementation.

The specific requirements of the design brief shall be reflective of individual applications and determined on a case by case basis.”

“Flower City Strategy

The Flower City Strategy, as approved by Council and amended from time to time, is intended to enhance Brampton’s image and portray it as a place where families can literally, “stop and smell the roses” and companies can put down roots of their own. Through the implementation of this strategy, the City encourages a beautiful, protected environment, create a greater civic pride, encourage community involvement and a better quality of life.”

Approved as to content:



Adrian J. Smith, MCIP RPP
Director, Planning and Land Development Services

In the matter of the *Planning Act*, R.S.O. 1990, as amended, sections 17 and 34:

And in the matter of the City of Brampton By-law 48-2006 being a by-law to adopt Official Plan Amendment OP93-260 and By-law 49-2006 to amend Zoning By-law 270-2004 as amended – City Wide Development Design Guidelines - File P03DG

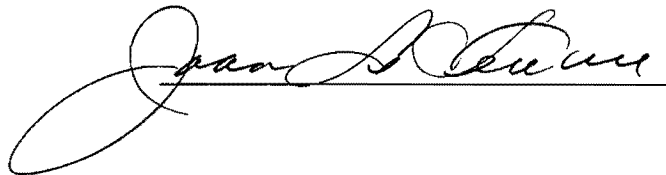
DECLARATION

I, Joan LeFeuvre, of the Town of Halton Hills, in the Region of Halton, hereby make oath and say as follows:

1. I am the Deputy Clerk of The Corporation of the City of Brampton and as such have knowledge of the matters herein declared:
2. By-law 48-2006 was passed by the Council of the Corporation of the City of Brampton at its meeting on the 13th day of February, 2006, to adopt Amendment Number OP93-260 to the 1993 Official Plan of the City of Brampton Planning Area.
3. By-law 49-2006 was passed by the Council of the Corporation of the City of Brampton at its meeting held on the 13th day of February, 2006, to amend Zoning By-law 270-2004, as amended.
4. Written notice of By-law 48-2006 as required by section 17(23) and By-law 49-2006 as required by section 34(18) of the *Planning Act* was given on the 24th day of February, 2006, in the manner and in the form and to the persons and agencies prescribed by the *Planning Act*, R.S.O. 1990 as amended.
5. No notice of appeal was filed under section 17(24) and section 34(19) of the *Planning Act* on or before the final date for filing objections.
6. In all other respects this Official Plan Amendment and Zoning By-law have been processed in accordance with all of the *Planning Act* requirements including regulations for notice.
7. OP93-260 is deemed to have come into effect on the 17th day of March, 2006, in accordance with Section 17(27) of the *Planning Act*, R.S.O. 1990, as amended.
8. Zoning By-law 49-2006 is deemed to have come into effect on the 13th day of February, 2006, in accordance with Section 34(19) of the *Planning Act*, R.S.O. 1990, as amended.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the)
City of Brampton in the)
Region of Peel this)
20th day of March, 2006)



EILEEN MARGARET COLLIE, A Commissioner
etc., Regional Municipality of Peel for
The Corporation of The City of Brampton
Expires February 2, 2008.