



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 120-93

To Repeal Certain Parts of the Official Plan  
of the City of Brampton Planning Area  
and To Adopt the Official Plan of the  
City of Brampton

The Council of The Corporation of the City of  
Brampton, in accordance with the Planning Act, R.S.O. 1990,  
c.P13, enacts as follows:

1. Section 3 of By-law 140-82, which adopted the text and maps attached thereto as the Official Plan of the City of Brampton Planning Area, is hereby repealed, save and except for Part IV thereof in its entirety, which contains the Chapters and Official Plan Amendments constituting the Secondary Plans to the Official Plan of the City of Brampton Planning Area.
2. The text and schedules attached hereto are hereby adopted as the Official Plan of the City of Brampton.
3. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of the Official Plan of the City of Brampton.

READ a FIRST, SECOND, and THIRD TIME, and PASSED in  
open Council this 28th day of JUNE, 1993.

PETER ROBERTSON MAYOR

LEONARD J. MIKULICH CLERK

APPROVED  
AS TO FORM  
LAW DEPT  
BRAMPTON  
DATE: 6/29/93

**DRAFT**

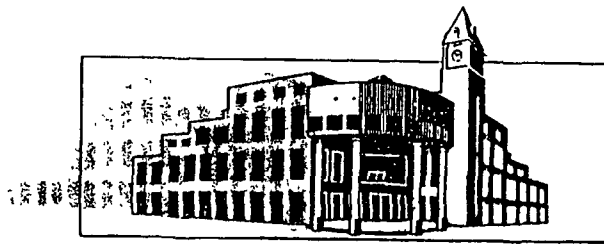
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**OFFICIAL**

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**PLAN**

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**CITY OF BRAMPTON**

April 14, 1993



CERTIFIED A TRUE COPY

*J. M. Hulick*

THE CORPORATION OF THE CITY OF BRAMPTON

City Clerk  
City of Brampton

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3. The Clerk  
applicat'  
approve

open

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## DRAFT OFFICIAL PLAN

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## **SECTION ONE: INTRODUCTION**

- 1.1 Purpose of the Official Plan**
- 1.2 Format of the Official Plan**
- 1.3 Interpretation of the Official Plan**
- 1.4 The 1984 Plan**
- 1.5 Why a Review of the Official Plan Was Required**
- 1.6 The Official Plan Review Process**
- 1.7 The 1993 Plan**
- 1.8 Definitions**

## **SECTION ONE: INTRODUCTION**

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### **1.1 PURPOSE OF THE OFFICIAL PLAN:**

The Corporation of the City of Brampton produces two primary documents which provide the principles and direction for the future growth of the City:

- 1) The Strategic Plan; and,
- 2) The Official Plan.

The Strategic Planning process was formally undertaken by the City of Brampton in 1988. The Strategic Plan is intended to assist the City to plan for and manage the issues that will affect the quality of life and economic prospects of its citizens. Its goal is to provide an overall shared vision for the future of Brampton, through conscious choice among various alternatives relating to quality of life, competitive economics and the allocation of financial and physical resources. As one of the major implementation tools for the Strategic Planning process, the Official Plan should reflect the vision established in the Strategic Plan.

The Official Plan is a document authorized under Part I of The Planning Act which constitutes a legal document upon adoption by the City of Brampton and approval by the Minister of Municipal Affairs. The Plan is a statement of goals, objectives and policies which together indicate the proposed form, extent, direction and rate of growth for the City of Brampton.

The Official Plan has the legal effect of prohibiting the municipality from undertaking public works or passing by-laws which do not conform to the Official Plan. In the context of private industry, the Plan specifies and references policies and guidelines for new residential and employment development and urban improvement. In a broader context, the Plan incorporates approved planning policies of senior levels of government and is an integral part of a multiple interest planning process.

### **1.2 FORMAT OF THE OFFICIAL PLAN**

The Brampton Official Plan consists of TWO parts:

- Part I: The General Plan (hereafter referred to as "the Plan" or "this Plan"): This Plan establishes the general direction for planning and development in Brampton by prescribing goals, objectives, and policies for land use planning in the City.
- Part II: The Secondary Plans: These Secondary Plans implement and adapt the direction of the General Plan in response to the specific circumstances of individual planning districts. In many cases, the policies of Secondary Plans will be more detailed and/or restrictive, but consistent with, the policies of the General Plan.

The General Plan (Part I of the Official Plan) is subdivided as follows:

Section 1, Introduction: the purpose, format and interpretation of the Plan;

Section 2, Context: an examination of the circumstances under which the Plan is prepared;

Section 3, City Concept and Objectives: a summary of the conceptual basis for the land use policies contained in the Plan;

Section 4, Policies: includes policies for each major land use designation, specific policies for dealing with such matters as Environmental Management and Urban Form, and site specific designation policies;

Section 5, Implementation: specifies the way in which the policies of the Plan will be achieved; and,

These five sections constitute the approved parts of the Official Plan.

Appendices provide background information related to the interpretation and implementation of policies, but are not part of the Official Plan approved by the Provincial Government.

Any projects recommended by or resulting from the policies of this Plan will be subject to the capital budget and financial policies and procedures of City Council.

### **1.3 INTERPRETATION OF THE OFFICIAL PLAN**

The Council of the City of Brampton is responsible for interpreting any objective, policy, general provision or map contained within the Official Plan. The boundaries between various land uses, specific quantities, proportions, dates and locations of this Plan represent the desired intent of the municipality but are not to be considered as rigid, immutable standards. Sufficient flexibility is intended to permit minor variations without the necessity of a formal amendment to the Plan.

Schedules "A" to "G" of this Plan are graphical expressions or representations of various policies of this Plan. To ascertain the policies applying to a particular area, all of the Schedules of the Plan must be consulted. Schedule "A" indicates the General Land Use Designations committing the use of land. The remaining Schedules should be considered overlays that impose further restrictions (e.g. Schedule "D": Environmental Features) singly or cumulatively, or indicate further detail. Unless specifically indicated, the individual or cumulative restrictions of the supplementary schedules and the policies respecting Environmental Management shall not preclude the establishment of the general land uses designation on Schedule "A" subject to remedial engineering and site design measures.

## **1.4 THE 1984 PLAN**

The current Official Plan (known as "the 1984 Plan" due to its approval by the Minister of Municipal Affairs and Housing in 1984) was unique in two respects. First, it represented the first comprehensive study of the newly formed City of Brampton as a single social, economic and physical unit. (In 1974, the City of Brampton was amalgamated from four separate municipal jurisdictions: the Town of Brampton, the Township of Toronto Gore and portions of the Town of Mississauga and Township of Chinguacousy). Second, it was drawn up in a period of unprecedented growth. In the period from 1970 to 1979, the City of Brampton and the Region of Peel were the highest growth areas in Southern Ontario.

In response to these unique circumstances, the fundamental goal of the 1984 Plan was to formulate effective policies to regulate development and redevelopment in order to direct and co-ordinate the administrative and financial resources of the City. Stated in its own terms, the key issues to be addressed in the 1984 Plan were as follows:

- o energy conservation;
- o efficiency and effectiveness of public investment;
- o improvement of the quality of the natural environment and protection of natural assets;
- o improvement of the physical, aesthetic and social quality of the urban environment;
- o acceptable standard of social, community and physical services to all Brampton residents; and,
- o balanced growth of housing and employment opportunities.

It is clear from both the Strategic Planning process and the public consultation undertaken for the new Official Plan, that a number of these fundamental planning objectives are still valid today. At the same time, there are also substantial reasons for developing a new Official Plan.

## **1.5 WHY A REVIEW OF BRAMPTON'S OFFICIAL PLAN WAS REQUIRED:**

Section 26 of the Planning Act requires each municipality to hold a public meeting at least every five years to determine the need to review their Official Plan. Such a meeting was convened in January of 1991, and Brampton City Council directed that a major review of the Official Plan be undertaken for the following key reasons:

- o outdated technical basis: the 1984 Plan was based upon technical analysis undertaken in the late 1970's;

- o the economic downturn of the late 1980's: the 1984 Plan was written in a period of high economic growth;
- o 10 year supply of serviced land: the 1984 Plan is projected to reach capacity in 10-12 years (325,000 persons and 170,000 jobs); therefore, the official plan review process is required to ensure the maintenance of an adequate supply of both new development lands and redevelopment opportunities;
- o demand for urban boundary expansion: the 1984 Plan has been the subject of extensive submissions from landowners and the development industry seeking expansions to the urban boundary, the merits of which are properly assessed through an Official Plan Review process;
- o shifting policy priorities: the 1984 Plan no longer adequately reflects the shifting policy priorities of the municipal, regional, provincial and federal levels of government; and,
- o the strategic planning process: the 1984 Plan does not reflect or incorporate the vision established in the City of Brampton Strategic Plan.

## **1.6 THE OFFICIAL PLAN REVIEW PROCESS**

The Official Plan Review was undertaken in four separate stages as follows:

### **STAGE ONE: Forecasting**

- o Population Forecasts;
- o Expansion Area Densities; and,
- o Employment Land Requirements.

### **STAGE TWO: Urban Boundary**

- o Urban Boundary Selection;
- o Generalized Land Use Structure; and,
- o Public/Stakeholder Review.

### **STAGE THREE: Policy Formulation**

- o Drafting of Land use, Special Consideration and Site Specific policies.

## **STAGE FOUR: Adoption and Approval**

- o Presentation of Official Plan to Council;
- o Public Meeting;
- o Council Adoption; and,
- o Submit to Minister of Municipal Affairs for Approval.

### **1.7 THE 1993 PLAN:**

The 1993 Brampton Official Plan presents a strategic approach for the most pressing land use related issues that Brampton faces over the next two decades.

#### Population Increase:

Historical rates of growth experienced in Brampton over a 15 year period would yield a future population approaching 500,000 by the year 2021. Thus, a population forecast range of 448,000 to 512,000 is recommended for use in the Brampton Official Plan Review with focus on a 2021 population of 489,300. This forecast is a reasonable representation of future growth potential for planning purposes in the City of Brampton given the evaluation of a full range of projection alternatives from a minimum of 448,000 to a maximum of 558,000 people by the year 2021.

#### The GTA Context:

Market demand forecasts confirm that Brampton can be expected to absorb at least its historical share of growth within the Greater Toronto Area, as total population is expected to increase by a minimum of 2.2 million to a maximum of 3.3 million by 2021.

#### "Exaggerated Nodal" Development Concept:

Brampton has positioned itself to pursue at least the continuation of past growth trends with an "Exaggerated Nodal" development concept as part of the planning/servicing exercise for the Greater Toronto Area. This growth position should now be directly implemented in the City's Official Plan through the accommodation of appropriate population capacities in keeping with this referred "Exaggerated Nodal" concept.

#### Public Opinion:

Results from a residents' survey, conducted in conjunction with the Official Plan Review, appear to favour the continuation of present rates of growth, or the aggressive pursuit of growth. Significant concern was also reflected in the survey returns with the effects of growth such that it should be accommodated in a well-planned and controlled fashion. This suggests a need for a detailed staging of development strategy in conjunction with commensurate servicing/facility capacity.

### Housing Mix:

The general trend anticipated to 2021 is a significant reduction in single detached density units to 28.1% of total housing stock, and increases in all other density types to yield 30.9% semi-detached, 16.9% townhouse and 24.0% apartment.

### Residential Density:

On the basis of a thorough evaluation of density alternatives it has been determined that urban boundary expansion areas should be planned within a medium density range of 11 to 15 units per net residential acre (7.8 to 10.7 units per gross residential acre).

### Residential Expansion:

To accommodate anticipated population growth and housing demand, residential expansion areas of approximately 8,356 acres will be required.

### Employment Lands:

Based on a comprehensive commercial/industrial forecasting study referenced to the 489,300 population target, it has been projected that Brampton's employment level will reach 247,000 jobs by 2021 provided that an aggressive infrastructure enhancement and promotion program is pursued, including the designation of an additional 5400 gross acres of business, commercial and industrial lands in strategic locations.

## 1.8 DEFINITIONS

"Community Services" means the formal services and supports commonly referred to as health, education, culture, social and protection services which meet the needs of the residents of Brampton in co-operation with the appropriate public and private service agencies and other levels of government.

"Consent" means the approval given by the Land Division Committee to convey, mortgage or charge a part of any lot or block of land, to grant, assign or exercise a power of appointment or enter into an agreement of sale and purchase or any agreement that has the effect of granting the use of or right in a part of any lot or block of land directly or by entitlement to a renewal period for 21 years or more pursuant to Section 29(2) and (4) of the Planning Act.

"Crisis Care Facility" means a place where short-term and temporary accommodation is provided for persons in emergency situations.

"Designated Heritage Structure" means a property of historical and/or architectural significance conserved through a designation by-law pursuant to the Ontario Heritage Act.

"Floor Space Index" means the ratio of gross floor area of a building to the area of the lot on which the building is situated.

**"Gross Leasable Area"** means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

**"Group Home"** means a residential care facility in a dwelling unit occupied by 3 to 10 persons, inclusive of staff and receiving family, but shall not include:

- i) a place maintained and operated primarily for, and occupied by, inmates, or adult males placed on probation or released on parole;
- ii) a place maintained and operated primarily for the temporary care of, and occupied by transient or homeless persons;
- iii) a place maintained and operated primarily for the treatment and rehabilitation of and occupied by persons who are addicted to drugs or alcohol; or
- iv) a "parent-model" home with fewer than five foster children.

**"Heritage Conservation"** means any activity undertaken to protect, safeguard, pass on, or enhance heritage resources and includes:

- o identifying heritage resources by finding, selecting and documenting heritage elements and features;
- o protecting heritage resources by physical and legal means;
- o interpreting heritage resources by revealing their meaning and value; and,
- o using heritage resources in responsible and sustainable ways.

**"Heritage Conservation District"** means an area of unique character as defined by the City to be conserved through a designation by-law pursuant to the Ontario Heritage Act.

**"Heritage Impact Assessment"** means a report which provides information and makes recommendations about how to avoid, lessen or enhance effects on identified heritage resources.

**"Heritage Resources"** means structures, sites, environments, artifacts and traditions which are of historical, architectural or archaeological value, significance or interest. These include, but are not necessarily restricted to, structures such as buildings, monuments, bridges, fences and gates; sites associated with a historic event; environments such as landscapes, streetscapes, parks, scenic roadways and historic corridors; artifacts and assemblages from an archaeological site or a museum; and traditions reflecting the social, cultural or ethnic heritage of the community.

**"Low Density Form of Development"** means a use of land that has only a small part of the site covered by structures or equipment of limited height and low mass appearance.

**"Low Intensity Form of Development"** means a use of land that has few residents per acre, a small number of employees, few visitors per acre, and low traffic generation.



**"Minor Variance"** means a minor variance from the provisions of a Restricted Area or any other By-law that maintains the general intent and purpose of the By-law and of the Official Plan pursuant to Section 43(1) of the Planning Act.

**"Mobile Home"** means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer or trailer otherwise designed.

**"Noise Exposure Forecast"** means the system currently used by the Federal Ministry of Transport for evaluating noise exposure in the vicinity of airports.

**"Non-Conforming Use"** means a land use that does not conform with a Restricted Area or any other By-law but it is deemed to be a legal land use because it lawfully existed or a building permit was issued for it prior to the passing of the said By-law pursuant to Section 36(7) of the Planning Act.

**"Parkland Dedication"** means the transfer to the City of the legal title to lands which are to be used for public open space purposes.

**"Physically Challenged"** means persons with physical disabilities of sufficient severity to prevent participation in the full range of everyday activities. "Accessibility" refers to the wheelchair.

**"Rapid Transit"** means public transit service operating on a separate right-of-way, unhampered by other traffic.

**"Reserved Bus Lanes"** means street lanes which are been restricted to transit vehicles only.

#### **Residential Areas and Densities**

(Where a range in density is stated in the following definitions, it should be understood that the actual density applicable to a given area will be specified in Secondary Plans).

**"Gross Residential Area"** means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

**"Net Residential Area"** means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings.

**"Single Family Density"** means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.

"Cluster Housing Density" or "Medium-High Density" means a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acre) which is typically associated with maisonnette, stacked townhouse, garden court or walk-up apartments and cluster housing types.

"Apartment or High Density" means a density of 76 to 198 dwelling units per net residential hectare (31-80 units per net acre) which is typically associated with the elevator apartment housing type.

"Residential Care Facility" means a place for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised group living arrangement for their well being.

"Rest Home" means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, required a supervised living arrangement for their well-being, in which:

- (1) rooms or room and board are supplied for hire or gain;
- (2) no less than 3, and no more than 8 persons, exclusive of staff, can be accommodated;
- (3) there is a common dining room and common sitting room for the residents,

but shall not include:

- (a) a group home;
- (b) an auxiliary group home;
- (c) a nursing home;
- (d) a place maintained and operated primarily for, and occupied by, persons placed on parole or inmates;
- (e) a place maintained and operated primarily for the temporary care of, and occupied by, transient or homeless persons; or,
- (f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

**"Retirement Home"** means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised living arrangement for their well-being, in which:

- (1) dwelling units, rooms or room and board are supplied for hire or gain;
- (2) more than 8 persons in addition to the staff and operator are accommodated in the retirement home;
- (3) there is a common dining room and common sitting room for the residents,

**but shall not include:**

- (a) a group home;
- (b) an auxiliary group home;
- (c) a nursing home;
- (d) a place maintained and operated primarily for, and occupied by, persons placed on parole or inmates;
- (e) a place maintained and operated primarily for the temporary care of, and occupied by, transient or homeless persons; or,
- (f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

**"Sanitary Landfill Site"** means a waste disposal site used for the disposal of waste by deposit, under controlled conditions, on land or on land covered by water, including compaction of the waste into a cell and covering the waste with cover materials at regular intervals.

**"Satellite University Campus"** means an educational facility affiliated with a recognized University, which provides Brampton residents access to a university education within the City boundaries.

**"Site Plan Agreement"** means an agreement between the City and a prospective developer regarding the provision and maintenance of certain on-site facilities and matters pursuant to Section 41 of the Planning Act.

**"Subdivision Agreement"** means an agreement between the City and an owner of land regarding the conditions which are to be imposed prior to the approval of a plan of subdivision pursuant to Section 33 of the Planning Act.

**"Transfer Station"** means a waste disposal site used for the purpose of transferring waste from a collection vehicle to another carrier for transportation to another waste disposal site.

**"Transitway"** means rights-of-way and infrastructure reserved for rapid transit.

**"Vacancy Rate"** means the rate as measured in the rental vacancy survey of Canada Mortgage and Housing Corporation (as amended from time to time) or any other vacancy measure approved by the City of Brampton.

**"Waste Processing Plant"** means a waste disposal site used for the purpose of receiving, storing, processing, treating and transferring waste.

**"Zoned"** means designated in a Restricted Area By-law.

## **SECTION TWO: CONTEXT**

**2.1 Area of the Official Plan**

**2.2 Basis of the Official Plan**

**2.1 AREA OF THE OFFICIAL PLAN**

The City of Brampton is located northwest of Metropolitan Toronto in the Region of Peel. The City of Brampton was formed in 1974 by the amalgamation of the former Town of Brampton and parts of the former Town of Mississauga and the former Townships of Toronto Gore and Chinguacousy. The City of Brampton Planning Area as defined in Bill 138, An Act to establish the Regional Municipality of Peel, as amended, represents a land mass of approximately 26,900 hectares (66,469 acres).

**2.2 THE BASIS OF THE OFFICIAL PLAN****2.2.1 THE CITY OF BRAMPTON**

Growth, both rural and urban, in the City of Brampton results from the interplay of social, economic, physical and environmental conditions. City Council can exert considerable influence in all four spheres in the process of formulating new development policies.

**(i) Physical and Environmental Considerations**

The City of Brampton is located 30 miles from downtown Toronto. The inter-city links already include three major freeways (Highway Nos. 401, 410 and 427) and GO-train/bus service. Both C.N.R. and C.P.R. lines traverse Brampton and provide spur line access to industrial areas. The C.N. Brampton Intermodal Terminal between Airport Road and Goreway Drive to the north of Steeles Avenue. Lester B. Pearson International Airport, only 15 minutes away, and is an additional factor making the City attractive for both commercial and industrial investment. Within the life of the Plan, it is anticipated that an additional freeway (Highway No. 407, and the extension of two existing freeways (Highway Nos. 410 and 427) will be constructed to provide more extensive service to the City.

Physical constraints to development are few but have an impact on the timing and phasing of development. The Brampton Esker, a glacial remnant with substantial reserves of sand and gravel, runs in a broad north-south band for almost three miles through the City. Some extraction of mineral resources will continue in the short term requiring sensitive treatment of adjacent lands and effective transportation routes. The after-use of these pits for primarily recreational and residential purposes is an important part of the Plan.

Two major existing conservation areas (Claireville and Heart Lake), together with additional lands owned by the Metropolitan Toronto and Region Conservation Authority around Ebenezer are significant permanent open space resources.

The major waterways traversing Brampton - the Etobicoke Creek, Fletchers Creek, Mimico Creek, Credit River and Humber River - also represent significant constraints by virtue of flooding and erosion hazards, but add to the quality of life in providing natural aesthetic relief to the cityscape, a linear open space system and passive recreation opportunities.

A further constraint is the noise generation from Lester B. Pearson International Airport which subjects certain areas to noise levels unsuitable for residential development. The Plan proposes uses which are less noise sensitive in the affected areas.

## **(ii) Social Considerations**

The City of Brampton reached a population level of 234,400 in 1991 representing an increase of approximately 85,000 persons, or a compounded annual growth rate of 8%, over the years 1981-1991. It is anticipated that a high growth rate will continue and Brampton will attract a larger share of Peel's growth, particularly in light of Mississauga reaching capacity. The time frame to reach approximately 500,000 will depend on the City's financial ability to provide physical, community and social services.

In a period of rapid growth, housing production generally receives first priority and community and social services follow more slowly. The Plan establishes mechanisms and guidelines to phase and coordinate parks, recreation, schools, churches, community centres, day care centres, health centres and shopping facilities with new housing to maintain and improve the quality of urban life.

Brampton's social and community service requirements are those of a mature City and no longer those of a satellite with dependence for specialized services on Metro Toronto.

Brampton's population will reflect the aging trend of the Canadian population as a whole. In anticipation of the needs of older people as well as the need to conserve energy, the Plan emphasizes an integrated, pedestrian oriented urban structure with community services and shopping readily accessible in neighbourhood and district centres.

A wide mixture and range of housing within neighbourhood districts are basic to a new housing policy for Brampton. Within this framework a variety of neighbourhoods each with its own individual character can exist side-by-side and share community services which are required at a higher population level.

## **(iii) Economic Factors and the Role of Brampton**

The present role of Brampton is that of a strong intra-regional centre within the Region of Peel and to a lesser degree the market centre for the surrounding agricultural industry. Brampton has traditionally been the public administration centre within the Region and it is anticipated that this function will continue. The plan respects historical continuity in Brampton by supporting these dual roles.

Large scale industrial development started in Brampton only 30 years ago, but industry now constitutes the major employer for Brampton residents. Office and service facilities have followed manufacturing but at a slower pace such that there is a dearth of employment opportunities in this sector and considerable commuting to Toronto and Mississauga. At the same time, some industrial workers commute into Brampton.

This discrepancy between employment opportunities and resident labour force is one of the major concerns addressed in the Plan by the commercial, industrial and residential policies which are designed to attract and broaden the range of employers in Brampton.

Excellent existing and future accessibility via road, rail and air ensures a good competitive position for Brampton in attracting commercial and industrial establishments.

A strong non-residential assessment together with sound financial management are essential to support a desirable quality of life as the City continues to grow. As a result the rate of growth must be related to the City's ability to maintain a favourable financial position.

#### iv) **The Strategic Plan**

The City of Brampton initiated a strategic planning process in 1988. The purpose of developing a strategic plan was to provide a vision for the future based on our community's understanding of its strengths and opportunities. The key findings of the Strategic Plan are as follows::

**MISSION:** To be a vibrant and attractive city of opportunity where well-planned and organized services and facilities make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.

The "strategic objectives" reflected in this 1993 Official Plan include:

- o **A PROSPEROUS LOCAL ECONOMY:** To create a prosperous local economy by encouraging and promoting desirable and sustainable economic growth through the attraction and retention of employment which is equal to, or exceeds the labour force living in the community.
- o **A SAFE, ECONOMICAL AND EFFICIENT TRANSPORTATION NETWORK:** To provide a safe, economical and efficient system for transporting people and goods which is consistent with the Official Plan land use designations, encourages the Central Commercial Corridor and Gateway Activity centre concepts, protects established neighbourhoods and promotes orderly growth.
- o **LIVEABLE AND ENVIRONMENTALLY RESPONSIBLE COMMUNITIES:** To utilize, manage and conserve our resources in a proactive way to achieve an attractive built and natural environment.
- o **IMPROVED MUNICIPAL FINANCIAL HEALTH:** To improve the City's financial health through the institution of realistic and planned capital budgeting, the reduction of department program operating subsidy levels, the improvement of the city's assessment ratio and cost centre operating budgets being made more realistic and responsive to economic change.
- o **CORPORATE MANAGEMENT PLAN:** To be a municipal organization that efficiently and effectively provides excellent quality services to external and internal stakeholders in a responsive manner.



- o **A LEARNING COMMUNITY**: To enhance the quality of life, productivity and educational levels (ie. the elimination of literacy problems and filling the skills gap of workers in specified fields) in Brampton by developing a learning community model which can be used by other jurisdictions in Canada.
- o **A HEALTHY COMMUNITY**: To provide facilities and wellness services to ensure a healthy community.
- o **RECREATION/FACILITY ENHANCEMENT**: To provide Parks and Recreational Facilities and services compatible with the needs of all residents.
- o **HOUSING**: To provide a varied range of housing that responds to the needs of all people.
- o **MULTICULTURALISM**: To provide opportunities for persons with special needs and new Canadians to participate and integrate fully in the life of the community.

## **2.2.2 POLICIES OF OTHER LEVELS OF GOVERNMENT**

A variety of planning, regulatory and financial policies of other levels of government have an impact on preparation of a new Plan for Brampton. Some of these constitute legal constraints to which the City's policies must conform. Others, particularly financial assistance programmes, are of a supportive nature.

### **(i) FEDERAL GOVERNMENT**

The primary regulatory policies under Federal jurisdiction with an impact on planning in Brampton are those relating to the Lester B. Pearson International Airport and the C.N.R. and C.P.R. facilities. These transportation facilities offer excellent accessibility to Brampton's industrial and residential areas but also represent a significant constraint within noise sensitive zones.

The Federal Government, through the Crown Corporation C.M.H.C. offers financial assistance toward the provision of private and public housing. In achieving the desired choice of housing, the development industry, Brampton Council and residents will continue to participate in many of these programs.

### **(ii) PROVINCIAL GOVERNMENT**

The Provincial Government is responsible for planning in Ontario. Under the Planning Act the Province delegates this authority to the municipality while retaining control through the approval process. All municipal Official Plans must be approved by the appropriate Ministry until such time as the Region has an approved Official Plan at which time the authority may be delegated to the Region.

Matters of Provincial Interest, as stated in Section 2 of the Planning Act, include the protection of the natural environment, the provision of educational, health and transportation facilities and the financial well-being of the municipalities.

Planning strategy at the provincial level has, to date, been discretionary as far as it is applied to individual municipalities. Guidelines have been published in the form of two major reports, the Toronto Centred Region Plan and the Central Ontario Lakeshore Urban Complex Report with population allocations which are now under review.

However, the municipalities must conform with approved policies of the Provincial government and its agencies and are restricted in total expenditures by the Ontario Municipal Board.

The major Provincial policies affecting Brampton are those concerning sewer and water servicing, utilities, transportation, housing, downtown cores, penal institutions, conservation, resource management and education.

### **Servicing**

The South Peel Servicing system can be expanded to serve, for all intent and purposes, all of the City of Brampton and Mississauga Planning Areas. The very existence of this servicing investment exerts considerable pressure on Brampton for maximum growth.

### **Utilities**

The 500 KV hydro transmission line runs along the southern boundary of Brampton in the Parkway Belt corridor. Impact on the urban areas has thereby been minimized and special design features are reducing the effect of the line on important recreational lands.

The Parkway Belt, a Provincial land use policy arising from the original Toronto Centred Region Plan, is essentially a transportation and utility corridor with some open space and recreational lands included. In the context of the Toronto Centered Region Plan, the Parkway Belt was also to function as a separator between the urban areas of Mississauga and Brampton.

### **Transportation**

The Province exerts a significant influence over the major forms of transportation (road and rail) in Brampton. Freeways and other Provincial Highways (Highways No. 50, No. 410, No. 407, No. 10, No. 7) are the responsibility of the Province and major land use decisions abutting these roads must consider the primary function which they perform. The Toronto Area Transit Operating Authority (TATO), a provincial agency, coordinates GO-Train and connecting bus services in Brampton.

## **Housing**

Provincial housing programmes are designed to complement Federal programmes and offer additional financial assistance for new housing as well as rehabilitation of older housing. The Province has also stated an interest in housing through the Housing Policy Statement issued in 1989.

## **Downtown Cores**

Provincial legislation makes it possible for the Province to provide financial assistance for renovation and redevelopment initiated by local businessmen (Business Improvement Areas and Associations) in the downtown core.

## **Penal Institutions**

The Ministry of Correctional Services is responsible for the Correctional Institutions located on 193 acres of land north of Steeles Avenue to the west of McLaughlin Road, accommodating minimum, medium and maximum security facilities.

## **Conservation**

Conservation Authorities are provincial agencies whose prime objective is to further the conservation, restoration, development and management of surface natural resources. This function includes the management of waterways and large public recreation areas. The Credit Valley Conservation Authority and the Metropolitan Toronto and Region Conservation Authority have jurisdiction in Brampton.

## **Resource Management**

The Ministry of Natural Resources is responsible for an adequate and continuous supply of natural resources to meet growing needs. In Brampton, policies applicable to the aggregate industry and woodlots as well as specific aspects of land and water management, including fisheries, are concerns of the Ministry.

## **Education**

Educational programmes and school facilities must be approved by the Ministry of Education. Provincial financial constraints on capital funding of new buildings will have an impact on the rate and phasing of residential growth in Brampton.

## **Provincial Initiatives**

The Province has embarked upon two major studies which have an impact upon the City's planning policy:

- o The Kanter Report: "Options for a Greater Toronto Area Greenlands Strategy"; and,
- o The Sewell Commission on Planning and Development Reform in Ontario.

The Kanter Report identifies an integrated and linked GTA greenlands system and an approach which is proposed to manage greenlands within a larger context: a vibrant, functioning and interconnected ecosystem. This report reflects a fundamental shift in thinking, from a system of thought which considers economic, community and environmental issues in isolation towards the more comprehensive, holistic way of thinking which is encapsulated in the term ecosystem approach.

The work of the Sewell Commission is based on the premise that a fundamental shift in outlook is required within the planning process. Specifically, the Commission is reviewing planning in Ontario with the intention of simplifying the process. While the final report is anticipated in 1993, current indications are that the Report will recommend removing the Province from the detailed development approval process while strengthening the provincial role in policy setting.

### **(iii) THE GREATER TORONTO AREA**

The Greater Toronto Co-ordinating Committee (GTCC) was established by the province in April 1988. Its mandate is to improve co-operation, co-ordination and collaboration amongst the municipalities of the Greater Toronto Area (GTA) and the Province of Ontario. The Office of the Greater Toronto Area (OGTA) co-ordinates the Provincial government's policies and programs designed to ensure the GTA remains environmentally, socially and economically sustainable as it manages significant growth.

To improve understanding of the issues and to stimulate discussion of alternative planning solutions, a "Greater Toronto Area Urban Structure Concepts Study" was commissioned by the GTCC in 1989. This study compared three basic urban form concepts for future growth in the GTA. These were described as: 1) spread; 2) central; and 3) nodal. In examining these alternatives, the study analyzed infrastructure requirements, efficiency of services, costs and other quality of life indicators. The study concludes that while the costs of infrastructure may be similar for the three urban form options, the impact on the environment, the economy and the communities is substantially different in each case, with the central and nodal options offering significant advantages.

For a variety of reasons, including a realistic assessment of growth distribution in the GTA, a widely shared consensus emerged in response to this study that, in principle, some form of concentrated nodal development was preferred and closer co-operation among municipalities across the GTA was necessary.

While it was acknowledged that some greenfields development would still occur, it was felt that it should be concentrated around existing or future nodes. However, further clarification of the definition of nodes and the amount of growth which will be permitted around existing urban areas was felt to be essential.

The Vision: to shape the process of growth, not stop it, but to redirect it in ways which will be consistent with the emerging consensus and its values of social equity, enhanced employment and economic vitality and a healthy environment. The consensus of managing growth in a nodal pattern will require further research to reach acceptance of more detailed decisions.

#### **(iv) THE REGION OF PEEL**

The Region has extensive powers and responsibilities including:

- o Broad Land Uses and Transportation Planning
- o Construction and Maintenance of the Regional Road System
- o County Museum and Art Gallery
- o Emergency Measures
- o Finance, including Capital Borrowing
- o Financial Contributions to Conservation Authorities
- o Health and Welfare Services
- o Land Division Committee
- o Peel Non-Profit Housing Corporation
- o Peel Regional Police
- o Sewage Collection and Disposal
- o Subdivision and Condominium Approval
- o Waste Disposal
- o Water Supply and Distribution

The Region is to prepare an Official Plan to which the Official Plans of Mississauga, Brampton and Caledon must conform. To date, the Region of Peel has not adopted a Regional Official Plan, but has instead worked with the Mississauga, Brampton and Caledon Official Plans to ensure responsible planning and adequate recognition of regional responsibilities and objectives. Notwithstanding the formal assignment of controlling powers in matters of planning to the Region of Peel, the area municipalities and the Region have recently (November 1992) endorsed a Regional Official Plan draft outline document. The outline reiterates the intention to maintain a strong local municipal role in planning, but to work towards a Regional Official Plan that adds value to the overall planning process in Peel by providing a strong co-ordinating role with respect to appropriate Provincial interests and inter-municipal issues and by providing an adequate framework for the delegation of various Provisional approval powers to the Region.

## **(v) NEIGHBOURING MUNICIPALITIES**

The City of Brampton Planning Area is affected by growth patterns and policies of all of its neighbours: the City of Mississauga, the Town of Caledon, the Town of Halton Hills, the City of Vaughan and the City of Etobicoke. Only Mississauga and Etobicoke will be predominantly urbanized within the planning period. It is intended that Brampton will become more self-sufficient and continue as centre for government and administrative offices. Caledon will remain essentially rural with economic ties to the remainder of Peel and Metro Toronto. The City of Vaughan on the east will continue to urbanize with new residential and industrial development areas. From some recent Official Plan Review work, Vaughan anticipates a 2011 population of 240,000 in association with employment opportunities for 175,000.

The Town of Halton Hills, on the west of Brampton receives some of the population attributed to the Greater Toronto Area but to a lesser degree than Brampton. As a result it is expected that growth will be slower and concentrate around Georgetown and Acton.

In conjunction with adjacent local municipalities, the Regions of York and Halton also abut the City of Brampton. In much the same manner as Brampton and Peel Region interact, so do the Regions of York and Halton with their member municipalities. York Region is also in the process of formulating a Regional Official Plan, so it is anticipated that interaction with abutting Regional municipalities will increase in future years.

In conclusion, Brampton will continue to expand largely by virtue of its location within the Greater Toronto Area and the fact that Mississauga will reach capacity within the time frame of this Plan. If the goal of balanced urban growth offering a broad range of housing, community services and employment opportunities is achieved for Brampton, accessibility to Toronto will become a matter of choice rather than necessity. Dependence on Toronto will be reduced and Brampton will perform a strong manufacturing and service role within the Region.

**SECTION THREE: CITY CONCEPT**

- 3.1 Basic Organizing Principles**
- 3.2 City Concept**
- 3.3 Fundamental Goals and Objectives**

## **SECTION 3: CITY CONCEPT AND OBJECTIVES**

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This unofficial section of the Official Plan is intended to provide an overview of the basic organization principles, the City Concept and the fundamental goals and objectives of the Plan.

### **3.1 BASIC ORGANIZING PRINCIPLES**

The basic organizing principles or assumptions of the Official Plan are:

#### **OVERALL:**

- o A dynamic balanced urban growth area within the Greater Toronto Area.

#### **RESIDENTIAL:**

- o Broad housing mix responsive to needs/demands
- o Increased intensification and average density

#### **ECONOMIC BASE:**

- o Priority consideration of Plan
- o Optimum market flexibility/competition
- o Impact/performance focus
- o Stewardship of prime opportunities

#### **TRANSPORTATION:**

- o Transit emphasis
- o Capacity management

#### **HERITAGE:**

- o Preservation/education emphasis

#### **URBAN FORM:**

- o Attractive and vibrant urban areas
- o Control of form/impacts

#### **FINANCIAL/PHASING**

- o Financial/servicing safeguards



## **3.2 CITY CONCEPT**

The City Concept is described herein and illustrated on the attached map to provide a simplified explanation of the essential urban structure elements that have been combined as a for the future Brampton urban community.

The basic organizing components of the City Concept as arranged on the City Concept Map consist of Corridors, Nodes and Districts.

### **CORRIDORS**

- Natural:** Credit Valley, Etobicoke Valley, Humber Valley
- Man-Made:** Highway Nos. 10, 7, 50, 410, 407 and 427, Queen Street, Hurontario Street, Steeles Avenue, Airport Road, Mississauga Road, Bovaird Drive.

### **NODES**

- Core:** Queen Street/410/Rutherford Road/New Go Station
- Nodes:** Four Corners, Bramalea City Centre, Eastgate, Gateway West, City South, Steeles/Finch Gateway, Airport/Intermodal, Bramalea Road South Gateway

### **DISTRICTS**

- Mixed-Use:** Central Commercial Corridor
- Residential:** Old Brampton, Bramalea, Fletchers Creek, Heart Lake, Gore, Springdale, Eastgate, Gateway West, Vales of Castlemore
- Industrial:** Bramalea, Airport/Intermodal, Sandalwood, Eastgate, Gateway West

### **3.3 FUNDAMENTAL GOALS AND OBJECTIVES**

This section provides a point form summary of those goals and objectives that best convey the fundamental intent of this Plan relative to its key land use and functional components. These fundamental goals and objectives are as follows:

#### **RESIDENTIAL**

- |                              |  |
|------------------------------|--|
| <b>Range and Mix</b>         | To accommodate a broad range and mix of housing in terms of dwelling types, densities, tenure and cost to provide accommodation for a diverse community.   |
| <b>Intensification</b>       | To provide opportunities, where appropriate, for the intensification of residential areas and uses within the City of Brampton through residential conversions, infill and redevelopment in a manner consistent with the objectives and policies of this Plan. |
| <b>Special Needs Housing</b> | To provide housing opportunities for people with specialized needs that are accommodated by public, private and non-profit agencies and organizations.   |

#### **ECONOMIC BASE**

- |                |  |
|----------------|--|
| <b>Overall</b> | <p>To employ more than 60% of Brampton's labour force within the City.</p> <p>To achieve an unemployment rate which is less than the Metropolitan Toronto average.</p> <p>To develop business growth targets by employment and economic sectors.</p> <p>To raise the commercial/business/industrial assessment ratio to 35%.</p> <p>To provide sufficient flexible commercial/business/industrial designations to generate a healthy amount of employment and non-residential assessment growth attracted to Brampton.</p> <p>To establish a financial planning function within the City's administrative structure.</p> |
| <b>Retail</b>  | To develop a strong retail and service commercial hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of residents and shoppers while providing local employment opportunities.  |

- Office** To promote the development of a strong and viable office component to provide employment opportunities within the City of Brampton.
- Industrial** To retain and enhance business, industry and employment opportunities within the City of Brampton.

**TRANSPORTATION**

- Overall** To provide a safe, economical, and efficient system for transporting people and goods which supports the Official Plan land use designations and encourages the appropriate development of the City Center, the Central Commercial Corridor and Gateway activity centers, while protecting established neighborhoods, and promoting orderly growth.
- Traffic Circulation** To provide a traffic circulation system which encourages personal mobility and travel choices, minimize transportation costs and mitigate transportation related pollution through enhancement of Brampton transit systems, demand management techniques, and improved traffic management.
- Transit** To develop Brampton transit systems and services which encourage public transit ridership, increase personal mobility and travel choices, conserve energy resources, preserve air quality, and foster economic growth.

**ENVIRONMENTAL MANAGEMENT**

- Overall** To maintain a liveable and environmentally responsible community which utilizes, manages and conserves resources in a pro-active manner to achieve an attractive built and natural environment.
- Buffers, Setbacks and Linkages** To utilize buffers and linkages to enhance the ecological function of natural systems while connecting open spaces and separating conflicting activities and uses.

**OPEN SPACE**

- The Park System** To create a system of parks, recreation facilities and programs that provide a wide selection of leisure opportunities for residents of all ages and socio-economic groups, and that optimize public expenditures.

**The Linkage System** To promote the development of a continuous uninterrupted system of open space to provide physical and visual linkages and to provide opportunities for walking, hiking and cycling in a pleasant safe environment separated from vehicular traffic where feasible.

## **COMMUNITY SERVICES**

**Overall** To ensure the effective allocation and integration of Community Service Facilities throughout the City in accordance with identified need.

**Healthy Community** To recognize the "Healthy Community" concept in the allocation of Community Service Facilities to facilitate, in conjunction with the general intent of this Plan, an enhanced quality of life for Brampton residents.

**Partnership with Service Providers** To encourage and support a partnership with all community service providers toward the effective and efficient allocation of Community Service Facilities and for related activities including the development of a Community Services Plan and public awareness.

## **URBAN FORM**

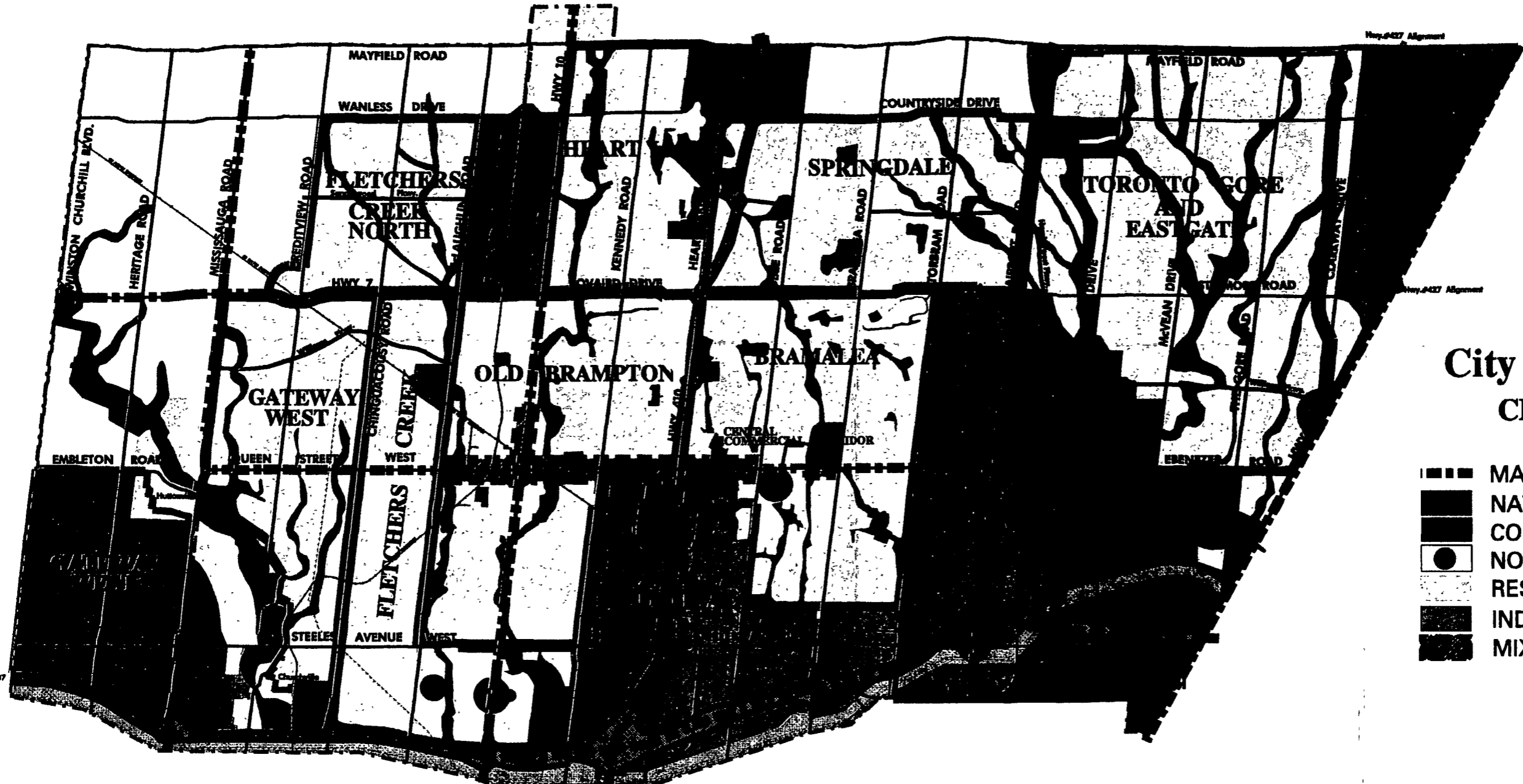
**Overall** To achieve and sustain high quality physical environment for Brampton which is consistent with its role as a major urban centre.

**City Design Principles** To establish overall city design principles for Brampton to serve as the basis for guiding the development of a high quality physical environment.








**City Concept** To develop a long-range city structure concept that identifies urban units including: districts, nodes and corridors in accordance with existing and projected growth patterns; and, to establish general design principles for each type of urban unit.

**SECTION FOUR: POLICIES**

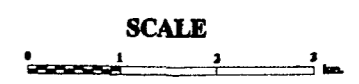
- 4.1 RESIDENTIAL**
- 4.2 ECONOMIC BASE**
- 4.3 TRANSPORTATION**
- 4.4 ENVIRONMENTAL MANAGEMENT**
- 4.5 OPEN SPACE**
- 4.6 UTILITIES**
- 4.7 AGRICULTURE**
- 4.8 COMMUNITY SERVICES**
- 4.9 HERITAGE**
- 4.10 URBAN FORM**
- 4.11 FINANCIAL AND PHASING**
- 4.12 PARKWAY BELT WEST**
- 4.13 SPECIAL STUDY AREAS**



# City of Brampton CITY CONCEPT

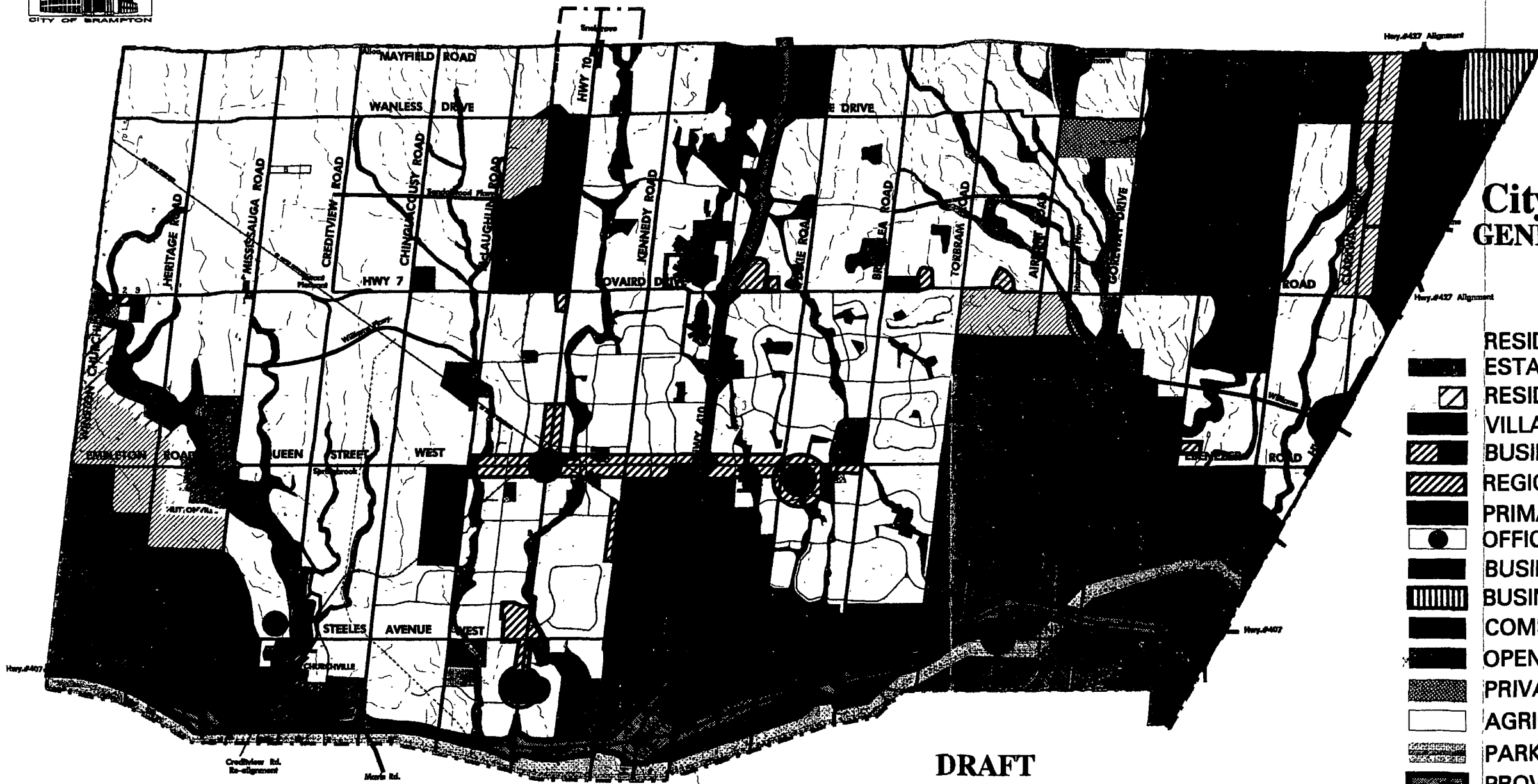
-  MAN - MADE CORRIDORS
-  NATURAL CORRIDORS
-  CORE NODE
-  NODE
-  RESIDENTIAL DISTRICT
-  INDUSTRIAL DISTRICT
-  MIXED USE DISTRICT

**DRAFT**  
**April 14, 1993**





# City of Brampton GENERAL LAND USE DESIGNATIONS SCHEDULE "A"



- RESIDENTIAL ESTATE RESIDENTIAL
- RESIDENTIAL RESERVE
- VILLAGE RESIDENTIAL
- BUSINESS RETAIL
- REGIONAL RETAIL
- PRIMARY OFFICE CORE
- OFFICE NODE
- BUSINESS INDUSTRIAL
- BUSINESS INDUSTRIAL RESERVE
- COMMUNITY SERVICES
- OPEN SPACE
- PRIVATE COMMERCIAL RECREATION
- AGRICULTURAL
- PARKWAY BELT WEST /UTILITY
- PROVINCIAL FREEWAYS (407/410/427)
- SPECIAL STUDY AREA
- SPECIAL POLICY AREA

**DRAFT**  
**April 14, 1993**

NOTES:  
THIS MAP FORMS PART OF THE OFFICIAL PLAN of the CITY OF BRAMPTON,  
AND MUST BE READ IN CONJUNCTION WITH THE TEXT, AND OTHER SCHEDULES.  
THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE  
ARE APPROXIMATE AND ARE NOT INTENDED TO BE SCALED.

## **SECTION 4.1: RESIDENTIAL**

- 4.1.1 Residential Designations**
- 4.1.2 Estate Residential Designations**
- 4.1.3 Village Residential Designations**
- 4.1.4 Residential: Special Policy Area**
- 4.1.5 Residential and Estate Residential Reserves**
- 4.1.6 Intensification**
- 4.1.7 Affordable Housing**
- 4.1.8 Special Needs Housing**
- 4.1.9 Design**
- 4.1.10 Residential Land Supply**
- 4.1.11 Residential Phasing**
- 4.1.12 Streamlining of Approvals**
- 4.1.13 Monitoring**



## SECTION 4.1: RESIDENTIAL

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### INTRODUCTION

Since the mid 1960's there has been considerable demand for housing in the City of Brampton. In 1971, Brampton contained approximately 19,000 dwelling units; by 1991 there were approximately 71,000 dwelling units. These figures represent an increase of 52,000 units over a 20 year period for an average yearly increase of 2,600 units. Given the population forecast of 489,300 persons in Brampton by 2021, the level of absolute residential growth is projected to continue at the current rate.

In planning for this significant residential growth, the City recognizes the necessity to provide a variety of housing forms and tenure types to meet the needs of the community. The City's Strategic Plan recognizes housing as a vital component of a healthy, viable and livable community:

"Housing must be inclusive of all persons in our community. This includes persons with disabilities, and those without; old, young, and middle-aged persons; those with an abundance of money, and those with little; large families, couples and singles. The range of housing must be affordable and accessible for everyone."\*

The Province also takes a role in planning for housing at the municipal level. In 1989, the Province issued a policy statement pursuant to Section 3 of the Planning Act entitled Land Use Planning for Housing. This Policy Statement sets out general guidelines for municipalities and the way in which their planning documents and programs should address housing concerns. The policies contained in this Plan reflect these directives.

In addition to the Province's policy direction with respect to housing, it also plays a significant role in the provision of non-profit housing. The Province, through various programs, provides funding allocations for the construction of non-profit housing and other housing related concerns such as the rehabilitation of older, low rise rental structures.

\* Canadian Mental Health Association Housing Statement  
Mental Health Week, May 4-10, 1992.

## **4.1.1 RESIDENTIAL DESIGNATIONS**

### **Objective**

To accommodate a broad range and mix of housing in terms of dwelling types, densities, tenure and cost for a diverse community.

### **Policies**

- 4.1.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including the full range of dwelling types from single detached houses to high rise apartments. Complementary uses to be permitted may include the community services required to support residential communities such as schools, churches, libraries, parks, community and recreation centres, health centres, day care centres and local retail centres. Quasi-institutional uses including social service agencies, union locals, as well as firehalls, police stations and utility installations may also be permitted.
- 4.1.1.2 The City shall encourage a wide choice of housing accommodation in terms of dwelling type, through appropriate housing mix policies in Secondary Plans.
- 4.1.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.
- 4.1.1.4 The City may, for New Development Areas, specify the Gross Residential Density ranges and overall housing mix targets in the applicable Secondary Plan. Minor variations in these ratios which do not alter the intent of the original mix shall be considered without amendment to the Secondary Plan.
- 4.1.1.5 The City may permit a variety of residential densities to a standard maximum of 175 units per net residential hectare (70.8 units per net residential acre).
- 4.1.1.6 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed use buildings in any Secondary Plan Area where such uses are permitted.
- 4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider an increase in residential densities above 175 units per net residential hectare in appropriate locations and in accordance with the following:
- i) compliance with the policies of the relevant Secondary Plan;
  - ii) the ability of the road network to accommodate the density increase;
  - iii) no detrimental impacts on adjacent properties including privacy and shadowing; and,

- iv) the ability to integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, functional and other considerations.

4.1.1.8 The City shall strive to locate proposed high density residential buildings in areas that may have one or more of the following attributes:

- i) have primary access to an Arterial, Collector or Minor Collector Road;
- ii) are either within or adjacent to major compatible concentrations of commercial, recreational or institutional uses;
- iii) are adjacent to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots); or,
- iv) are close to significant public transportation facilities (e.g. GO Transit, high occupancy vehicle lanes, light rail transit) in accordance with the Transportation Section of this Plan.

4.1.1.10 The City shall require, where deemed appropriate, on-site amenities and facilities in medium to high density residential development commensurate with the anticipated resident composition of the subject development.

4.1.1.11 The City shall encourage the maintenance of a minimum rental vacancy rate of 2 percent. To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

4.1.1.12 The City may permit varying forms of home occupations in single detached dwellings or buildings accessory thereto in appropriate areas subject to the provisions of the comprehensive zoning by-law, any other applicable by-laws, and the following:

- (i) only the occupant of a dwelling assisted by no more than one other person may carry on the home occupation;
- (ii) no external changes are necessary to the dwelling or accessory building to accommodate the home occupation;
- (iii) no outside storage of goods or service vehicles is permitted;
- (iv) only a small identification sign will be permitted pursuant to the City of Brampton Sign By-law; and,
- (v) the provision of parking facilities appropriate to the home occupation.

## **4.1.2 ESTATE RESIDENTIAL**

Estate Residential development is a low density, low intensity form of residential development, characterized by large, individual lots which do not require full urban levels of service.

The Estate Residential designations within this Plan largely reflect historical development activity and approvals. This type of residential development satisfies a continuing but moderate demand for a certain form of housing within the housing continuum. Although the City does not anticipate further expansion of estate residential developments, this Plan does recognize a continued but limited supply of such lands.

### **Objectives**

To recognize the continued development of existing estate residential designations within the City and thus provide a limited supply of such housing forms.

To provide limited estate residential development by plan of subdivision plan and/or consent where appropriate, that may or may not be situated within historic rural villages and hamlets.

### **Policies**

- 4.1.2.1 The Estate Residential designations shown on Schedule "A" shall include single detached dwellings and accessory buildings, group homes, public utility installations and public open space.
- 4.1.2.2 The City shall ensure that Estate Residential lots are a minimum of 0.8 hectares (2 acres) in size unless a smaller lot size is appropriate and compatible with adjacent existing lots and all applicable health regulations. Such lot size reductions must be set out and authorized for the area subject to Estate Residential development by the applicable Secondary Plan.
- 4.1.2.3 The City shall consider the following principles in the design of a Estate Residential plan of subdivision:
- (i) maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
  - (ii) protection and enhancement of any stream, pond, marsh and woodland habitat for natural wildlife;
  - (iii) maintenance and enhancement of the natural characteristics of water courses consistent with sound best management practices;

- (iv) protection of surface and groundwaters from contamination by domestic effluent and by activities associated with Estate Residential development;
- (v) protection and maintenance of remaining trees and woodlots;
- (vi) the need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
- (vii) that stream valleys and an adequate area above the top of banks shall be conveyed to the City or the Conservation Authority and remain essentially undisturbed and undeveloped for reasons of flood control, bank stabilization and to maximize the aesthetic quality of the natural features; and,
- (viii) that the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate.

#### 4.1.2.4

The City shall also consider the following in its assessment of an Estate Residential plan of subdivision:

- (i) It is preferable that access to individual lots be from internal roads and not from existing or unopened concession roads, Regional Roads or Provincial Highways.
- (ii) Convenient access to an existing concession or Regional Road, or a Provincial Highway from an estate residential subdivision shall be required to ensure ready accessibility for all vehicular traffic including school buses, maintenance and emergency vehicles.
- (iii) Lots shall have sufficient land to meet the requirements of the Peel Regional Health Unit with regard to the proper installation and functioning of a private septic system.
- (iv) Subdivision of land for residential development in areas designated Estate Residential be subject to the provision of piped municipal water by the Region of Peel.
- (v) Impact studies, as required necessary by the City are to be provided by the development proponent in accordance with the policies of this Plan.
- (vi) Accessory buildings shall be small in scale, designed and constructed in a fashion sympathetic to the primary intended use and regulated by the comprehensive zoning by-law.

4.1.2.5 Consent applications in respect of land located within designated Estate Residential areas, as shown on Schedule "A":

- (1) shall be considered and may only be granted:
  - (a) in accordance with the policies of this Plan;
  - (b) when it is clear that the consent will not adversely impact the ultimate development pattern of the entire holding;
  - (c) if the general conditions and criteria in the consent policies of the Implementation Section of this Plan are complied with, and,
  - (d) the lot size and access provisions of the preceding Estate Residential policies are satisfied.

### 4.1.3 VILLAGE RESIDENTIAL

Prior to the incorporation of the City of Brampton in 1974, the component rural areas of the Town of Mississauga, Township of Toronto Gore and Township of Chinguacousy contained a number of village and hamlet settlements at various crossroads. Such settlements may have consisted of dwellings and rural serving uses such as schools, churches, general stores, etc. These village and hamlet settlements reflect the history of development within the area and include the following:

#### Villages

- o Churchville (Creditview Road south of Steeles Ave.)
- o Huttonville (Mississauga and Embleton Roads)

#### Hamlets

- o Alloa (Creditview and Mayfield Roads)
- o Castlemore (The Gore and Castlemore Roads)
- o Coleraine (Highway 50 and Coleraine Drive)
- o Ebenezer (The Gore and Ebenezer Roads)
- o Mount Pleasant (Creditview Road and Highway 7)
- o Snelgrove (Highway 10 and Mayfield Road)
- o Springbrook (Creditview Road and Queen St. West)
- o Tullamore (Airport and Mayfield Roads)
- o Whaley's Corners (Winston Churchill Blvd. and Steeles Ave. West)
- o Wildfield (The Gore and Mayfield Roads)

The Village Residential designations are shown on Schedule "A" of this Plan. In the context of this Plan, all of the aforementioned village and hamlet settlements, with the exception of Alloa, are now contained within the urban boundary. In the process of the urbanization of previously rural areas in the vicinity of village and hamlet settlements, the City intends to give consideration to the maintenance of the unique or historical character of some or all of the village and hamlet settlement areas.

### **Objective**

To incorporate village and hamlet settlements and their unique or historical character into urbanizing areas, where appropriate.

### **Policies**

- 4.1.3.1 The City may, in addition to residential uses within village and hamlet settlements, permit convenience commercial, community services, crafts, and home workshops/offices which comply with detailed criteria set out in applicable Secondary Plans.
- 4.1.3.2 In formulating Secondary Plans for urbanizing areas abutting or incorporating an identified Village Residential designation, the City, in conjunction with the public, area landowners and others as appropriate, shall consider the need for ways and means to integrate the character of the settlements into an urban environment.

### **4.1.4 RESIDENTIAL: SPECIAL POLICY AREA**

The area designated Residential: Special Policy Area alongside Heart Lake Road on Schedule "A" defines the limits of the area having potential for gravel extraction associated with the geological feature commonly known as the Brampton Esker. This area is also particularly significant for its extensive recreational and open space after-use potential.

#### **Policies**

- 4.1.4.1 A predominantly public open space oriented Secondary Plan that indicates the uses of the area after gravel extraction is complete will be formulated for this Brampton Esker Special Policy Area. The following matters will be considered in the process of formulating the Secondary Plan:
- (i) areas to be acquired by public agencies for recreation purposes and conservation purposes;
  - (ii) the treatment of lands that are presently publicly owned;
  - (iii) the specific land and water-oriented recreation facilities to be developed in each sub-area in implementing the concept;

- (iv) areas to be retained in private ownership and the type and form of development to be permitted in these areas;
- (v) the extent of remaining gravel extraction to occur in each sub-area of the Brampton Esker;
- (vi) criteria regarding continued gravel extraction operations such as setbacks from development, buffers, gravel pit slopes, ground-water pumping, and backfilling;
- (vii) measures to be taken to protect significant viable woodlots;
- (viii) the phasing and general timing of the completion of gravel extraction and the development of public and private after-uses; and,
- (ix) the impact of Highway 410 and protection measures to be taken by developers or the City.

4.1.4.2 To the extent that it can be achieved under Provincial legislation, the City will require, in co-operation with the Ministry of Natural Resources, that any application to expand an existing operation will be accompanied by a site plan for rehabilitation of the pit in conformity with the Secondary Plan and site plans for the area.

4.1.4.3 The City shall discourage the licencing of new or abandoned pits in the Brampton Esker.

4.1.4.4 Where a gravel pit is not subject to the provisions of the Pits and Quarries Control Act, the City shall endeavour to negotiate with the owner of such a pit for the rehabilitation of the pit in a manner that conforms with the Secondary Plan. Such negotiation may be part of the process of evaluating a plan for the development of part of the land parcel on which the gravel pit is located.

4.1.4.5 The Province and other public agencies may be requested to contribute to the rehabilitation and development of the Brampton Esker area for recreation and conservation purposes as reflected in the Secondary Plan.

#### **4.1.5. RESIDENTIAL AND ESTATE RESIDENTIAL RESERVES**

##### **Objective**

To indicate the intent to develop certain lands in the long term for urban residential or estate residential uses. For planning purposes, it is appropriate to identify such lands at this time in the reserve category.



## **Policies**

- 4.1.5.1 The Residential Reserve designation on Schedule "A" to this Plan denotes lands which will be subject to urban residential development in the long term, beyond the time frame of this Plan. However, in practical purposes it is appropriate to recognize such lands in a reserve category in order to properly plan for such matters as physical services and infrastructure.
- 4.1.5.2 The Estate Residential Reserve designation in the vicinity of Huttonville reflects those lands still being actively utilized for specialty agriculture purposes. In the long term, such lands are intended to be developed for residential purposes to take advantage of the valley environment and to serve as a buffer for the village of Huttonville from surrounding employment lands. The phasing principles for the Estate Residential Reserve shall be set out in the applicable Secondary Plan.
- 4.1.5.3 In the short to medium time frame, agricultural and associated uses are permitted within the Residential and Estate Residential Reserve designations, pursuant to the policies of the Agricultural Section of this Plan.

## **4.1.6 INTENSIFICATION**

### **Objective**

To provide opportunities, where appropriate, for the intensification of residential areas and uses within the City of Brampton through residential conversions, infill and redevelopment, in a manner consistent with the objectives and policies of this Plan.

### **Policies**

- 4.1.6.1 The City shall encourage appropriate forms of small scale infilling within the developed and designated urban area to maximize the benefits of municipal services already in place.
- 4.1.6.2 The City shall recognize appropriate forms of accessory apartments in residential designations, subject to zoning, licensing and safety regulations, where such forms are permitted in the applicable Secondary Plan. An accessory apartment unit comprises a self-contained dwelling unit including a kitchen and bathroom facilities for the exclusive use of that unit, and which is created by converting part of, or adding on to, existing single detached or semi-detached housing forms.
- 4.1.6.3 The City shall permit rooming, boarding and lodging houses in residential designations, subject to zoning, licensing, and safety regulations and the ability to integrate such housing forms with the host neighbourhoods in an acceptable and appropriate manner, where such housing forms are permitted in the applicable Secondary Plan.

- 4.1.6.4 The City may, in older residential neighbourhoods, consider an increase in residential density where the scale and character of new residential buildings can be appropriately integrated with the surrounding area and where existing or proposed physical and community services provide an adequate level of support facilities.
- 4.1.6.5 The City shall consider participating in government programs to rehabilitate older residential neighbourhoods.
- 4.1.6.6 In evaluating applications for the residential conversion of industrial, commercial and other non-residential properties, the City shall assess the impacts of such conversion on the host community including traffic, design, integration and assessment base considerations, including the phasing policies of this Plan. The property or area identified for residential conversion must be designated for residential purposes in the applicable Secondary Plan.
- 4.1.6.7 The City shall, in the process of reviewing or formulating Secondary Plans, undertake studies related to the improvement and intensification of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:
- (i) programmes for the rehabilitation of properties consistent with the character and role of the particular area within the City;
  - (ii) acquisition and clearance of land for community services;
  - (iii) improvement of municipal services including streets, sidewalks, public utilities, sewer and watermains, street lighting, parking and landscaping; and,
  - (iv) acquisition and clearance of blighted properties or properties which seriously conflict with the residential character of the neighbourhood.
- 4.1.6.8 The City shall, in the review of existing residential secondary plans, consider the designation of areas for residential intensification within the Secondary Plan where the following criteria are met:
- (i) the physical potential of the building stock and/or development sites can accommodate appropriate forms of residential intensification;
  - (ii) existing community and physical services can support additional households;
  - (iii) the potential demand for such accommodation can be demonstrated through an analysis of housing needs in the community, in relation to the characteristics of various intensification forms; and,

- (iv) the intensification forms can be properly integrated with the host community.

#### **4.1.7 AFFORDABLE HOUSING**

##### **Objective**

That 25 percent of new residential units within the City of Brampton are affordable within the context of the Provincial Policy Statement, Land Use Planning for Housing.

##### **Policies**

- 4.1.7.1 As a condition of development or subdivision approval, the City may require an applicant to demonstrate how the 25 percent affordable housing target of the Housing Policy Statement will be met within an appropriate analysis area. Desirable specific elements may be the subject of development, site plan or subdivision agreements.
- 4.1.7.2 The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means.
- 4.1.7.3 The City may adopt, from time to time, a Municipal Housing Statement setting out, in addition to other matters, various housing targets for the City.
- 4.1.7.4 Applications for the construction of condominium projects or for the conversion of rental tenure buildings to condominium tenure shall be evaluated in the context of any relevant policies and standards of the City and in the context of any applicable Provincial legislation.

#### **4.1.8 SPECIAL HOUSING NEEDS**

##### **Objective**

To provide housing opportunities for people with specialized needs that are accommodated by public, private and non-profit agencies and organizations.

##### **Policies**

##### **Assisted Housing**

- 4.1.8.1 The City shall continue to consider and approve publicly assisted housing projects within new development areas and older residential neighbourhoods, where appropriate.

- 4.1.8.2 The City shall support the Peel Non-Profit Housing Corporation in its efforts to provide accommodation for families, individuals, senior citizens and physically challenged persons according to recognized need.
- 4.1.8.3 The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines:
- (i) accessibility to public transit, convenience shopping, parks and recreation facilities; and,
  - (ii) convenient access to public day care facilities and other community service, social and health facilities/services.
- 4.1.8.4 The City shall review plans for publicly financed multiple residential developments in light of the demonstrated need and demand for accommodation for handicapped persons, and shall encourage design modifications to ensure accessibility to some units.
- 4.1.8.5 The City may establish a policy with respect to the distribution of assisted housing within the City and may attempt to influence Provincial funding allocations accordingly.

### **Group Homes**

- 4.1.8.7 The City supports the principle of integrating Group Homes into existing and new residential communities as approved by the City and the appropriate government regulatory agency, subject to zoning and registration requirements.
- 4.1.8.8 The City shall permit group homes in single detached dwellings within areas designated as Agricultural, Estate Residential, Residential, and Community Service on Schedule "A" to this Plan subject to the following criteria:
- (i) group homes shall occupy the whole of such dwellings;
  - (ii) group homes shall conform in size, height and general appearance with other dwellings in the host neighbourhood;
  - (iii) to prevent a concentration of group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City of Brampton; and,
  - (iv) all group homes shall comply with the relevant zoning and registration requirements.

### **Auxiliary Group Homes**

4.1.8.9 The City shall permit auxiliary group homes in single detached dwellings, semi-detached dwelling units and multiple dwelling units, all to be within areas designated Agricultural, Estate Residential, Residential and Community Service on Schedule "A" to this Plan subject to the following criteria:

- (i) auxiliary group homes shall comply with the relevant zoning and registration requirements;
- (ii) to prevent a concentration of group homes and auxiliary group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City; and,
- (iii) all auxiliary group homes shall comply with the relevant zoning and registration requirements.

### **Rest Homes**

4.1.8.10 The City shall permit Rest Homes in any area designated Residential in the Official Plan subject to the following provisions:

- (i) to prevent a concentration of residential care facilities, including rest homes, in any one area, the City shall adopt dispersal and minimum distance separation criteria;
- (ii) the facility shall comply with the City's licensing and zoning requirements for rest homes; and,
- (iii) the rest home shall comply with all requirements set out in any applicable by-laws regulating rest homes, and the following criteria:
  - (a) accessibility of the premises to public transportation, shopping facilities, churches, libraries, public parks and other community services;
  - (b) adequate vehicular ingress/egress and on-site parking;
  - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
  - (d) siting and landscaping to minimize any adverse impact on adjacent residential uses; and,
  - (e) appropriate integration of the proposed use with adjacent uses and the host neighbourhood.

## **Residential Care Facilities**

- 4.1.8.11 The City shall permit residential care facilities for more than 10 persons (i.e. retirement homes) located in any area designated Community Service on Schedule "A" to this Plan and in the applicable Secondary Plan, subject to the policies of these documents, in particular the Community Service section of this Plan.

## **Crisis Care Facilities**

- 4.1.8.12 The City shall permit crisis care facilities within areas designated "Community Service" and "Highway Commercial" by this Plan, subject to the policies of this Plan.

## **4.1.9 DESIGN**

### **Objective**

To offer a variety of planned, residential developments which reflect a high standard of environmental, design and functional quality, and accounting for the diverse needs of the community.

### **Policies**

- 4.1.9.1 The City shall establish and adopt design standards and criteria for evaluating residential development proposals and complementary uses in accordance with the Urban Form section of this Plan. Consideration may be given to, but is not limited to the following: architectural design and massing, siting of buildings, private and public open space and amenities, functional design including safety and convenience, community service facilities, landscaping, parking, transit, traffic circulation, waste disposal facilities and environmental/climatic factors.
- 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.
- 4.1.9.3 Through its review and approval of site plans for residential developments pursuant to Section 41 of the Planning Act and in accordance with the Urban Form section of this Plan, the City shall:
- (i) control of the massing and conceptual design of buildings;
  - (ii) achieve satisfactory access for public transit, automobiles, pedestrians and cyclists;

- (iii) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
- (iv) the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings; and,
- (v) encourage the preservation of existing natural features, such as existing trees, where possible.

#### **4.1.10 RESIDENTIAL LAND SUPPLY**

##### **Objectives**

To designate sufficient lands within this Plan and Secondary Plans to provide and maintain a minimum supply of serviceable residential lands for a ten year time frame.

To ensure, through servicing policies and agreements developed in conjunction with the Region of Peel, that the development of designated lands will be accommodated.

##### **Policies**

- 4.1.10.1 The City shall consider future residential land needs and maintain a minimum 10 year supply through the timely preparation of Secondary Plans and regular reviews of this Plan. Reviews shall, among other matters, consider long term population and household growth, the anticipated demand for housing types and densities, intensification potential and availability of urban services.
- 4.1.10.2 The City shall, in cooperation with the Region of Peel and Ministry of the Environment, ensure that any lands designated for future residential development can be serviced with urban water and sanitary services.
- 4.1.10.3 The City shall endeavour, at all times, to manage a development approval process where a minimum three-year supply of draft approved and vacant, registered lots and blocks can be maintained within the inventory of residentially designated lands.

#### **4.1.11 RESIDENTIAL PHASING**

##### **Objective**

To provide for an economically efficient pattern of residential growth in a manner consistent with the objectives and policies of this Plan.

## **Policies**

- 4.1.11.1 The City shall establish the phasing of residential development on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals in accordance with the objectives and policies of the Financial and Phasing section of this Plan.
- 4.1.11.2 The City shall, for new lands that are designated for residential purposes through a major or minor Official Plan Review, not permit such lands to be developed for such purposes until a secondary plan has been formulated for the particular new development area by means of an amendment to this Plan.
- 4.1.11.3 In the case of residential lands designated through a major or minor Official Plan Review, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.

## **4.1.12 STREAMLINING OF APPROVALS PROCESS**

### **Objective**

In accordance with the Housing Policy Statement, to streamline the activities and functions of the planning and development approval process for residential development proposals, where possible from a legal, service and operational perspective as appropriate.

## **Policies**

- 4.1.12.1 The City may expedite the approval of specific development applications which are deemed to be of significant importance in fulfilling community objectives, as appropriate.
- 4.1.12.2 The City may adopt general guidelines which set out procedures and desired time frames to complete each stage of the development approval process, for the information of proponents.

## **4.1.13 MONITORING**

### **Objective**

To monitor, in conjunction with the Region of Peel, the housing market within Brampton on a regular basis to track the degree to which the provisions of the Official Plan and the Housing Policy Statement are being achieved.



## **Policies**

### **4.1.13.1**

The City, in conjunction with the Province and the Region of Peel as appropriate, shall monitor the performance of the housing market and development approval process in the City by:

- (i) maintaining a development application tracking system and monitoring application processing time frames;
- (ii) monitoring the supply of draft approved and vacant, registered residential lots and blocks within the City together with the supply of residential land in general;
- (iii) monitoring the range of housing forms produced through new development lands and intensification; and,
- (iv) monitoring housing prices and rents for various housing forms subject to the availability of sufficient data.

## **SECTION 4.2: ECONOMIC BASE**

- 4.2.1          Retail Dominant Sector**
- 4.2.2          Regional Retail**
- 4.2.3          Local Retail**
- 4.2.4          Business Retail**
- 4.2.5          Office Dominant Sector**
- 4.2.6          Primary Office Core**
- 4.2.7          Office Node**
- 4.2.8          Business Industrial Dominant Sector**
- 4.2.9          Business Industrial: Special Policy Area**
- 4.2.10        Business Industrial Reserve**
- 4.2.11        Site Specific Business Retail and  
Business Industrial Designations**

## **SECTION 4.2: ECONOMIC BASE**

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### **INTRODUCTION**

An important goal of the Brampton Official Plan and Strategic Planning is the encouragement of desirable and sustainable economic growth to build a firm foundation for long term prosperity. To attain this goal, the following objectives have been established:

- o To employ more than 60% of Brampton's labour force within the City.
- o To achieve an unemployment rate which is less than the Metropolitan Toronto average.
- o To develop business growth targets by employment and economic sectors.
- o To achieve a commercial/business/industrial assessment ratio of at least 35% of total assessment.
- o To provide sufficient flexible commercial/business/industrial development to generate a healthy level of economic competition to maximize the amount of employment and non-residential assessment growth attracted to Brampton.

The Economic Base section of the Plan establishes a set of economic base hierarchies and designations that attempt to implement these objectives to build a firm foundation for the long term prosperity of Brampton's economy. Three economic base sectors have been established: Retail Dominant, Office Dominant and Business Industrial Dominant. It is important to note that these economic sectors and associated general land use designations will be further defined and identified at the Secondary Plan level.

## **4.2.1 RETAIL DOMINANT SECTOR**

The retailing of goods and services represents an important component of Brampton's economy as well as a means to provide the widest range of consumer goods and services to the residents of Brampton.

Schedule "A" indicates the Regional Retail and Business Retail designations that include a wide range of retail commercial uses. Local Retail uses are defined herein, but are not designated on Schedule "A" since they are to be designated in the individual Secondary Plans.

### **Objectives**

To develop a retail and service commercial hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of residents and shoppers while providing local employment opportunities.

To designate appropriately located multi-purpose retail sites to satisfy the market demand for consumer goods and services.

To encourage pedestrian-oriented neighbourhood retail establishments to reduce automobile dependency.

To encourage aesthetically pleasing forms of commercial development through the use of urban design and architectural controls in accordance with the Urban Form section of this Plan.

To minimize impacts associated with commercial development on abutting land uses and on the traffic capacity of the adjacent road network.

### **Policies**

- 4.2.1.1 The Regional Retail and Business Retail land use designations identified on Schedule "A" of this Plan, and the Local Retail categories described herein and in the Secondary Plans, are used to indicate the primary locations of land uses involving the buying and selling of goods and services including retail and wholesale stores, local serving offices and service functions, cultural and entertainment facilities and community services uses.
- 4.2.1.2 The City shall promote and encourage the development of major retail and service functions in Brampton in cooperation with the Brampton Board of Trade and other business interest groups.
- 4.2.1.3 The City shall endeavour to maintain an up-to-date inventory of retail commercial space and other marketing data to help maintain the viability of the designated retail commercial structure and to facilitate private decision-making in the commercial sector.

4.2.1.4 The City shall encourage an appropriate distribution of multi-purpose retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services.

4.2.1.5 The City shall consider applications for the redesignation of obsolete retail sites for residential uses and the proposed relocation of incompatible uses to more appropriate locations. The City may request suitable market and economic studies to be submitted to support such proposals in circumstances where the City is not presently convinced that the existing designation is no longer viable.

### **Design**

4.2.1.6 Through its review and approval of site plans for commercial developments pursuant to Section 41 of the Planning Act and in accordance with the Urban Form section of this Plan, the City shall:

- (i) promote an appropriate massing and conceptual design of buildings;
- (ii) endeavor to achieve satisfactory access for automobiles, public transit, cyclists and pedestrians;
- (iii) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
- (iv) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings; and,
- (v) encourage the preservation of existing natural features, such as existing trees, where possible.

4.2.1.7 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of noise, pollution and visual impacts in accordance with the Urban Form and Environmental Management sections of this Plan.

### **Interpretation**

4.2.1.8 The City shall interpret the identification and location of future Regional Retail and Business Retail designations on Schedule "A" of this Plan to be conceptual in nature. The City may approve a retail centre proposal that is within, or in the general vicinity of, a particular retail designation without an amendment to this Plan, or the applicable Secondary Plan, provided that:

- (i) the retail centre proposal is of the type and scale designated as

applicable for the particular area;

- (ii) such a retail centre has not already been approved for an adjacent site; and,
- (iii) the specific site of the proposal possesses all of the key attributes of the original designation for the use intended.

4.2.1.9 Proposals to expand or add to an existing Regional Retail or Business Retail designation shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, physical and transportation impact of such an expanded designation.

### **Phasing and Integration of Retail Areas**

4.2.1.10 The City shall require the general location and size of Regional and Local Retail areas and all other commercial uses to be indicated in Secondary Plans where applicable.

4.2.1.11 Where commercial uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, the City may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.

4.2.1.12 The City may permit Regional Retail designations to be developed in stages where this is appropriate to meet the needs of a growing trade area population. The basic requirements for the development of the complete centre will be established in the first phase.

4.2.1.13 The City shall encourage the development of commercial areas to be planned and managed as a unit and to be of sufficient scale to accommodate the majority of establishments appropriate to a given location.

## **4.2.2 REGIONAL RETAIL**

### **Policies**

4.2.2.1 The Regional Retail designations on Schedule "A" of this Plan identify multi-functional sub-areas intended to accommodate groups of commercial establishments generally planned and developed as units to provide a wide range of specialized and comparison type goods and services to local residents as well as consumers from outside Brampton. Regional Retail centres generally range from 28,000 to 112,000 square metres (300,000 to 1,200,000 square feet) of total gross leasable area in size and are typically located on 12 to 36 hectare (30 to 90 acre) sites. Primary permitted uses include all types of retail stores, major full line department stores, major food stores, supermarkets and specialty food stores, pharmacies, restaurants, offices, alternative format

retailing, entertainment facilities and service establishments catering to personal or household needs.

- 4.2.2.2 Complementary uses such as automobile service stations, car washes, warehouses and maintenance and repair services that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses.
- 4.2.2.3 The specific Regional Retail areas designated on Schedule "A" of this Plan include:
- (i) The Primary Office Core area;
  - (ii) The Bramalea City Centre area;
  - (iii) The City South area; and,
  - (iv) The Highway 410 & Bovaird Drive area.
- 4.2.2.4 The designated Primary Office Core area northwest of Highway 410 and Orenda Road is intended to be a multi-use area that will also accommodate a significant number of Regional Retail businesses as well as predominantly regional scale office uses.
- 4.2.2.5 The Bramalea City Centre Regional Retail area located at Dixie Road and Highway Number 7 is recognized as a major sub-area of the Central Commercial Corridor that is intended to be developed for predominantly retail and office uses.
- 4.2.2.6 The City South Regional Retail area is located at the intersection of Highway Number 10 and Steeles Avenue. This area is anchored by two shopping centres, (Shoppers World and City South Plaza) which effectively provide a variety of goods and services to the local population and to local employers as well as residents within the municipal boundary.
- 4.2.2.7 The Regional Retail area identified at the northeast corner of Highway Number 410 and Bovaird Drive is recognized as the primary retail commercial centre intended to serve the Sandringham-Wellington Secondary Planning Area, the Heart Lake sub-area and areas extending southward to Williams Parkway.

## **4.2.3 LOCAL RETAIL**

### **Policies**

- 4.2.3.1 The category Local Retail refers to a hierarchy of retail centres including District Retail, Neighbourhood Retail and Convenience Retail. The location of the generalized category of Local Retail and the retail centres are not identified on the schedules of this Plan. Their definitions and certain related policies are specified in this Plan as a guide to their associated use at the Secondary Plan

stage of the planning process.

- 4.2.3.2 Complementary uses such as those permitted in the Community Services and Open Space designations may also be permitted.
- 4.2.3.3 The City shall interpret the category Local Retail Centres to generally incorporate a range of retail centres varying in size from 1,400 to 28,000 square metres (15,000 to 300,000 square feet) of total gross leasable area. Primary permitted uses include small scale retail stores; supermarkets or specialty food stores; junior department stores; pharmacies; small scale restaurants; service establishments catering to personal or household needs and local serving offices.

#### **Local Retail Hierarchy**

- 4.2.3.4 The Local Retail group of uses are defined as follows:
- (i) **District Retail**: A group of retail establishments that generally range from 9,000 to 28,000 square metres (97,000 to 300,000 square feet) in total gross leasable area and which are typically located on a 4 to 12 hectare (10 to 30 acre) site and are typically anchored by a junior department store that serves a major sub-area of the City.
  - (ii) **Neighbourhood Retail**: A group of retail establishments that generally range from 1,400 to 7,500 square metres (15,000 to 81,000 square feet) in total gross leasable area and which are typically located on a 1.6 to 3.2 hectare (4 to 8 acre) site and are typically anchored by a supermarket that serves a neighbourhood.
  - (iii) **Convenience Retail**: One or more retail or service establishments planned and developed as a unit which generally range from 500 to 1,400 square metres (5,400 to 15,000 square feet) in total gross leasable area and which are typically located on a 0.4 to 0.8 hectare (1 to 2 acre) site.
- 4.2.3.5 The City may permit complementary uses such as automobile service stations, car washes, service commercial and offices in conjunction with any of these Local Retail designations.
- 4.2.3.6 The City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan.
- 4.2.3.7 The City shall permit Local Retail development within existing or proposed



residential areas only in cases where such uses are considered compatible with existing and proposed development. An Official Plan Amendment will be required to permit the development of a Local Retail use in a location not already so designated for commercial uses in the relevant secondary plan.

- 4.2.3.8 The City shall, in the Secondary Planning process, designate the number and distribution of Local Retail uses within residential areas in recognition of the fact that any nearby Business Industrial or Business Retail designations may accommodate competing retail uses. It is not the intention of this Plan to restrict retail competition external to a residential area or to thereby safeguard the trade areas of Local Retail uses.

#### **4.2.4 BUSINESS RETAIL**

##### **Policies**

- 4.2.4.1 The Business Retail designation shall include motels; hotels; restaurants; retail warehousing; automobile service stations and repair facilities; car washes; automobile sales and service establishments; building supplies outlets; supermarkets and specialty food stores; large furniture and appliance stores; home improvement centres or campuses; major toy or sporting goods stores and industrial uses that have ancillary retail or service functions.
- 4.2.4.2 The Business Retail designation is a combined designation which indicates that uses consistent with the underlying designation of either Residential or Business Industrial on Schedule "A" will be permitted to be integrated or mixed with appropriate Business Retail uses as indicated in the relevant Secondary Plans.
- 4.2.4.3 The City shall also permit Crisis Care Facilities to be permitted within areas designated as Business Retail subject to the following criteria:
- (i) the crisis care facility shall have direct access or frontage on an arterial or collector road;
  - (ii) the crisis care facility may occupy a single detached dwelling or any building converted or newly constructed for that purpose but in every case shall occupy the whole of such buildings; and,
  - (iii) to prevent a concentration of crisis care facilities in any one area, standards, including a minimum distance separation between crisis care facilities, group homes or other residential care facilities, shall be adopted by the City of Brampton.
- 4.2.4.4 At the development review or Secondary Plan stage, the planning of Business Retail designations shall satisfactorily address the following matters:
- (i) a system of internal roads that will minimize direct access from

- commercial uses to highways or arterial roads;
- (ii) the location of ingress and egress points to highways or arterial roads;
  - (iii) the type and volume of vehicular traffic generated by the particular use and its effects on adjacent properties;
  - (iv) the location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties; and,
  - (v) the types and locations of outside storage facilities and their effects on adjacent properties.

#### **Automobile Service Stations and Car Washes**

4.2.4.5 The City may permit automobile service stations and car washes in all of the land use categories on Schedule "A" of this Plan provided that, where applicable, such uses are appropriately designated in the respective Secondary Plans, or in the case of Agricultural designations or other areas not subject to Secondary Plans, provided that such uses are limited to one per intersection.

4.2.4.6 The City shall consider the development of free-standing automobile service stations and car washes only in the following general locations:

- (i) at or adjacent to the intersections of collector roads with arterial roads or highways; and,
- (ii) as a separate part of planned shopping centres or planned business retail commercial areas.

4.2.4.7 The City shall, when evaluating proposals to develop or expand automobile service stations or car washes, have regard for the following:

- (i) the potential noise, visual, and air pollution effects of such a use on adjacent existing or proposed uses in accordance with the Urban Form and Environmental Management sections of this Plan; and,
- (ii) the potential effects of such a use on the parking and traffic circulation generated by adjacent uses, and on the traffic movement on adjacent streets.

## **4.2.5 OFFICE DOMINANT SECTOR**

Office development represents an important component of the sustainable economic growth required to build a firm foundation for long term community prosperity. As such, the objectives and policies of this section of the Plan are concerned with the development of lands designated for office purposes.

The office dominant hierarchy includes Primary Office Core and Office Node designations as indicated on Schedule "A" of this Plan. These designations identify areas that have the unique attributes required to attract higher order office development and that should therefore be protected for that purpose. Although other smaller scale offices will locate in retail centres, or in Business Retail or Business Industrial designations, such uses are inherently more flexible and do not require the same critical mass of office to maintain their attractiveness for such uses.

### **Objectives**

To develop and implement an economic development strategy for attracting office development to Brampton by promoting the City's infrastructure, work force and community service programs.

To promote the development of a strong and viable office component to provide employment opportunities within the City of Brampton.

To encourage the development of high profile office areas that are compatible with surrounding land uses and provide live-work opportunities.

To promote the development of office nodes at key locations situated along arterial roads and highways that function as gateways to the City of Brampton.

To ensure the provision of suitable office development sites within the City to provide a variety of office space opportunities.

To improve the City's assessment ratio by facilitating and promoting increases in the current level of office development.

To aggressively pursue the achievement and implementation of the infrastructure enhancements, labour force composition and community service programs that are an essential part of an effective head office attraction program.

### **Policies**

#### **Permitted Uses**

4.2.5.1 The City shall interpret the Office Core and Office Node land use designations as identified on Schedule "A" to provide for the development of major office uses at appropriate locations along with business uses, accessory and personal service retail, hotels and business support services.

- 4.2.5.2** The City may permit the development of residential uses in combination with commercial uses within office areas to the extent designated in the secondary plan subject to the following considerations:
- (i)** amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component; and
  - (ii)** any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized.
- 4.2.5.3** The City shall require proposals to expand or add to the Primary Office Core or Office Node designations to be subject to an Official Plan Amendment. The City shall require applicants to submit supporting documentation indicating the economic, physical and transportation impact of the proposed development. Proposals shall be evaluated on the basis of:
- (i)** the total projected demand for office space in the City and the likely impact of the proposed additional or expanded development on the City's office market;
  - (ii)** the potential economic opportunities to be gained from providing a broader range of major office areas in the City;
  - (iii)** the ability to integrate the proposed office designation with surrounding land use designations;
  - (iv)** compliance with appropriate policies respecting permitted uses and the location, scale and form of development;
  - (v)** the availability of municipal services to accommodate the proposed uses; and,
  - (vi)** the availability of sufficient public transit and transportation capacity and accesses to accommodate the proposed designation.
- 4.2.5.4** When considering an office development proposal, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation section of this Plan.
- 4.2.5.5** The City shall encourage office development to be designed to facilitate pedestrian networks and the use of public transit in accordance with the Transportation section of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular office area.

## **Design**

- 4.2.5.6 Through its review and approval of site plans for commercial developments pursuant to Section 41 of the Planning Act and in accordance with the Urban Form section of this Plan, the City shall:
- (i) promote an appropriate massing and conceptual design of buildings;
  - (ii) endeavour to achieve satisfactory access for automobiles, public transit, cyclists and pedestrians;
  - (iii) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
  - (iv) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings; and,
  - (v) encourage the preservation of existing natural features, such as existing trees, where possible.
- 4.2.5.7 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of noise, pollution and visual impacts in accordance with the Urban Form and Environmental Management sections of this Plan.

## **4.2.6 PRIMARY OFFICE CORE**

### **Policies**

- 4.2.6.1 The Primary Office Core designation identified on Schedule "A" of this Plan identifies the primary location for office development in the City. Office development in this core area shall be permitted at densities greater than other office areas in Brampton. These densities are to be determined through detailed secondary plan studies. The uses permitted in the Primary Office Core designation shall include business, community services, business support activities, hotels, major retailing, specialty retailing and personal service retailing and all uses consistent with the coincident Regional Retail designation.
- 4.2.6.2 The Primary Office Core designation is generally bounded by Queen Street, Highway Number 410, the CNR rail corridor and Rutherford Road. This area shall be developed and reinforced as the major office activity area for the City of Brampton and will contain the highest density and greatest concentration of office development.
- 4.2.6.3 The City shall encourage major office, hotels, convention halls, government buildings, entertainment uses and cultural facilities which have a City-wide or larger service area to locate within the Primary Office Core designation.

4.2.6.4 The development of the Primary Office Core as a major office area is predicated on the provision of full interchange access from the abutting Highway Number 410 and the provision of higher order transit services including a new GO Train Commuter Station and a transit terminal to be operating as part of a planned North-South Transit Corridor along Highway 410 in accordance with the Transportation section of this Plan.

4.2.6.5 The ultimate development form of the Primary Office Core area including the type, location, and interrelationship of land uses, including multiple density residential uses, shall be determined as part of a Secondary Plan study for the area.

#### 4.2.7 OFFICE NODE

##### Policies

4.2.7.1 The Office Node designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in subsequent secondary planning studies. The permitted uses within the Office Node designation include: business, professional or administrative offices, hotels, motels, accessory and personal service retailing, food and beverage establishments, compatible recreation, institutional and convenience retail uses and business support activities.

4.2.7.2 The City shall require that office buildings within the Office Node designation be developed at a scale that minimizes the impact on surrounding land uses and provides for an orderly integration of land uses.

4.2.7.3 The Office Node designations identified on Schedule "A" of this Plan are:

- (i) Old Brampton;
- (ii) Bramalea City Centre;
- (iii) City South;
- (iv) Airport Road/Highway 7;
- (v) Steeles/Airport;
- (vi) Bramalea Road South Gateway;
- (vii) Eastgate; and,
- (viii) Gateway West.

4.2.7.4 The Old Brampton Office Node area is located in the general vicinity of the intersection of Queen and Main Streets. This area will be developed to permit significant office development that is compatible with the local historic character of the area.

- 4.2.7.5 The Bramalea City Centre Office Node is generally bounded by Highway Number 7, Dixie Road, Clark Boulevard and Central Park Drive. This area will be developed as the focus of higher density development which is based on the provision of higher order transit services to accommodate future population and employment growth.
- 4.2.7.6 The City South Office Node area is located in the general vicinity of Highway Number 10 and Steeles Avenue, focused on the County Court Boulevard and Highway Number 10 intersection. This area will be developed as an office node incorporating retail and a significant amount of institutional space.
- 4.2.7.7 The Airport Road/Highway 7 Office Node area is located at the intersection of Highway Number 7 and Airport Road. This area will be developed as a major office employment centre that contains complementary business support services.
- 4.2.7.8 The Steeles/Airport Office Node area is focussed on the area south of the planned Highway Number 407 alignment at Airport Road. This area will be developed as a specialized industrial/commercial employment node containing a significant amount of office space and with smaller clusters of office extending eastward to Finch Avenue and westward to Torbram Road.
- 4.2.7.9 The Bramalea Road South Gateway Office Node area is located at the intersection of Bramalea Road and Steeles Avenue East. This area is recognized as an urban gateway to the City of Brampton. The development of this area as an Office Node is dependent on the planned expansion of the Bramalea GO Station to include all day, two way train service; the construction of Highway Number 407 and its interchange at Bramalea Road and the functional integration of public transit facilities as detailed in the Transportation section of this Plan.
- 4.2.7.10 The Eastgate Office Node area is located along Highway Number 7, just west of Highway Number 50, and shall form the gateway to the City of Brampton from the east.
- 4.2.7.11 The Gateway West Office Node area is located in the area of Steeles Avenue/Highway Number 407 and Mississauga Road, and shall form the gateway to the City of Brampton from the west.

#### **4.2.8 BUSINESS INDUSTRIAL DOMINANT SECTOR**

Business industrial and related uses represent the primary activities within Brampton's economy and are anticipated to continue during the period of this Plan. The objectives and policies contained in this section provide direction for the future development of business and industrial lands within the City in accordance with the Business Industrial designation utilized in this Plan.

## **Objectives**

To retain and enhance business, industry and employment opportunities within the City.

To promote the development of high profile business parks situated along major arterial roads and highways that function as gateways to the City and that are compatible with surrounding uses.

To provide suitable industrial sites within the City that provide a variety of industrial space opportunities for emerging businesses in new and old industrial sectors.

To improve the City's assessment ratio by facilitating and promoting increases in the current level of business and industrial development.

## **Policies**

### **Permitted Uses**

- 4.2.8.1 The Business Industrial designations identified on Schedule "A" of this Plan shall provide for the development of business, industrial, distribution and mixed industrial/commercial uses, in addition to office and retail uses.
- 4.2.8.2 The City may permit non-industrial uses in the Business Industrial designations subject to the appropriate Secondary Plan designations and provided they do not interfere with nor are detrimental to the development of the area for primarily business and industrial uses. Such non-industrial uses may include parks and open space, community services uses, retail and office uses ancillary or complementary to an industrial use, and free-standing warehousing operations, alternative format retailing, service and office uses.
- 4.2.8.3 The City may permit local serving retail, office or other ancillary uses either within industrial buildings or in separate buildings within a complex of associated industrial buildings subject to an appropriate Secondary Plan designation.

### **Location**

- 4.2.8.4 The City shall encourage the development of Business Industrial designations of sufficient size to ensure an adequate supply, range and choice in terms of location, size of properties and the servicing requirements of industrial sites to accommodate anticipated growth demands during the period of this Plan.
- 4.2.8.5 The City shall promote the development of Business Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.



4.2.8.6 The City shall permit retail and service commercial uses such as restaurants, banks and offices proposed in Business Industrial designations to be located in proximity to other existing or planned commercial developments in accordance with the Secondary Plan designations.

### **Secondary Plans**

4.2.8.7 The City shall adopt Secondary Plans for both existing and undeveloped areas designated Business Industrial as a guide for development and to encourage the integration of new businesses and industries with existing and surrounding land uses.

4.2.8.8 The City may establish a number of more-detailed business, commercial and industrial designations in Secondary Plans for areas designated Business Industrial on Schedule "A" of this Plan, based upon the following:

- (i) the varying requirements of business, commercial and industrial uses for road and rail access;
- (ii) the inter-relationship of different business and industrial firms;
- (iii) the need to minimize potential conflicts between different classes of land uses; and,
- (iv) the demands for regional and municipal services.

4.2.8.9 In particular, it is intended that the Business Industrial designation will generally be subdivided in the Secondary Plans into either Business or General Industrial designations and perhaps other more specific categories as appropriate.

4.2.8.10 The City shall encourage the development of industrial areas of sufficient size to realize long term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.

4.2.8.11 The Business designation to be used in Secondary Plans will generally indicate areas:

- (i) that will be dominated by business, service, commercial and office uses;
- (ii) that will also accommodate more typical industrial uses;
- (iii) that will be subject to site and building design standards intended to maintain an attractive high quality appearance as viewed from adjacent properties and surrounding roads;

- (iv) where outdoor storage will not be permitted unless it can be effectively screened by landscaping or other measures;
- (v) where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses;
- (vi) where natural features and extensive landscaping will be used to present a prestige image; and,
- (vii) where moderate levels of noise and air pollution are expected to prevail.

4.2.8.12 The General Industrial designation to be used in Secondary Plans will generally indicate areas:

- (i) that will be dominated by typical industrial uses;
- (ii) that may also accommodate a selected range of business, service, commercial and office uses provided that they do not hinder the operation of the dominant industrial uses;
- (iii) that will be subject to site and building design standards intended to achieve a basic but satisfactory appearance;
- (iv) where outdoor storage will be permitted subject only to basic levels of landscaping and screening;
- (v) where ordinary landscaping standards and ordinary levels of noise and air pollution are prevalent; and,
- (vi) where indirect access and minimal visual exposures will not impede the attraction and development of the main intended uses.

### **Integration**

4.2.8.13 The City may, where existing residential uses are located in an area designated Business Industrial, refuse to permit lands abutting and adjacent to these residential uses to be developed for business or industrial uses until those lands can be developed in conjunction with the residential lands for such business or industrial purposes. As a condition of secondary plan, zoning or subdivision approval, the City may establish policies which encourage the assembly of residential properties.

4.2.8.14 The City shall, in considering development within Business Industrial areas abutting residential or other sensitive uses, have regard for the following criteria:

- (i) no outside storage;
- (ii) not likely to generate air pollution, odour or excessive noise; and,
- (iii) will meet a high standard of building design, yards, and landscaping.

4.2.8.15 The City shall consider the conversion or redevelopment of functionally obsolete industrial sites to suitable alternative uses and the relocation of incompatible uses to more appropriate locations. The City may request suitable market and economic studies to be submitted to support the proposal for conversion or redevelopment.

4.2.8.16 The City may deny applications for the development of residential uses in proximity to existing industrial uses within designated Business Industrial areas if such approval would result in these industrial uses ceasing to be in compliance with all pertinent standards. This policy shall not be applied in cases where the necessary corrective measures are to be taken voluntarily by the affected industrial uses, or such measures are not considered by the City to be unduly expensive or onerous to implement.

#### **Design**

4.2.8.17 Through its review and approval of site plans for industrial developments pursuant to Section 41 of the Planning Act and in accordance with the Urban Form section of this Plan, the City shall:

- (i) promote an appropriate massing and conceptual design of buildings;
- (ii) endeavour to achieve satisfactory access for automobiles, public transit, cyclists and pedestrians;
- (iii) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
- (iv) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings; and,
- (v) encourage the preservation of existing natural features, such as existing trees, where possible.

4.2.8.19 The City shall, in considering applications for industrial uses adjacent to residential areas, give due regard to the minimization of noise, pollution and visual impacts in accordance with the Urban Form and Environmental Management sections of this Plan.

4.2.8.20 The City shall encourage an aesthetically pleasing form of industrial developments along major road and rail entrances to Brampton.

#### **4.2.9 BUSINESS INDUSTRIAL: SPECIAL POLICY AREA**

The area designated Business Industrial: Special Policy Area on Schedule "A" abutting Goreway Drive, north of Highway Number 7, identifies a portion of a secondary planning area known as the Goreway Drive Corridor. The Secondary Plan land use concept for this area proposes retail commercial, office and open space uses in addition to a specialized institutional use and a limited amount of associated residential development.

##### **Policies**

4.2.9.1 The City shall formulate and adopt a predominantly Business Industrial secondary plan that incorporates the Goreway Drive Corridor Special Policy Area. The following matters will be addressed in that secondary plan:

- (i) the protection of the existing residential community and the zoned institutional use by means of appropriate interim use policies, as well as appropriate buffering, landscaping and setback policies;
- (ii) the requirement for a minimum land assembly size before redevelopment occurs to protect the residential estate community and the zoned institutional use from conflicting spot development; and
- (iii) the integration of the existing residential estate community and the zoned institutional use with other uses that are compatible from a land use planning perspective.

4.2.9.2 A specialized multiple residential area will be designated in a secondary plan that incorporates the Goreway Drive Special Policy Area. This specialized multiple residential use shall be developed as a self-contained and self-sufficient complex that will be deemed to be consistent with the Business Industrial designation of this Plan provided that it is functionally linked the approved institutional uses immediately to the north in such a way that the residential uses will not dependent on the provision of costly public support services such as refuse pick-up, transit, schools, and recreation centres.

#### **4.2.10 BUSINESS INDUSTRIAL RESERVE**

The area designated Business Industrial Reserve on Schedule "A" identifies an area in the northeast corner of the City that is in excess of the amount of Business Industrial land forecast to be absorbed by the year 2021 in accordance with an Economic Base study by Stamm Economic Research. However, since this area will be surrounded on three sides by Business Industrial or related designations within the Brampton and Caledon Official Plans and by a "Further Study Area" designation in the City of Vaughan, and because of its small size (approximately 120 ha), it is appropriate that it be designated as a reserve area rather than as Agriculture.

#### **Policy**

- 4.2.10.1 The Business Industrial Reserve designation in the northeast corner of the City as shown on Schedule "A" identifies an area that will be subject to the Agriculture policies and may only be used for agriculture and associated uses or an interim basis.
- 4.2.10.2 The Business Industrial Reserve area may be used for Business Industrial development purposes in accordance with the applicable policies of this Plan and the relevant Secondary Plan at such time as economic demand studies have demonstrated the need for such development and the area has been redesignated as Business Industrial by an Official Plan Amendment.

#### **4.2.11 SITE SPECIFIC BUSINESS RETAIL AND BUSINESS INDUSTRIAL DESIGNATIONS**

This Plan recognizes a number of Business Retail and Business Industrial designations located within the Agriculture designation as identified on Schedule "A" by number, that are exceptions to the generality of the foregoing and the general intent and purpose of this Plan. It is not intended that these designations be precedents for further commercial or industrial development or expansion of such existing uses in the Agriculture designation. These site specific designations are identified on Schedule "A" and are subject to specific policies as follows:

##### **Site Specific Business Retail**

##### **SITE 1 (Part of the East half of Lot 10, Concession 5, W.H.S.)**

- 4.2.11.1 The property designated Business Retail and identified by the number 1 on Schedule "A" shall only be used for gas bar and convenience store purposes.

**SITE 2 (Part of the West half of Concession 6, W.H.S.)**

- 4.2.11.2 The property designated Business Retail and identified by the number 2 on Schedule "A" may be used for agricultural purposes, including greenhouses, a dining room restaurant, a licensed lounge and a specialty retail store.
- 4.2.11.3 The retail store should be limited to a specialty operation involving the selling of home baked goods and specialty food items, preserves, local produce, plants, handcrafted products and antiques.

**Site Specific Business Industrial**

**SITE 3 (Part of the East Half of Lot 10, Concession 6, W.H.S.)**

- 4.2.11.4 The property designated Business Industrial and identified by the number 3 on Schedule "A" shall be used for a precision instruments manufacturing and assembly plant.
- 4.2.11.5 The following general development criteria shall apply:
- (i) the intended industrial use will be one of low density and low intensity with a minimum coverage of the site by buildings, structures, parking and service areas;
  - (ii) existing healthy trees are to be retained wherever possible;
  - (iii) the banks of the Credit River are to be retained in an undisturbed state and no building or structure, excepting fences and bank stabilization works, shall be located in flood vulnerable areas or within 300 feet of the top of the steep banks of the Credit River;
  - (iv) the buildings to be erected on the site shall be as unobtrusive as possible;
  - (v) the principal building shall be located as far as possible from existing road allowances that existing major topographic conditions and treed conditions permit without compromising parts (ii) and (iii) above;
  - (vi) the owner shall be responsible for the provision of an adequate, potable water supply and sanitary waste disposal facilities; and,

- (vii) the lands not covered by structures, including roads and parking areas, shall be maintained in an attractive, natural state or may be used for basic agricultural purposes (i.e. excluding structures, other than fences, which are ancillary to the agricultural use.)

4.2.11.6 The trees that are to be retained on the site, as per site development agreement, shall be protected against damage during the construction phase, including final lot grading.

4.2.11.7 Access to Highway 7 shall be restricted to one location acceptable to the Ministry of Transportation and Communications.

**SITE 4 (Part of the East Half of Lot 11, Concession 5, W.H.S.)**

4.2.11.8 The lands designated Business Industrial and identified by the number 4 on Schedule "A" may be used for industrial and retail purposes subject to the following conditions:

- (i) the uses shall be located within an existing building, and the uses shall be restricted to the manufacturing and processing of farm-related products, such as the packaging and warehousing of peat moss, potting soil, bird food, grain, animal feed, seed fertilizer, manufacture of containers for plant propagation, the retail sale of farm-grown produced goods, and retail sale of used and antique articles from stalls in the form of a market within a limited floor area;
- (ii) the uses permitted shall be of a dry type, not using or requiring any water for cooling, manufacturing, processing or equipment washing, with use of water primarily to serve the domestic needs of employees and customers;
- (iii) the use of the lands for manufacturing and processing of farm-related products and for retail sales shall have due regard to abutting residences by:
  - (a) the regulation of the number of storeys and siting of the building to minimize shadowing and visual intrusion, and
  - (b) the requiring of illumination of parking, loading anyd ancillary areas to be directed away from the abutting residences.

## **SECTION 4.3: TRANSPORTATION**

- 4.3.1 General Policies**
- 4.3.2 Roads**
- 4.3.3 Traffic Circulation**
- 4.3.4 Public Transit**
- 4.3.5 Parking**
- 4.3.6 Pedestrian and Cycling Trails**
- 4.3.7 Trucking**
- 4.3.8 Railways**
- 4.3.9 Airports**
- 4.3.10 Adverse Impacts**
- 4.3.11 Implementation and Monitoring**



## **SECTION 4.3:           TRANSPORTATION**

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### **INTRODUCTION**

The City's transportation system consists of all existing and proposed road, transit, cycling, pedestrian, trucking and rail facilities. This transportation system plays a major role in shaping the form and character of the city. Decisions respecting the direction of growth, the use of land and density of development are strongly influenced by the availability of adequate transportation facilities.

The City is committed to the promotion and enhancement of an efficient transportation system. The Strategic Plan sets out the following goal for the transportation system:

"To provide a safe, economical, and efficient system for transporting people and goods which supports the Official Plan land use designations and encourages the appropriate development of the City Center, the Central Commercial Corridor and Gateway activity centers, while protecting established neighborhoods, and promoting orderly growth."

The transportation policies in this Plan reflect the intricate relationship between transportation, land use and physical form. The Plan includes improvements to the road system that will be necessary during the period of this Plan, but stresses the importance of establishing a greater role for public transit. A major emphasis of the transportation system is to make more efficient use of existing facilities wherever possible.

Planning for an effective transportation system involves a variety of jurisdictions. For example, the Federal Government is responsible for rail facilities, the Provincial Government is responsible for highways, the Region of Peel is responsible for regional roads, and the City of Brampton is responsible for the local road network and public transit. The City recognizes that an effective transportation system requires partnership, consultation, co-ordination and co-operation amongst a variety of levels of government.

### **4.3.1 GENERAL POLICIES**

#### **Objectives**

To provide for the safe and efficient movement of people, goods and services within an integrated automobile, transit, cyclist and pedestrian supportive transportation system.

To ensure the provision of adequate road, transit, pedestrian and bicycle links between Brampton and adjacent municipalities.

To promote the development of an efficient intra-city transportation system that reduces outbound commuting and supports the live-work relationship goal of this Plan.

To promote a high standard of aesthetic quality in the design and construction of transportation and associated structures.

#### **Policies**

- 4.3.1.1 The City shall encourage exploration of economic incentives, alternative modes, and other measures designed to provide efficient transportation services that meet varied needs.
- 4.3.1.2 The City shall, in co-operation with other authorities and senior levels of government, strive to designate and protect corridors and areas required for future transportation facilities.
- 4.3.1.3 The City shall, in the planning and construction of transportation facilities in Brampton, promote a high degree of intra-regional and inter-regional accessibility, particularly with respect to supporting transit facilities linking the urbanized parts of Brampton with the urbanized parts of the City of Mississauga, Metro Toronto, Lester B. Pearson International Airport and the City of Vaughan.
- 4.3.1.4 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the road facilities, local and regional transit services, the commuter rail system, the Pedestrian and Cycling Trail system and parking.
- 4.3.1.5 The City shall, where appropriate, designate certain roads or sections of roads with attractive natural or man made scenic views or vistas as Scenic Drives, and may regulate adjacent land uses, landscaping and roadside structures in accordance with the Urban Form Section of this Plan.

### **4.3.2 ROADS**

The road network is made up of local roads, regional roads and provincial highways. This road network must respond to a changing context of urban development patterns and travel demands. To provide the flexibility necessary to operate in this context, the jurisdiction for highways, regional roads and city roads may be modified by mutual agreement between the City of Brampton, the Province of Ontario and the Regional Municipality of Peel.

This Plan is based on the assumption that the Province of Ontario will:

- (i) accommodate inter-regional travel demands on the provincial freeway and highway system;
- (ii) design and construct freeways and interchanges within the City limits as indicated schematically on Schedule "B";
- (iii) design and construct freeways within the City limits that provide sufficient local road crossings to allow for traffic movement across the freeways;
- (iv) plan, design and construct a 6 or 7 lane widened Highway 7 from Highway 410 to Highway 50 on a priority basis;
- (v) plan, design and construct future Highway No. 410 north of Bovaird Drive to the 17th Sideroad and connect it to Highway No. 10 north of Snelgrove;
- (vi) plan, design and construct the proposed Highway 407 freeway through the City of Brampton within the Parkway Belt to Highway 10 by 2001 and to Highway 401 by 2006; and,
- (vii) plan, design and construct the extension of Highway 427 north through northeast Brampton as indicated on Schedule "B".

### **Objectives**

To establish a clear functional hierarchy of roads, including provincial freeways and highways, arterials, collectors and local roads in a pattern that:

- (i) accommodates vehicular traffic with no origin or destination in Brampton without disruption to local traffic;
- (ii) provides for convenient vehicular movement internal to the municipality;
- (iii) directs large volumes of automobile and truck traffic away from residential neighborhoods;
- (iv) facilitates the establishment of efficient public transit routes;

- (v) reduces those trips through the Business Retail Corridors which have neither origin nor destination in the corridor; and,
- (vi) encourages the reduction in private cars by accommodating, within the road right of way, facilities for other modes of travel such as carpooling, transit, cycling and walking.

## **Policies**

### **Physical Design**

4.3.2.1 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:

- (i) Provincial Freeways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated. Direct access from the freeway to the abutting properties will not be permitted.
- (ii) Provincial Highways are to be planned, designed, constructed and designated to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be limited in favor of other access management options so as to minimize the interference with the primary highway function of moving through traffic.
- (iii) Major Arterials are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic to or from provincial highways and freeways. At grade intersections are generally desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be limited in favor of other access management options so as to minimize the interference with the primary major arterial street function of moving through traffic. Arterial Roads should be continuous and able to accommodate direct transit routes and transit priority measures where appropriate.

- (iv) **Minor Arterials** are to be planned, designed, constructed and designated to be continuous and to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade intersections are desirable with provincial highways, other arterials, collector and local streets only. Direct access to abutting properties is to be limited where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
  
- (v) **Collectors** are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or business and employment areas, or to and from the arterial system. Through traffic will generally be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and limited access or appropriately managed access will generally be encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
  
- (vi) **Local** roadways are to be planned, designed, constructed and designated to accommodate low to moderate volumes of traffic travelling at low speeds between neighborhoods, between points of origin and the collector road system. Through traffic will be discouraged from using such local roadways. Intersections will be at grade. Direct access from abutting properties will be permitted. Additional differentiation between categories of local and collector roadways and in the standards pertaining to them may be specified as appropriate in Secondary Plans or in subdivision design standards.

#### 4.3.2.2

The City shall interpret the functional road classification and associated guidelines of the preceding policy with due regard to the appropriate role of both rural and urban type roadways in accordance with their location either within the agricultural designation or within one of the other designations of the Plan as identified on Schedule "B". The physical manifestation of a particular class of roadway will clearly be different depending on whether it is located in the urban or agricultural non-urban designation areas.

- 4.3.2.3 The desired major road network, consisting of Provincial Freeways, Provincial Highways, Major Arterials, Minor Arterials and certain Collectors in accordance with the classifications of the preceding policy is indicated on Schedule "B". The Highway 407 and Highway 410 extensions are also schematically designated as Provincial Freeways on Schedule "B". Significant Local roads will generally be shown in Secondary Plans. The remainder of the minor road network will be planned as part of the subdivision design process.

### **Right-Of-Way**

- 4.3.2.4 The required minimum right-of-way widths for the designated major road network for the City of Brampton are indicated on Schedule "B". Right-of-way width requirements for the minor road network will typically range from 17 to 26 metres (56 to 86 feet) depending on the specific function of a roadway pursuant to Secondary Plan policies or subdivision design standards.
- 4.3.2.5 The City shall, in conjunction with the Regional Municipality of Peel, endeavour to reserve or obtain the necessary rights-of-way shown on Schedule "B" through subdivision, land severance, site plan control or agreements, or by gift or purchase or through expropriation where necessary and feasible.
- 4.3.2.6 The City shall interpret the required right-of-way widths shown on Schedule "B" to denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 4.3.2.7 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan control, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

### **Road Planning**

- 4.3.2.8 The City shall work cooperatively with the adjacent local municipalities, the Ministry of Transportation and the Regions of Peel, Halton and York in the monitoring and planning of roads crossing municipal boundaries, and specifically with respect to the extension of Highway 427 northwestward through Brampton.
- 4.3.2.9 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- (i) using street designs which discourage excessive speeds such as the use of narrower local streets;
- (ii) requiring the provision of adequate off-street private parking (i.e. private driveways, garages, etc.); and,
- (iii) locating higher density development where access can be gained directly from collector or arterial streets and particularly via the transit system.

4.3.2.10 The City shall design systems of local and collector streets to discourage through trips from penetrating residential neighborhoods, thereby protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic, while ensuring that the accessibility and functionality of the transit system is not impeded. To reduce reliance on the collector and arterial roads for most short trips and improve the coverage and accessibility of transit routes, it may be advantageous to disperse local traffic over a more dense grid network of local streets as opposed to the use of cul-de-sac and crescent streets.

4.3.2.11 The City shall establish detailed alignments of streets and roads in Secondary Plans and subdivisions only after consideration of adjacent land uses, environmental factors, existing topography, existing vegetation, traffic safety and efficiency.

4.3.2.12 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate and in accordance with the Urban Form section of this Plan.

### 4.3.3 TRAFFIC CIRCULATION

The policies presented in this section are focused on improving the traffic carrying capacity of the transportation system by improving the efficiency of the existing roadway system rather than constructing major new facilities.

#### Objectives

To provide a traffic circulation system which encourages personal mobility and travel choices through enhancement of Brampton Transit systems, demand management strategies, and improved traffic management.

To maximize the people moving capability of the road system by the utilization of High Occupancy Vehicle (HOV) lanes where appropriate, and other traffic management strategies for the purposes of minimizing the social and financial costs of transportation, mitigating transportation related pollution and to reduce dependency on fossil fuels.

## **Policies**

### **Improve Traffic Circulation**

- 4.3.3.1 The City shall encourage the maintenance of efficient traffic flows by design improvements such as jog elimination, regulation of turning movements, implementation of traffic control devices as required by the City's Traffic By-law and as warranted by the traffic volumes and site conditions.
- 4.3.3.2 The City shall protect and enhance the traffic carrying function of the provincial highway, arterial and collector systems by:
- (i) discouraging intersections of local streets with arterials and provincial highways in the design of new subdivisions;
  - (ii) minimizing the intersections of local streets with minor arterials in the design of new subdivisions, subject to the achievement of a maximum transit access spacing of 400 metres;
  - (iii) reducing the number of driveways along arterial streets and provincial highways in developed areas through the provision of common off-street parking and service areas for commercial uses where appropriate and feasible;
  - (iv) limiting the number and controlling the design of accesses to multi-family residential sites from arterial roads and provincial highways; and
  - (v) requiring an internal road access design for low density residential uses adjacent to arterial roads and provincial highways.
- 4.3.3.3 The City shall support pedestrians and transit users in the design of new subdivisions by encouraging where feasible intersections of local streets with minor arterials and collectors, supplemented by the provision of sufficient walkway access points so as to achieve a maximum spacing of pedestrian access points along transit routes of 400 metres.

### **Maximize Road Efficiency**

- 4.3.3.4 The City shall strive to achieve significant increases in vehicle occupancy rates on an overall basis and particularly within the Primary Office Core, Office Node and Business Retail areas by expanding and improving local and higher order transit systems on a continuous basis.



- 4.3.3.5 The City shall pursue designation of exclusive High-Occupancy Vehicle (HOV) lanes on major arterials through coordination with the Region of Peel, the Ministry of Transportation and adjacent municipalities. The City shall establish criteria for the designation and development of such HOV facilities and gain public acceptance before HOV facilities are implemented.
- 4.3.3.6 The City shall take a proactive role in promoting and coordinating the development of HOV systems and other transportation demand and system management activities.
- 4.3.3.7 The City shall endeavour to support the effective operation of HOV systems by:
- (i) encouraging the provision of a network of strategically located park and ride lots and, where appropriate, express transit stations;
  - (ii) scheduling transit services to effectively support HOV system elements; and,
  - (iii) utilizing and encouraging incentives for people to shift from single occupant vehicles to ridesharing modes.
- 4.3.3.8 The City shall require that the number of parking spaces required within the Primary Office Core, Office Node and Business Retail areas be set at levels that recognize the availability of and encourage the use of transit, carpools and vanpools through the use of Zoning By-laws.
- 4.3.3.9 The City shall encourage the inclusion of multi-modal transit and ridesharing facilities in new development projects and to ensure accessibility to all transit users.
- 4.3.3.10 The City supports the concept of adequate right-of-way reservation in corridors identified for future high capacity transit and HOV projects.
- 4.3.3.11 The City shall establish financial strategies to cooperatively develop HOV support facilities integrated with a Region-wide HOV system.

#### **4.3.4 PUBLIC TRANSIT**

Given the significant level of growth and intensification projected in this Plan, it is evident that transit will play a more important role in the future transportation system. The policies contained in this Plan are intended to promote the use of public transit in conjunction with land use policies that will provide the financial support and ridership for an enhanced transit system.

The responsibility for mass transit systems lies with the Province and the City of Brampton. The major public transit network shown on Schedule "C" presents the long term transit concept for this Plan in accordance with the following assumptions:

- (i) Commuter Rail service to and from Brampton stations will be expanded to full day two way service in stages during the period of this Plan;
- (ii) the Highway 410/10 transitway will be constructed in stages during the period of this Plan as schematically identified along Highway 410 north of Steeles Avenue and along Highway 10 south of Steeles Avenue;
- (iii) the Highway 407 transitway will be constructed in stages during the period of this Plan as schematically identified along Steeles Avenue;
- (iv) the Lester B. Pearson International Airport rapid transit connection is shown schematically to be along Airport road as an alternative to other alignments to the east of Airport Road; and,
- (v) the exact alignment of these facilities will be finalized after environmental assessment and functional design studies are carried out so that the necessary rights-of-way can be reserved as development proceeds.

The Region of Peel is responsible for providing public transit service to the physically challenged of the community. The City will continue to support the efforts of the Region in this regard, and to improve the accessibility of the local transit system.

## **Objectives**

To develop Brampton Transit systems and services which encourage public transit ridership, increase personal mobility and travel choices, conserve energy resources, preserve air quality, and foster economic growth.

To increase the use of public transit and the transit trip share during the peak periods of travel to 20% by 2006, and to 30% by 2021.

To increase the capacity, enhance the attractiveness and improve the operational efficiency of transit routes serving the Primary Office Core, Office Node and Business Retail uses that may be designated in the Secondary Plans.

To support the continued expansion of a local transit system to serve the needs of Brampton residents, employees, employers, and their customers.

To monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements in accordance with the Urban Form section of this Plan.

To monitor and manage land use designations and zoning in a way that will support transit use and reduce traffic congestions.

To encourage the inclusion of multi-modal transit and ridesharing facilities in new developments and in conjunction with roadway improvement projects and to ensure accessibility to all transit users.

To support the provision of convenient transit service between Brampton and Mississauga, Metro Toronto and other municipalities according to demonstrated need.

To develop a rapid transit system to serve Brampton's needs in coordination with other initiatives in the Greater Toronto Area.

## **Policies**

### **Improve Transit Service**

- 4.3.4.1 The City shall endeavour to provide local transit service within easy walking distance (300 to 400 metres) of all urban land uses.
- 4.3.4.2 The City may consider measures such as the following to minimize bus travel times where practical while avoiding undue interference with other traffic:
- (i) increased frequency of service where warranted;
  - (ii) exclusive and reserved bus lanes;
  - (iii) bus bays along High Occupancy Vehicle Lanes;
  - (iv) pre-empted signal timing and queue-jump lanes for buses; and,
  - (v) express bus services.
- 4.3.4.3 The City shall endeavor to eliminate on-street parking from thoroughfares as required to enable the development of internal public transit and pedestrian/bicycle systems within the Primary Office Core and Office Node designations of this Plan as well as within the Central Commercial Corridor and other use designations of the Secondary Plans.
- 4.3.4.4 The City shall not approve development in new major activity nodes until financially feasible plans for transit and pedestrian systems that substantially reduce reliance on automobiles for intra-municipal circulation have been adopted.
- 4.3.4.5 The City shall optimize transit passenger convenience by:
- (i) participating in and supporting an information program which acquaints travellers with the transit routes and services available;
  - (ii) providing weather protection for transit users along major transit routes;
  - (iii) providing clear signs which identifies transit stops;
  - (iv) advocating a more direct bus routing if necessary in order to extend service to major residential areas and traffic generators;

- (v) requiring that transit facilities, such as transit shelter locations, be included in roadway design proposals; and,
- (vi) Designing transfer locations to minimize walking distances and to offer comfort amenities such as sitting areas and climate protection.

4.3.4.6 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by physically challenged persons who are able to use standard public transit services.

#### **Transit and Urban Form**

4.3.4.7 The City shall encourage development along provincial highways and arterial roads that facilitates direct pedestrian access from the roadway (e.g. by constructing buildings that are oriented towards the streets and close to the street line).

4.3.4.8 The City shall request that transit shelters and waiting areas be incorporated, where feasible, into the entry design of buildings that are located abutting existing or future transit stops.

#### **Transit and Land Use**

4.3.4.9 The City shall promote the use of public transit by encouraging the development of higher density residential and employment nodes along major transit routes, in accordance with Schedule "A" of this Plan. Such nodes should be served by at least one transit route with existing or planned peak hour headway of 10 minutes or less.

4.3.4.10 The City shall encourage the location of major trip generators (residential, office, and retail uses developed at densities above 0.5 FSI) within a convenient walking distance from a transit stop (200 metres or less).

4.3.4.11 The City shall, in the review of development applications, encourage the location of a wide range of high density mixed uses along existing or planned transit routes with headway of 10 minutes or less.

4.3.4.12 The City shall, in the Subdivision Plan and Site Plan Control processes, ensure the provision of convenient pedestrian access and walking distance to transit facilities.

#### **Commuter Transit**

4.3.4.13 The City supports the expansion of existing Go rail services to and from Brampton including the creation of two new stations at Mount Pleasant and at Rutherford Road/ Highway 410 in accordance with Schedule "C".

- 4.3.4.14 The City shall, in conjunction with the Ministry of Transportation and GO Transit, study the feasibility of alternative location of and access to the Bramalea GO station, in view of the proposed Highway 407 Transitway and the Bramalea Road South gateway secondary plan.
- 4.3.4.15 The City shall encourage the responsible authority to improve the existing commuter rail service between Brampton and downtown Toronto by use of measures such as the following:
- (i) introduction of two way service for commuters travelling to Brampton as well as from Brampton;
  - (ii) provision of adequate off-peak service;
  - (iii) better connections with subway and other transit nodes; and,
  - (iv) expansion and enhancement of access to all existing Commuter Rail stations.
- 4.3.4.16 The City shall encourage efficient interconnections between the local transit system and the commuter bus and commuter rail services.
- 4.3.4.17 The City shall encourage fare and service integration between Brampton Transit, Mississauga Transit and GO Transit systems.
- 4.3.4.18 The City shall encourage where feasible, the use of transit by people destined to Brampton through the provision of terminals and park and ride lots at City gateways.

### **Rapid Transit**

- 4.3.4.19 The City shall, in conjunction with other local governments, advocate the planning and development of a rapid transit connection from Brampton to the Lester B. Pearson International Airport in accordance with Schedule "C".
- 4.3.4.20 The City shall, in conjunction with other local governments, play a leadership role in the planning and development of a rapid transit system in the Highway 410/10 corridor to connect activity nodes in Brampton with activity nodes in the City of Mississauga, Metropolitan Toronto and the City of Vaughan via the future Mississauga Busway and Highway 407/Steeles Avenue corridor transitway.
- 4.3.4.21 The City shall protect planned rapid transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way which are identified in this Plan as opportunities for the construction of rapid transit lines, express bus lanes or HOV lanes.

### **4.3.5 PARKING**

The city recognizes that parking facilities are major users of expensive land. The policies in this section attempt to achieve careful planning of the location, quantity, and cost of parking in conjunction with the transit objectives of this Plan.

#### **Objectives**

To ensure the provision of parking areas and facilities related to development that encourage the efficient functioning of the transportation system.

To restrict parking supply, where appropriate, to support transit and reduce development costs.

#### **Policies**

- 4.3.5.1 The City shall encourage the phasing out of parking on arterial streets to increase their traffic carrying capacity and to provide better transit service.
- 4.3.5.2 The City shall continue to set parking standards in Zoning By-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reduction in parking demand in locations to be provided with enhanced transit service.
- 4.3.5.3 The City shall encourage the provision of adequate parking facilities at intercity transit terminals to stimulate increased use of transit services.
- 4.3.5.4 The City shall encourage the efficient use of available parking facilities through the provision of shared parking.
- 4.3.5.5 The City may provide municipal parking facilities in areas where existing or projected parking deficiencies can not be eliminated through other measures.
- 4.3.5.6 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and adjacent traffic movement on the street.
- 4.3.5.7 The City shall endeavour to ensure that all public parking lots and parking garages be accessible to the physically challenged and encourage private parking lots and garages to be made accessible to the physically challenged.
- 4.3.5.8 The City shall consider reducing the parking supply within the Primary Office Core, Office Node and Business Retail areas to encourage transit use.
- 4.3.5.9 The City shall work cooperatively with private developers to build public parking facilities at major gateways in conjunction with commuter rail and bus stations.

#### **4.3.6 PEDESTRIAN AND CYCLING TRAILS**

The pedestrian and cycling trail system set out in the City's Pedestrian and Cycling Trails (P.A.C.T.) Report is an important component of the overall transportation system.

The goal of the P.A.C.T. Report is to encourage the use of public transit, to conserve energy and natural resources, alleviate pollution concerns and promote the City of Brampton as a "Pedestrian and Cycling Friendly" city. The report provides for a system of bicycle routes and pedestrian paths incorporating considerations of safety, continuity and implementation.

The City is also promoting the integration of bicycle lanes into appropriate rights-of-way such as Queen Street in the Central Commercial Corridor area. The cycling policies in this Plan are concerned with increasing bicycle ridership for both recreational and journey-to-work, shopping and school purposes. The pedestrian policies of this Plan are intended to achieve a pedestrian circulation system which encourages walking as a healthy and environmentally friendly mode of trip making.

##### **Objectives**

To provide an overall bicycle circulation system that will safely and efficiently accommodate both recreational and journey to work cyclist trips.

To promote the use of the bicycle for purposes other than recreation and specifically for the journey-to-work, shopping, and entertainment trips.

To promote walking as a healthy, environmentally friendly and as the preferred mode of trip making for short trips.

To ensure safe and convenient movement of pedestrians throughout the city.

##### **Policies**

###### **Cycling Trails**

- 4.3.6.1 The City shall ensure that all P.A.C.T. trails be designed to be continuous, safe and attractively landscaped.
- 4.3.6.2 The City shall, in the Secondary Planning process, ensure the provision of wide curb lanes or other types of special shoulder lanes or dedicated bike paths on all arterial and parkway roads as designated in the P.A.C.T. Report.
- 4.3.6.3 The City shall provide signs that indicate the beginning and end of Cycling trails and provide directional information signs and warning signs at all turns and intersections as per the P.A.C.T. Report.

- 4.3.6.4 The City shall periodically monitor the implementation feasibility and update the bicycle trail component of the P.A.C.T. Report in conjunction with the applicable secondary plans.
- 4.3.6.5 The City shall coordinate the interconnections of major bicycle paths with adjacent municipalities.
- 4.3.6.6 The City shall provide publicity for future bicycle events within the Region and shall sponsor annual awareness programs which promote safe and responsible cycling.
- 4.3.6.7 The City shall encourage Brampton Transit, developers, and employers to include secure bicycle parking at transit transfer stations and employment nodes.
- 4.3.6.8 The City shall encourage the commercial and business communities to provide facilities that promote the aspect of cycling.

#### **Pedestrian Paths**

- 4.3.6.9 The City shall consider the provision of sidewalks to improve pedestrian safety and convenience for all urban road segments.
- 4.3.6.10 The City shall, in reviewing subdivision plans, ensure that pedestrian walkways are designed in such a manner so as to reduce the walking distance from dwelling units to transit, park, elementary school and convenience commercial facilities; and between residential neighborhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads.
- 4.3.6.11 The City shall encourage street patterns which minimize the need for walkways. However, walkways may still be required where such amenities would substantially improve pedestrian access to local facilities and to transit stops.
- 4.3.6.12 The City shall require, where appropriate and feasible, the provision of traffic control signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles or trains is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.
- 4.3.6.13 The City shall ensure that all new sidewalks and reconstructed sidewalks be ramped at intersections where safe and practical.



#### **4.3.7 TRUCKING**

The movement of trucks in Brampton is regulated by means of the Traffic By-law, which confines heavy truck movement to the arterial street system to the greatest extent possible and regulates vehicle weights relative to the carrying capacity of roads and bridges. This By-law will be reviewed regularly and amended as required. The transportation system proposed in this plan is intended to serve all users including heavy truck movements. The existing and anticipated locations of activities that generate substantial heavy truck traffic were considered during the preparation of the Transportation Section of this Plan.

##### **Objectives**

To channel through movements of heavy truck traffic away from residential neighborhoods and major commercial areas.

To provide adequate direct access to all truck generating land uses.

To encourage land uses that generate heavy truck movements to locate adjacent to Provincial Highway access points and major Arterials.

##### **Policies**

4.3.7.1 The City shall encourage the minimization of the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:

- (i) through truck movements will be prohibited on collector and local roads within residential neighborhoods; and,
- (ii) activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.

4.3.7.2 The City shall encourage the concentration of through truck traffic on those major arterial and provincial highways which are most suited to truck traffic because of their relative separation from residential areas.

#### **4.3.8 RAILWAYS**

The responsibility for railways is under the jurisdiction of the Government of Canada and their operation is under the direct control of the Canadian National and Canadian Pacific railway companies. The two major railway lines in Brampton are shown on Schedule "C".

## **Objective**

Provision of adequate and safe rail facilities and the grade separation of railway mainlines from urban roads where feasible.

## **Policies**

- 4.3.8.1 The City will continue to seek financial assistance from the Federal and Provincial Governments for grade separations at major road and rail intersections and may consider closing certain minor roads at mainline rail crossings.
- 4.3.8.2 The City will cooperate with other levels of government and the railway companies in locating, planning and designating new freight or passenger terminals and railway lines to ensure that such facilities are compatible with the transportation network and other land uses.
- 4.3.8.3 Since the Canadian National Railway mainline through Brampton may ultimately accommodate 6 tracks while the Canadian Pacific Railway line may ultimately accommodate 2 tracks, applications for development or site plan approval on lands adjacent to these lines shall be sent to the appropriate Railway Company for comment prior to making a final decision on such applications.

## **4.3.9 AIRPORT**

The City recognizes the importance of the Lester B. Pearson International Airport as a major transportation facility and as a very positive economic attribute. Accordingly, the City generally supports the sensitive expansion of runway capacity at Lester B. Pearson International Airport subject to a timely conversion to the use of quieter "Chapter 3" aircraft and subject to the maintenance of appropriate noise control measures. The transportation system in this plan generally promotes the integration of the Airport with other modes of travel, particularly by means of the proposed Airport rapid transit line shown on Schedule "C".

The Noise Attenuation portion of the Urban Form section of this Plan deals with the noise impact of aircraft using the airport over the period of this Plan, as well as the appropriate related land use regulations.

## **Objectives**

To encourage the sensitive expansion of Lester B. International Airport subject to appropriate noise management measures.

To provide adequate access between Brampton and the Airport for all modes of travel.

## **Policies**

- 4.3.9.1 The City will generally support measures to expand the effective capacity of Lester B. Pearson International Airport to match air traffic demands, including the construction of additional runways, provided that appropriate rates of conversion to quieter aircraft and effective noise control measures are established or maintained to ensure that residents are not unduly impacted.
- 4.3.9.2 The City will study the feasibility of the early implementation of an express transit service to the Airport from the major transit terminals.
- 4.3.9.3 The City will work cooperatively with the Ministry of Transportation, Transport Canada and adjacent municipalities in planning for a rapid transit link to the Airport from Brampton.

## **4.3.10 ADVERSE IMPACTS**

### **Objectives**

To protect residential areas from the noise, glare and air pollution associated with transportation facilities.

To promote transportation development which has minimal impact on natural features and historic sites.

To give due consideration to all transportation concepts that have the potential for positive impacts on the social, economic and natural environments.

### **Policies**

- 4.3.10.1 The City will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighborhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.
- 4.3.10.2 Provisions shall be made in all site plans and plans of subdivisions for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.
- 4.3.10.3 Grade separations and other structures related to the street system shall be designed and constructed with proper regard for their potential adverse audio and visual effects on adjacent residential properties.

4.3.10.4 All components of the transportation system will be planned, designed and constructed so as to satisfy the policies in the Environmental Management Section of this Plan respecting noise impacts.

4.3.10.5 All components of the transportation system will be planned, designed and constructed so as to minimize the adverse impact on the natural environment and historic sites in accordance with the Environmental Management and Heritage Sections of this Plan.

#### **4.3.11 IMPLEMENTATION AND MONITORING**

Schedules "B" and "C" indicate the long term road and transit networks. A table designating transportation improvements which will be required to accommodate the development provided for in this Section is included as in the appendices of this Plan.

The Public Works and Building Department Capital Budget indicates priorities for improving transportation facilities for a ten-year period. Similarly, the Brampton Transit 10-year Capital Budget indicates the priorities for improving the transit facilities. Both documents are updated annually.

A major implication of the transportation policies in this Plan is that the City will introduce new capital and operating programs in order to increase the level of service for public transit throughout Brampton. Therefore, increased financial priority must be given to public transit relative to the conventional road system.

In addition to the funding provided by the Provincial Government for transit projects, the City should investigate other means of financing public transit improvements, such as the use of development agreements.

#### **Objectives**

To implement road and transit improvements only when needed and after detailed consideration of affected communities, land use, environmental factors and standards of traffic safety and efficiency.

To review and monitor, on a regular basis, the functional efficiency of the total transportation system.

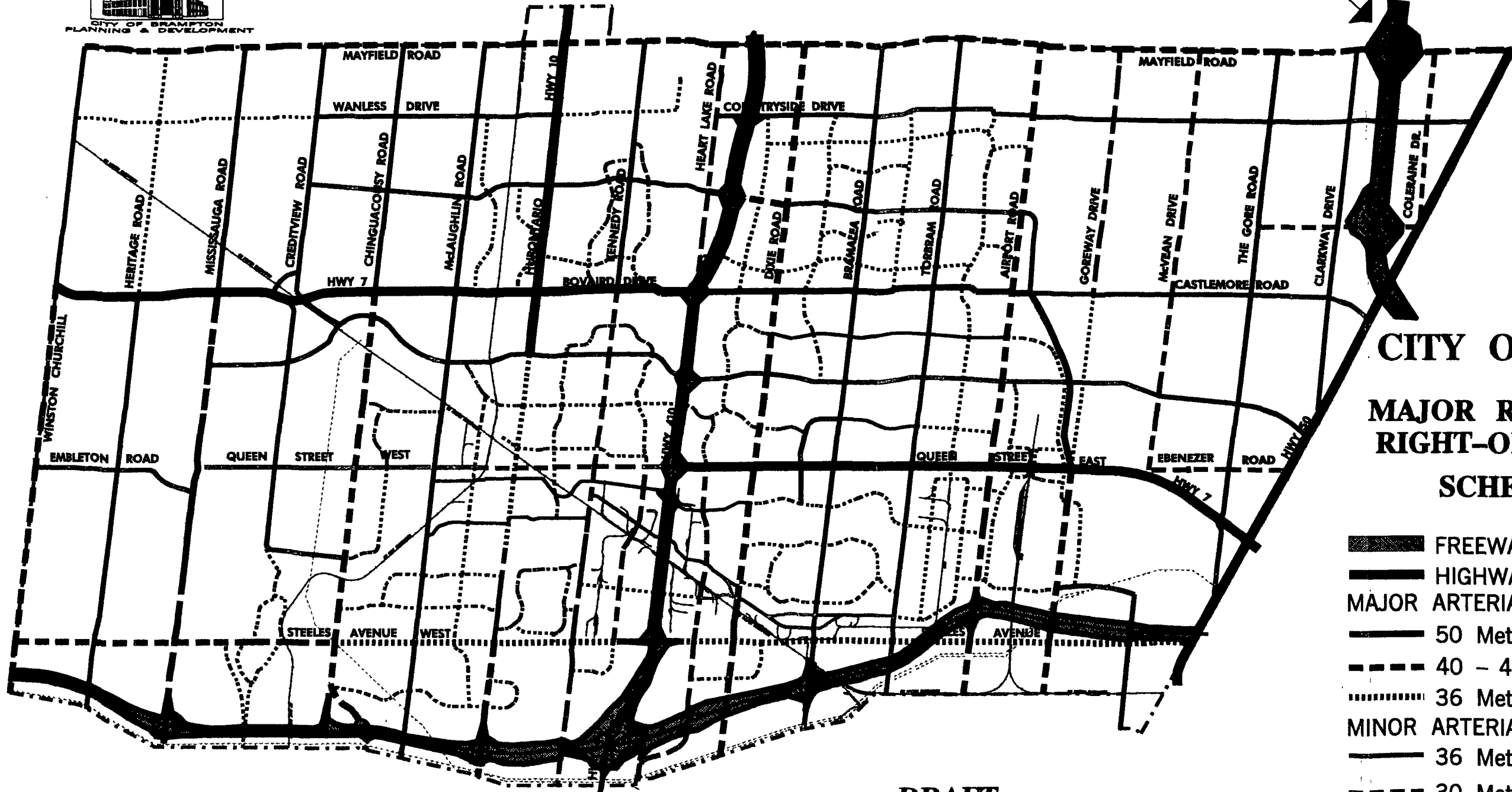
#### **Policies**

4.3.11.1 The City shall review annually the timing and priority of road and transit improvements as part of the Public Works and the Transit departmental Capital Budgets.

- 4.3.11.2 The City shall ensure that the development charges reflect the cost of an improved transit service while maintaining an acceptable overall transportation level of service.
- 4.3.11.3 The City shall consider the use of development agreements to assist in financing major public transit improvements.
- 4.3.11.4 The City shall conduct studies to examine the feasibility, staging and timing of providing the rapid transit facilities identified on Schedule "C" of this Plan.
- 4.3.11.5 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the road facilities, local transit services, the commuter rail system, parking and the P.A.C.T. system.
- 4.3.11.6 The City requires that transportation impact studies for all developments that generate a significant amount of traffic be prepared according to the City of Brampton and Region of Peel Guidelines For Preparing Traffic Impact Studies.



Conceptual Alignment



**CITY OF BRAMPTON  
MAJOR ROAD NETWORK  
RIGHT-OF-WAY WIDTHS  
SCHEDULE "B"**

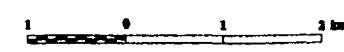
- FREEWAY
- HIGHWAY
- MAJOR ARTERIAL**
  - 50 Meters (165 Feet)
  - 40 - 45 Meters (130 /150 Feet)
  - 36 Meters (120 Feet)
- MINOR ARTERIAL**
  - 36 Meters (120 Feet)
  - 30 Meters (100 Feet)
  - 26 Meters (86 Feet)
- COLLECTOR**
  - 30 Meters (100 Feet)
  - 23 - 26 Meters (76 - 86 Feet)
  - Alternative Alignment

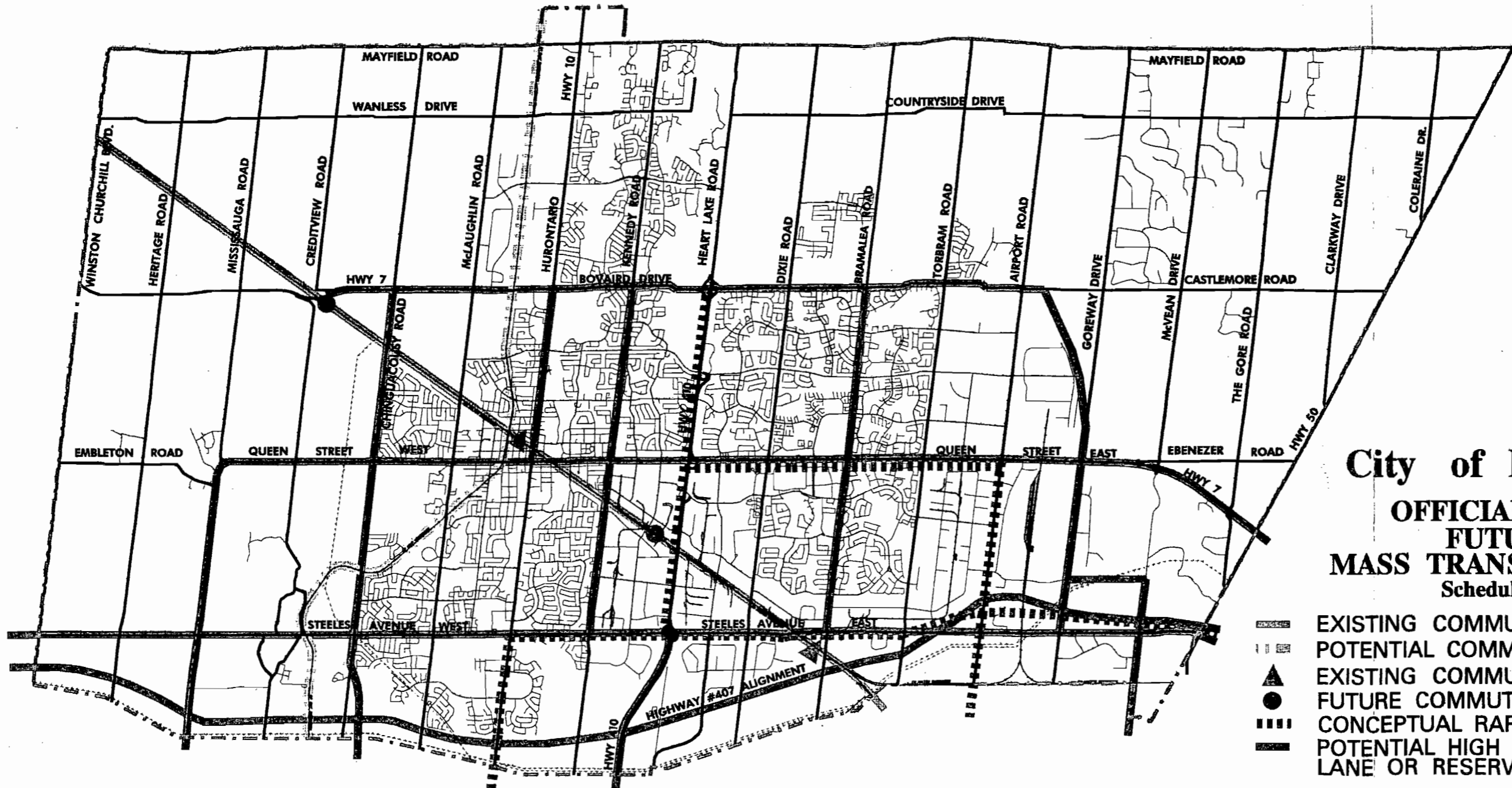
**DRAFT**  
**April 14, 1993**

RIGHT-OF-WAY IN EXCESS OF THAT SHOWN ON THIS SCHEDULE MAY BE REQUIRED IN CERTAIN LOCATIONS IN ACCORDANCE WITH THE POLICES OF THIS PLAN.







THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE ARE APPROXIMATE AND ARE NOT INTEND TO BE SCALED.

THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON, AND MUST BE READ IN CONJUNCTION WITH THE TEXT, OTHER SCHEDULES AND SECONDARY PLANS.



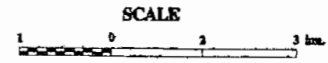


**City of Brampton**  
**OFFICIAL PLAN**  
**FUTURE**  
**MASS TRANSIT NETWORK**  
 Schedule 'C'

-  EXISTING COMMUTER RAIL
-  POTENTIAL COMMUTER RAIL
-  EXISTING COMMUTER RAIL STATION
-  FUTURE COMMUTER RAIL STATION
-  CONCEPTUAL RAPID TRANSIT ALIGNMENT
-  POTENTIAL HIGH - OCCUPANCY VEHICLE LANE OR RESERVED BUS LANE

ALL ELEMENTS OF THE MASS TRANSIT NETWORK ARE CONCEPTUAL AND SUBJECT TO INDIVIDUAL ENVIRONMENTAL AND OTHER STUDIES INCORPORATING NEED AND JUSTIFICATION, FEASIBILITY, EVALUATION OF ALTERNATIVES AND PUBLIC INPUT.  
 THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON AND MUST BE READ IN CONJUNCTION WITH THE TEXT AND OTHER SCHEDULES.

**DRAFT**  
**April 14, 1993**



## **SECTION 4.4: ENVIRONMENTAL MANAGEMENT**

- 4.4.1 Storm Water Management**
- 4.4.2 Water Supply and Conservation**
- 4.4.3 Groundwater Recharge/Discharge**
- 4.4.4 Erosion and Siltation**
- 4.4.5 Valleylands, Floodplains and Watercourses**
- 4.4.6 Environmentally Sensitive Areas**
- 4.4.7 Forestry, Trees and Planting**
- 4.4.8 Wetlands**
- 4.4.9 Habitat: Fisheries and Wildlife**
- 4.4.10 Buffers, Setbacks and Linkages**
- 4.4.11 Noise and Vibration Impacts**



## **SECTION 4.4: ENVIRONMENTAL MANAGEMENT**

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### **INTRODUCTION**

Growing levels of public awareness and concern have vaulted environmental issues to the forefront in many fields and activities. The greening movement has extended to all levels of government and is slowly being reflected in policy documents. Examples of this at the provincial level include the Crombie Commission (Waterfront), Kanter Report (Greenlands) and the Sewell Commission (Planning Reform). Locally, the Conservation Authorities are assuming a more proactive role in environmental issues with such initiatives as water management strategies and watercourse/valleyland management programs and policies. However the environmental policy field is changing and advancing quickly, so policies must necessarily be flexible to accommodate such rapid change.

The City of Brampton has kept abreast of this movement with City Council's endorsement of ecosystem planning principles and the production of subwatershed management studies in conjunction with secondary plan preparation for new development areas. Since the initiation of strategic planning in 1988, City Council has recognized environmental considerations as an important component of a healthy and viable community. These principles are reflected in the current strategic plan goals with respect to the environment:

"Liveable and Environmentally Responsible Community"; and,

"Utilize, Manage and Conserve Our Resources in a Proactive Way to Achieve an Attractive Built and Natural Environment".

In addition to the preservation principles of ecosystem planning, the concept also focuses on maintaining and enhancing the environment through effective long term management. This is perhaps a greater challenge than preservation of natural and environmental features/systems. The principles will pursue a general aim of an environmentally (and economically) sustainable urban development.

#### **4.4.1 STORM WATER MANAGEMENT**

Storm sewers are necessary to collect and carry surface water run-off. The development of Brampton results in fewer permeable surfaces and thus a greater level of storm water run-off. Adequate storm water facilities are essential to limiting flooding and threats to persons and properties.

Storm sewers transport increasing volumes of surface water run-off to local, natural receiving valley systems, streams and watercourses. During storm and spring run-off conditions, these natural watercourses receive large volumes of unfiltered, unprocessed water. The following impacts can have negative effects on the environment and valleyland ecosystem:

- (i) erosion of watercourse bed and banks;
- (ii) downstream flash flooding;
- (iii) increased siltation and sediment loading;
- (iv) destruction of aquatic, plant and animal biological populations and habitat;  
and,
- (v) maintenance and restoration costs of valleyland and storm water management systems.

More attention is now being given to water quality as opposed to strictly water quantity. This is reflected by many documents including the Province's Urban Drainage Design Guidelines and Guidelines on Erosion and Sediment Control for Urban Construction Sites and mitigation practices such as first flush detention facilities.

#### **Objectives**

To prevent damage to property resulting from floodwaters above the floodline of any natural watercourse.

To limit post-development storm water run-off flows at or below pre-development levels, where practical.

To improve water quality within local, natural watercourses including the reduction of sediment loading.

To improve aquatic plant and animal biological communities and habitat.

To reduce valley and watercourse degradation through erosion and other negative impacts of storm water flows.

To ensure the planning and design of stormwater management systems is undertaken on a watershed or subwatershed basis. Comprehensive Subwatershed Management Plans and/or Master Drainage Plans shall be prepared for such watershed or subwatersheds.

## **Policies**

- 4.4.1.1 The City shall, in conjunction with the responsibility for the installation and maintenance of storm sewers, ensure that storm sewer systems are economically designed to operate on a gravity system and to utilize natural watercourses where available.
- 4.4.1.2 The City shall promote the use of Best Management Practices (BMP's) such as infiltration devices to achieve a "best fit" of design and technology to promote environmental objectives. To this end and the extent practicable, naturalized methods to mitigate the effects of storm water run-off within valley systems will be preferred over "hard" engineering solutions.
- 4.4.1.3 The City shall encourage measures such as water retention, detention and siltation ponds. 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. When practical and possible, these ponds should be integrated into the valleyland and adjacent tableland open space network rather than in separate, single purpose blocks.
- 4.4.1.4 The City shall ensure that all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas. In authorizing the grading or pre-servicing of construction sites, the City may require agreements to ensure proper construction practices including limited exposure of top and/or subsoils.
- 4.4.1.5 The City shall, in the implementation of Best Management Practices, promote the consideration of both the quantity and quality of storm water run-off being released to any valley system or watercourse. In addressing storm water quality, the necessity of such measures as first flush retention, infiltration trenches and oil grit separators will be evaluated.
- 4.4.1.6 The City shall ensure that the development of storm water management quantity/quality facilities is undertaken so that minimal impact is exerted on the natural characteristics of valleylands and the completed facility shall be naturalized to compliment the area.
- 4.4.1.7 The City shall assess Best Management Practice (BMP) alternatives for stormwater quantity and quality enhancement with regard to the following:
- (i) location of stormwater management facilities;

- (ii) impact of maintenance and jurisdictional costs for wet and/or dry ponds to the City; and,
- (iii) the extent to which valleyland areas will be considered and utilized where appropriate.

4.4.1.8 The City shall, prior to the approval of an Official Plan Amendment implementing a development concept for a new secondary plan area, require that a subwatershed management study - master drainage plan shall be undertaken for the affected subwatersheds. Such subwatershed management studies shall be a comprehensive document subject to the participation and the approval of the appropriate agencies.

4.4.1.9 The City shall, prior to the approval of any site specific development proposal, require the approval of a storm water management plan which may or may not implement a management concept endorsed by a subwatershed management study.

4.4.1.10 The City shall consult and co-operate with the Ministries of Natural Resources, Environment and Transportation, the Conservation Authorities or any other agency as necessary in determining the required measures to implement an environmentally conscious storm water management network.

#### **4.4.2 WATER SUPPLY AND CONSERVATION**

A potable water supply is the responsibility of the Region of Peel, and is being provided in part through agreements with the Province (South Peel Servicing Scheme). A system of trunk feeder mains, storage reservoirs, and pumping stations has been constructed and will be expanded to distribute potable water from the Lakeview Water Purification Plant and from the Lorne Park Water Purification Plant, throughout the South Peel Service Area which includes the Cities of Mississauga and Brampton.

By agreement, water is supplied at service pressure from various supply points along the South Peel System. From these supply points, the water is distributed through Region of Peel sub-trunk mains to the local distribution system. Both the supply works and sub-trunk network will periodically require expansion as development progresses.

Even though it is anticipated that at some point in the future the entire City will be provided water service in the South Peel Servicing System, many uses will be established or continue to utilize groundwater resources via private wells. For this and other reasons, the City will continue to encourage measures to ensure the quality and quantity of groundwater resources will be maintained and improved.

## **Objectives**

To provide water purification, supply and distribution facilities to adequately serve existing and projected development in the City.

To maintain and enhance the quantity and quality of groundwater resources.

## **Policies**

4.4.2.1 The City shall request that the Region of Peel adopt the following long range policies:

- (i) That water purification supply facilities and distribution works be installed and maintained to adequately service the City's developed and developing areas.
- (ii) That the design of water supply and distribution facilities be based on ultimate development within the South Peel Servicing Scheme area.
- (iii) That new development be encouraged to obtain water via the South Peel Servicing System; however, development serviced by private well(s) or which is dependant upon a significant level of water-taking may be subject to the approval of a hydrogeological investigation/study. These studies must demonstrate there are adequate groundwater resources to accommodate the development without a negative impact on the quantity or quality of such resources, private wells in the immediate area, or other water related resources/habitat.
- (iv) That as a condition of development approval, a proponent may be required to guarantee to rectify any adverse impacts on a private well by providing a new water source for the affected party.

4.4.2.2 The City shall endeavour to preserve any area of significant groundwater recharge to the extent practicable, in addition to the use of Best Management Practices in storm water management systems which promote the infiltration of stormwater to groundwater resources.

4.4.2.3 The City shall encourage the education of the public on methods of water conservation which are of benefit to the water related ecosystem, and support the Region of Peel in any programs related to water conservation.

- 4.4.2.4 The City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities and the Region of Peel with respect to issues or concerns pertaining to groundwater resources. To this end, subwatershed management studies may contain some level of assessment with respect to groundwater resources within the applicable subwatershed.

#### **4.4.3 GROUNDWATER RECHARGE/DISCHARGE**

Groundwater resources and hydrogeological conditions are an extremely critical component of the water-related ecosystem. Groundwater resources not only provide an important service to well-based land uses but also dictate base water flows and levels in streams and lakes, while maintaining life sustaining necessities for many vegetative communities.

Accordingly, it is critical that development proposals have a minimal impact on both the quality and quantity of groundwater resources. Excessive water taking and extensive or malfunctioning septic system tile beds can exert negative impacts on groundwater resources.

##### **Objectives**

To maintain and enhance the quantity and quality of groundwater resources.

To protect and enhance the natural functions of areas critical for groundwater recharge and discharge.

##### **Policies**

- 4.4.3.1 The City may, where new development is to be serviced by private wells(s) and septic tank systems, require the completion of a hydrogeological investigation/study. These studies must demonstrate that the development will not have a negative impact on the quantity or quality of groundwater resources. Such studies may involve two phases, the first phase being an assessment of existing information to determine if potential or real problems exist. The second phase, if required, would entail a detailed and area specific investigation to assess problems and impacts.
- 4.4.3.2 The City shall, through the development of site or area specific stormwater management studies, master drainage plans and/or subwatershed management studies, require that areas of significant groundwater recharge and/or discharge be identified and inventoried. In the development of any site or area, the study shall address the necessary measures, if any, to maintain the quality and quantity of recharge and discharge functions.
- 4.4.3.3 The City shall, by the implementation of Best Management Practices, promote the use of infiltration devices and strategies in stormwater management systems to promote natural groundwater recharge.

4.4.3.4 The City shall discourage land uses or agricultural practices which exert excessive impacts on groundwater resources.

4.4.3.5 The City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities and the Region of Peel with respect to issues pertaining to groundwater resources.

#### **4.4.4 EROSION AND SILTATION**

Top soils are an important resource which are naturally depleting though wind and water erosion. Poor construction and/or agricultural practices can further deplete soil resources. When runoff from construction sites or cultivated farm fields contain high soils content, the water quality in receiving bodies is impacted in an adverse manner through excessive sediment loading and siltation.

##### **Objectives**

To reduce the level of soil erosion through better management practices for construction sites and agricultural uses.

To maintain and enhance surface water quality by reducing the levels of sedimentation loading and siltation caused by soil erosion.

##### **Policies**

4.4.4.1 The City may, prior to the initiation of any grading on a subdivision construction site, require the proponent to obtain a topsoil removal permit and to enter into a pre-servicing and grading agreement which shall set out the measures to be observed with respect to the timing and extent of top-soil stripping.

4.4.4.2 The City shall, prior to the initiation of any grading or servicing of a specific site not subject to a current subdivision agreement, require the proponent to obtain site plan approval where necessary which shall include a grading plan and a sediment/erosion control plan setting out the measures to be taken with respect to the prevention of soil erosion and resulting siltation/sedimentation of surface waters.

4.4.4.3 The City shall, with respect to storm water management, encourage practices which reduce the levels of soil erosion and resulting siltation/sedimentation by approving best management practices which promote the infiltration and treatment (ie. detention) of stormwater.

4.4.4.4 The City shall encourage construction practices which minimize the length of time over which top soils on construction sites are exposed to the elements.

- 4.4.4.5 The City shall encourage agricultural practices which are conscious of soil conservation methods which also result in the maintenance and enhancement of surface and ground water quality.
- 4.4.4.6 The City shall consult and co-operate with the appropriate Provincial Ministries and other agencies as necessary with respect to issues pertaining to groundwater resources.

#### **4.4.5 VALLEYLANDS, FLOODPLAINS AND WATERCOURSES**

Watercourses, floodplains and valleylands constitute an integral part of the natural water-related ecosystem and the City's overall open space network. These natural features represent not only constraints to development in the form of their physical hazards, they also represent opportunities for various forms of recreation and preservation of natural landscapes. Valleylands also represent visual and environmental relief from the urban built form. It is the intent of this Plan to ensure public accessibility to all valleylands through public open space acquisition by the City and Conservation Authorities.

Valleylands as designated on Schedule "D", are those which have inherent physical hazards such as wet organic soils, flood or erosion susceptibility, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of the natural landscape. Permitted uses may include agriculture, conservation, recreation and related facilities, horticultural nurseries, forestry, wild life refuge, public or private parks and golf courses.

The boundaries and alignments of Valleylands on Schedule "D" are approximate. Specific boundaries and alignments will be determined site specifically on the basis of the policies of this Plan and in consultation with the responsible Conservation Authority. Both the Credit Valley and Metro Toronto and Region Conservation Authorities have policies with respect to valleyland and watercourse treatment and management.

Notwithstanding the generality Schedule "D", Ministry of Natural Resources and Conservation Authority Regulations will be applied to any lands deemed, by them, to be subject to physical hazard. In addition the extent of lands to be considered as valleylands or flood plains may be further refined through the development process by relevant and appropriate means such as subwatershed management studies in conjunction with the formulation of a Secondary Plan.

#### **Objectives**

To maintain and enhance the natural condition of valleylands and watercourses except where remedial measures are required.

To promote the naturalization of valley systems and corridors.



To incorporate valleylands in the City's open space system as natural corridors accommodating public access and linking natural areas, parks and other elements of the open space and built environments.

To maintain the open character and linkage functions of valleylands.

To require setbacks, restoration and management standards for valley systems, as necessary.

To maintain and enhance natural habitat within valley systems and as a minimum, require no net loss of natural habitat.

To protect and enhance vegetation within and abutting valley systems and to promote the establishment and viability of indigenous species.

To maintain and enhance the quality of water within streams, watercourses and water bodies.

## **Policies**

- 4.4.5.1 Any alteration to a watercourse or valley, including the placement of buildings, structures or fill, whether originating on the site or elsewhere, or removal of fill, or the provision of access to a valley, is subject to City approval, Conservation Authority approval pursuant to the appropriate Ontario Regulation and in the case of alteration to a watercourse, to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act.
- 4.4.5.2 The City shall, where new development is proposed on a site, part of which is designated valleylands, endeavour to obtain such valleylands for public ownership by whatever means are appropriate. Such lands are not considered acceptable as part of the dedication for parkland purposes required under the Planning Act. All lands conveyed to the municipality shall be conveyed in a condition satisfactory to the municipality.
- 4.4.5.3 Building, property line and buffer setbacks may be imposed from the margin of valleylands and abutting slopes so as to have regard for the extent and severity of existing and potential hazards and the sensitivity of associated natural areas. Such setbacks will be determined site specifically by the City in conjunction with the relevant Conservation Authority and any other necessary agency but as a general rule the illustrations attached to the Plan as an Appendix may be used as a guide.
- 4.4.5.4 Where any land deemed to be valleylands is under private ownership, this Plan does not intend that these lands will remain as such indefinitely, nor that the land will be purchased by the municipality or any other public agency.

- 4.4.5.5 The City shall, when considering an application for development of a designated valleylands area for other purposes, take into account the following:
- (i) the existing environmental and physical hazards;
  - (ii) reports/studies as necessary to assess the potential impact of development on these hazards and the natural ecosystem;
  - (iii) the proposed methods by which these impacts may be mitigated in a manner consistent with accepted engineering techniques and resource management practices;
  - (iv) the impact of the proposed trail systems, valleyland and biotic/abiotic habitats and systems;
  - (v) the costs and benefits in monetary, social and biological terms of any engineering works or resource management practices needed to mitigate these impacts; and,
  - (vi) the comments and approval, where required, of the appropriate Conservation Authority and/or Provincial Ministry.
- 4.4.5.6 There is no public obligation to permit development on any valleyland area.
- 4.4.5.7 The City shall zone Valleylands in a separate classification in the implementing Restricted Area By-laws(s), and existing uses will be recognized as legal non-conforming, where appropriate, despite the characteristics of such areas.
- 4.4.5.8 The City shall, in accommodating stormwater, encourage the implementation of Best Management Practices which will assist in the maintenance and enhancement of water quality with receiving bodies in addition to limiting the discharge of stormwaters into those receiving bodies.
- 4.4.5.9 The City shall, in the formulation of Secondary Plans for any new development area, require a Subwatershed Management Study, master drainage plan and/or stormwater management report as a prerequisite to the adoption of any official plan amendment constituting a Secondary Plan. Such study will examine the valleylands, floodplains and watercourses within the area in the context of the natural ecosystem and their maintenance/enhancement relative to the development process, to ensure that such systems are not impacted in a negative manner by development and impacts are mitigated. Similarly, the City will also require a Master Open Space and Recreation Study which will examine, among other matters, the role of valley systems within the overall open space system.

- 4.4.5.10 The City may, on any site specific development proposal, require similar studies and assurances that proposed development will not exert negative impacts upon any valley system or the natural features and linkages within that system.
- 4.4.5.11 In order to maintain the open character and linkage functions of valleylands, the City shall require, to the extent practicable, that structures crossing a valley system shall provide for a suitable open span to accommodate through movements.
- 4.4.5.12 The City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities or any other agency as necessary with respect to issues or concerns relating to valleylands, floodplains and watercourses.

#### **4.4.6 ENVIRONMENTALLY SENSITIVE AREAS**

For the purposes of this Plan, Environmentally Sensitive Areas, as shown on Schedule "D" are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection or preservation in the long-term interests of the environment and the community. These areas may be essential in maintaining a healthy ecological balance and may also provide ancillary benefit for scientific research, education, or recreation.

An area is designated on the basis that it satisfies one or more of the following criteria:

- (i) the area represents a distinctive and unusual landform or feature;
- (ii) the area is vital to the healthy maintenance of a natural system beyond its boundaries by serving as a water storage or recharge area; important wildlife migratory stopover or concentration point; or a linkage/corridor of suitable habitat between natural, terrestrial or aquatic biological communities;
- (iii) the plant or animal communities of the aquatic area are identified as unusual, exceptional or of relatively high quality;
- (iv) the area contains an ecosystem of limited representation or is a remnant of particular habitats which have virtually disappeared;
- (v) the area has an unusually high diversity of biological communities and associated plants and animals;
- (vi) the area provides a natural habitat for rare, endangered, threatened or vulnerable, terrestrial or aquatic species;
- (vii) the area is large, potentially affording a habitat for species which require extensive blocks of suitable habitat or are sensitive to disturbance;

- (viii) the combination of landforms and habitats is identified as having high aesthetic value in the context of the surrounding landscape, and any alteration would significantly lower its amenity value; and/or,
- (ix) the area is identified and designated as an Environmentally Sensitive Area (ESA) or Area of Natural and Scientific Interest (ANSI) by the Ministry of Natural Resources or the Conservation Authority with jurisdiction.

The following are sub-categories of Environmentally Sensitive Areas shown on Schedule "D":

- (i) the main courses, from top-of-bank, of the Credit River, Fletchers Creek, Etobicoke Creek, Mimico Creek and Humber River, including all associated significant ravines along various tributaries; and,
- (ii) the Heart Lake Woodlands (MTRCA ESA No. 3) Heart Lake Wetland (MNR Class 2), Huttonville Valley (CVCA ESA No. 17) and Huttonville Valley Wetlands (MNR Class 6) and that part of the Brampton Esker which remains practical for designation, as Environmentally Sensitive "Special Areas".

## **Policies**

- 4.4.6.1 Where all or part of an Environmentally Sensitive Area is privately owned, this plan does not imply that such land is free and open to the general public or will necessarily be purchased by the City of Brampton or any other public agency.
- 4.4.6.2 The City shall discourage the undertaking of grading, buildings and other major works within an Environmentally Sensitive Area.
- 4.4.6.3 The City shall, in applications for site plan approval, amendment to a Restricted Area (Zoning) By-law or subdivision approval within or adjacent to the outer limits of the "Special Areas" or any Environmentally Sensitive Area, require an Environmental Sensitivity Report, the main purpose of which shall be to show what impacts the proposed development would have on the Environmentally Sensitive Areas. The Environmental Sensitivity Report may include:
  - (i) inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
  - (ii) the consideration and evaluation of alternatives including locational, land-use, engineering and design possibilities; and

- (iii) a commitment to establishing measures for evaluation, maintenance, enhancement and the ongoing management of natural features comprising the ecosystem.

- 4.4.6.4 The City shall exercise discretion when requesting an Environmental Sensitivity Report (E.S.R) from the proponents of development for lands which include or abut valleylands designated as Environmentally Sensitive Areas. The request for the E.S.R. shall be based upon the perceived risk of comprising the integrity of the Environmentally Sensitive Area by approving the proposed development, despite the application of other controls and regulations which normally comprise the Development Agreement.
- 4.4.6.5 Environmental Sensitivity Reports shall consider the area within a 120 metre (394 feet) setback from the top-of-bank, "Special Areas" or environmentally sensitive areas and shall consider such additional related or linked features and areas as are appropriate in the circumstances.
- 4.4.6.6 The City may request an Environmental Sensitivity Report in conjunction with any development, which in the opinion of Council, may have an impact on an Environmentally Sensitive Area, even though the proposed development is neither within nor adjacent to the subject area.
- 4.4.6.7 Should the proponent of a development be unable or unwilling to afford an Environmentally Sensitive Area adequate protection in the opinion of Council, the application for development may be denied.
- 4.4.6.8 The policies of this section, shall not affect an undertaking authorized pursuant to the provisions of the Environmental Assessment Act.
- 4.4.6.9 The City shall consult and co-operate with the Ministries of Natural Resources, Environment and Transportation, the Conservation Authorities and any other applicable agencies with respect to issues pertaining to Environmentally Sensitive Areas.

#### **4.4.7 FORESTRY, TREES AND PLANTING**

For the purposes of environment/ecosystem benefits, microclimates, urban design and general aesthetics, the City shall promote the establishment, maintenance and enhancement of a network of forest vegetation. This will consist of trees and shrubs on private property, boulevards and roadside buffers, tableland parks, woodlots and valleylands. The sustainability and potential environmental benefits of this vegetation are largely dependent on it being developed and managed as a continuous, environmentally linked series of ecosystems.

Within this integrated system, the plant material would necessarily be diverse, ranging from vegetation which is highly tolerant of urban or roadside conditions to the native species typically associated with natural woodlots and valleylands.

To ensure the continued development and nurturing of its' urban and rural forests, the City will generally pursue the extensive forestation of developing areas, the retention of existing woodlots, hedgerows, significant individual trees and other vegetation features. Due consideration will also be given in the planning processes to the retention of seed banks, wet lands and natural regeneration areas within the context of sound, comprehensive ecological principles.

The focusing of planting policies should concentrate on the maintenance of existing valuable vegetation where practicable and the careful selection and placement of new plant material depending on the local growing conditions and ecological and aesthetic objectives. The aforementioned ecological linkages will be largely achieved through the continuity of vegetation cover utilizing every reasonable opportunity to plant or maintain existing vegetation.

## **Objectives**

To enhance Brampton's emerging character as a "green city in which our trees and forests play a vital role in the City's quality of life."

To ensure that "green" character is prominent throughout the City utilizing every reasonable opportunity to accommodate and establish forest cover on public and private open space.

To protect, maintain and enhance significant woodlots, trees, hedgerows and other vegetative features within the City to the greatest extent practical.

To maximize the retention of existing woodlots within the City and achieve a significant level of new planting, increasing the urban forest.

To promote the principles of naturalistic landscaping and planting where local environmental conditions permit.

To promote growth and enhancement of an ecologically functioning urban and rural forest demonstrating ecological diversity and integrity.

To minimize damage to woodlots, trees, and other vegetative features through a planning process and construction practices that maximize the protection of existing trees.

## **Policies**

- 4.4.7.1 The City shall continue to promote forestation of developing areas emphasizing best selection and placement of plant material to suit local conditions and aesthetic objectives.

- 4.4.7.2 Schedule "D" to this Plan identifies woodlots and other vegetative (i.e. hedgerows) features within the City. A detailed inventory of these woodlots and vegetative features is contained with the Environmental Component Study (AgPlan 1992) of the Official Plan Review which forms part of the Appendix to this Plan. For a detailed evaluation of the woodlot/vegetative feature characteristics and their expected tolerance to development pressures, reference should be made to the Environmental Component Study. The City shall use this inventory, among other methods and considerations, as a basis for evaluating the accommodation of woodlots or other vegetative features upon lands subject to a development application.
- 4.4.7.3 The City shall undertake to conserve and enhance those woodlots and vegetative features which are identified on Schedule "D" to this Plan and incorporate such features into the urban fabric via sensitive subdivision and site design/construction.
- 4.4.7.4 The City shall generally require the proponent or builder of a proposed development to submit a detailed assessment of any significant existing vegetation on the subject site to be approved by the City prior to final approval of the development application. The proponent is then required to incorporate appropriate tree protection measures on the applicable approved drawings for the development and to implement any such requirements prior to, during and after site construction or alteration.
- 4.4.7.5 The City shall, where a proposed development is on or adjacent to a woodlot (as identified in Schedule "D"), require the proponent or builder to submit a Tree Protection and Mitigation Plan to be approved by the City prior to the issuance of a grading and/or building permit. The Tree Protection Plan shall identify trees to be cut and state specific management measures that will be observed to protect remaining trees and mitigate potential impacts.
- 4.4.7.6 The City has a policy entitled Woodlot Development Guidelines which sets out the expectations and requirements of the City with respect to conserving woodlots through the development process. Proponents of a development project will be required to observe the content of the Woodlot Development Guidelines.
- 4.4.7.7 The City shall promote the maintenance of ecological diversity within vegetative systems and a compatible naturalistic approach to restoration and landscaping.
- 4.4.7.8 The City may set standards for tree species selection and planting which pursue long term ecological and community objectives within the City.
- 4.4.7.9 The City may, as a condition of development approval, require the retention or transport and re-use of local biomass materials such as seedbanks, topsoil or mulches in the promotion of naturalized and locally compatible vegetative environments.

- 4.4.7.10 The City may, as a component of Secondary or Draft Plan approvals, require the identification and documentation of potential seedbank, topsoil and/or mulch sources and set out guidelines for the re-use of such materials.
- 4.4.7.11 The City or Region may enact and enforce a tree cutting by-law pursuant to the Trees Act.
- 4.4.7.12 The City may, where woodlots have been lost either through destructive or development means, may require as a condition of development approval the reinstatement of an appropriate quantity and quality of urban forest on the subject site or require some other form of compensation such as tree planting at some other location, or cash in lieu thereof.
- 4.4.7.13 The City shall encourage public education and involvement in such activities as land stewardship programs to generate appreciation, protection and enhancement of the urban/rural forest and related natural features.
- 4.4.7.14 The City may consider and implement planting programs of desired and compatible species on public lands or private lands in conjunction with landowners.
- 4.4.7.15 The City shall encourage other public and private bodies and agencies to pursue the preservation and enhancement of the City's urban and rural forest.
- 4.4.7.16 The City shall consult and cooperate with the Ministry of Natural Resources, the Conservation Authorities, the Region of Peel or any other agency as necessary with respect to issues or concerns pertaining to forestry.

#### **4.4.8 WET LANDS**

Wetlands constitute an important component of the natural ecosystem. Of the benefits associated with wetlands, the following important functions are included:

- (i) control and storage of surface water and recharge/discharge of ground water;
- (ii) maintain and improve water quality and aid flood control;
- (iii) act as sedimentation and siltation traps; and,
- (iv) habitat for a variety of terrestrial and aquatic plant and animal species including migratory game birds.

Recognizing the importance of wetlands in Ontario, the Provincial government issued the Wetlands Policy Statement in May of 1992 pursuant to Section 3 of the Planning Act.

The objective of this policy statement is to ensure no loss of wetland function of provincially significant wetlands and to encourage the conservation of other wetlands.



There are two provincially classified wetlands areas within the City of Brampton. These are the Heart Lake Wetlands (MNR Class 2) and Huttonville Valley Wetlands (MNR Class 6) as identified on Schedule "D" of this Plan.

## **Objectives**

To ensure no loss of wetland function or provincially significant wetlands (MNR Classes 1 to 3) in accordance with the Wetlands Policy Statement.

To encourage the conservation of other wetlands. (MNR Classes 4 to 7 or Conservation Authority ESA) within the municipality by appropriate means through the development process.

To encourage the owners of land accommodating wetlands to enter into a wetland management and stewardship program with the Provincial government, Conservation Authority or any other appropriate agency to ensure the conservation and management of wetlands.

## **Policies**

- 4.4.8.1 The City may require an Environmental Impact Study, in accordance with the Wetlands Policy Statement, where development is proposed upon lands within 120 metres of a provincially significant wetland. Such study will be subject to the approval of the City, Conservation Authority and Ministry of Natural Resources.
- 4.4.8.2 The City may require an Environmental Impact Study when urban development is proposed within or adjacent to any other wetland, subject to the approval of the City and the appropriate Conservation Authority.
- 4.4.8.3 The City shall not permit the fill, removal or loss of wetlands within flood plains.
- 4.4.8.4 The City may require normal vegetation buffer areas or the establishment thereof adjacent to wetlands. Such buffers shall not be construed to constitute any of the parkland dedication permitted under the Planning Act.
- 4.4.8.5 The City shall restrict the use of wetlands to low impact activities which will not threaten retained wetlands. Agricultural activities and drains shall be discouraged in wetland areas if such activities are considered detrimental to wetland functions.
- 4.4.8.6 The City shall locate new public/facilities outside of the wetlands wherever possible. If such facilities are situated within wetlands, alternative methods of minimizing impacts on wetland functions will be considered.

- 4.4.8.7 The City shall, in conjunction with certain Official Plan Amendments as noted in this Plan, require that Subwatershed Management Studies or Master Drainage Plans consider all wetlands within the study area in the context of the water-related ecosystem and how such wetlands will be accommodated within the development process.
- 4.4.8.8 The City may, to encourage the conservation of wetlands, consider such implementation procedures as density transfers from wetland areas to other lands owned by affected property owners.
- 4.4.8.9 The City shall consult and co-operate with the Ministry of Natural Resources, the Conservation Authority with jurisdiction and any other appropriate agency with respect to issues relating to the conservation and enhancement of wetland resources within the City of Brampton.

#### **4.4.9 HABITAT: FISHERIES AND WILDLIFE**

The maintenance and enhancement of fishery and wildlife habitat can be a social and economic benefit to the community. The presence of wildlife within an urban setting can enhance the quality of urban life and many leisure time pursuits such as bird watching.

Similarly, the presence of viable sport fisheries such as that which currently exists in the Credit River can be of economic importance to the community and implies good water quality. As well, wetlands may constitute vital staging areas for migratory game birds destined for other environs.

Considerable legislation is in place at both the provincial and federal levels of government. The Federal Fisheries Act, prohibits the alteration of fish habitat and advocates a principle of no net loss of fish habitat. Due to the level of protection contained within federal and provincial statutes, regulations, etc. specific regulation at the municipal level is generally not required.

##### **Objectives**

To minimize the loss or degradation of fisheries and wildlife habitat within the City.

To conserve and enhance habitat corridors and linkage.

To identify and protect fisheries and wildlife habitat in areas of new development.

To identify and protect existing fish and wildlife populations to the greatest practical extent.

To encourage public support for habitat conservation and the utilization of stewardship practices by private land owners for the retention and reclamation of fishery and wildlife habitats.

## **Policies**

- 4.4.9.1 The City may require an impact assessment for fisheries or wildlife habitat on site/areas proposed for development. Such impact assessment shall include an inventory of existing populations and habitat and the measures necessary to mitigate any potential impacts on the habitat. Longer term management practices necessary to maintain and enhance such populations and habitat will also be addressed.
- 4.4.9.2 In new development areas requiring Secondary Plan approval, the prerequisite Subwatershed Management Study shall address fisheries and wildlife populations and habitat, and the measures necessary for their maintenance and enhancement.
- 4.4.9.3 The City shall consult and co-operate with the Department of Fisheries and Oceans, Environment Canada, Ministry of Natural Resources, the Conservation Authority with jurisdiction and any other appropriate agency with respect to issues relating to the conservation and enhancement of habitat resources within the City of Brampton.

### **4.4.10 BUFFERS, SETBACKS AND LINKAGES**

Buffers, setbacks and linkages serve to enhance the ecological function and integrity of natural systems features as well as provide their primary purposes of open space connection or land use separation. Although there is a general agreement on the use and incorporation of those features in the green system, the extent to which they are required and how they are to be acquired has been a contentious issue.

Many agencies have endeavoured to establish basic setbacks and buffer widths from primary environmental features such as streams, valleys and Environmentally Sensitive Areas: For instance, Ministry of Natural Resources desires a minimum 15 metre setback from a stream containing a warmwater fishery and a 30 metre minimum setback from a stream accommodating a coldwater fishery. MTRCA is seeking a 10 metre setback between any rear property line and any stable slope line (valley top of back), regulatory floodplain or significant environmental area. The CVCA standards for valley setbacks is condition specific in that the property line is established by variable stability and erosion components. Building (development) setback from the established property line is set at a minimum of 5 metres. Illustration of CVCA and MTRCA policies are attached as an Appendix to this Plan.

In urban areas, buffers are frequently used to separate conflicting urban activities or to provide additional privacy between similar land uses. For example, road side buffers along residential reverse frontages are implemented in conjunction with noise barriers to mitigate the impacts of an arterial road on an adjacent residential neighbourhood. These planting zones can also function as ecological linkages between larger habitats in the open space and valleyland system.

## **Objectives**

To protect, enhance or create naturalized vegetative buffers adjacent to watercourses, valley edges, wetlands, woodlots and other natural features as appropriate.

To identify existing linkages between natural features and their function relative to the ecosystem, and subsequently protect and enhance such linkages as appropriate.

To utilize, where practical, such features as hedgerows, roadside buffers, utility corridors and the tableland park system to link habitats between valleylands and woodlots.

To obtain setbacks from natural features as part of the development approval process where such setbacks are justified, appropriate and necessary.

To ensure, where practical, that land use conflicts be avoided or mitigated to the greatest possible degree through the use of buffers and/or setbacks when appropriate.

## **Policies**

- 4.4.10.1 The City shall endeavour to identify potential land use conflicts caused by new development, and proponents of new development which may result in land use conflicts, may be required to submit a report containing a statement and assessment of land use compatibility before and after buffer techniques have been employed.
- 4.4.10.2 The City shall require that buffers be designed to permit the functioning of different land uses while minimizing their potential negative effects upon each other.
- 4.4.10.3 The City shall require that naturalized buffers or setbacks be imposed from the margin of natural features so as to have regard for the hazardous nature, ecological function or sensitivity of such features. Such buffers or setbacks may be imposed in Secondary Plan documents (Official Plan Amendments), plan of subdivision approvals, zoning by-law amendments or site plan approvals.
- 4.4.10.4 The City shall, where a Subwatershed Management Study, Master Drainage Plan, Stormwater Management Report, Master Open Space and Recreation Study, Environmental Sensitivity Report or Tree Protection Plan is required in conjunction with development, require that such studies examine in appropriate detail the need for buffers and/or setbacks from the natural features of interest.

- 4.4.10.5 The City shall encourage the retention, enhancement and development of natural and man-made linkages between elements of the natural feature framework or ecosystem. This may include such measures as alignment of tableland parks and valley systems, pedestrian and cyclist trail systems, utility corridors, incorporation of hedgerows into development and subdivision designs and the conservation of new natural linkages through landscaping and development design.
- 4.4.10.6 The City shall consider the establishment of buffers, setbacks and linkages in recognition of site specific and local conditions, and shall co-operate with the relevant Conservation Authority, Provincial Ministry or any other agency as appropriate. In this regard, the policies and guidelines of the relevant Conservation Authority or the City may be used but generally such features shall not be construed to constitute part of the park dedication permitted by the Planning Act.
- 4.4.10.7 The City may set policies and guidelines based upon technical justification for the establishment of standard buffers and/or setbacks from any type or class of natural or environmental feature.
- 4.4.10.8 The City shall consult and cooperate with the Ministries of Natural Resources and Environment, the Conservation Authorities, the Region of Peel and any other appropriate agency with respect to issues pertaining to buffers, setbacks and linkages.

#### **4.4.11 NOISE AND VIBRATION IMPACTS**

Disturbances of normal activities within residential areas and other noise sensitive land uses due to noise generated from air, road and rail traffic should be minimal. Therefore, it is prudent to devise and encourage arrangements of land uses which separate sources of noise pollution from potential receivers. It may also be appropriate to consider road systems which have the effect of dispersing large volumes of traffic rather than concentrating them primarily on arterial roads.

In addition, policies are required to stipulate essential restrictions on development in noise prone areas and to ensure the application of noise abatement measures where required.

It is also necessary to inform the public that despite the application of such measures in new developments, noise from the aforementioned sources could affect normal use and enjoyment of property.

Consideration of potential vibration impacts from rail traffic is also necessary when new development is proposed within 300 metres of rail lines.

It is acknowledged that technological advances which may reduce noise generation, such as more efficient aircraft engines, or conversely, other factors which may tend to increase noise levels, such as an increase in road traffic or expansion of Lester B. Pearson International Airport, may modify the current noise pollution problems in Brampton.

Appropriate adjustments to the following policies should be made if and when required.

## **Policies**

- 4.4.11.1 The City shall have regard for all current guidelines and policies of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel and the City of Brampton relating to noise pollution or railway vibration in new developments.
- 4.4.11.2 The City shall, where it or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration on a proposed development, require the proponent to submit a noise or vibration impact analysis prepared by a qualified acoustical consultant for the approval of the City, the Region of Peel and the Ministry of the Environment as appropriate. These analyses shall be based on assumptions of ultimate traffic conditions or other noise generators as specified by the City or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment.
- 4.4.11.3 The City shall require noise impact assessment reports to contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.4.11.4 The City shall require the development proponent to implement all of the measures as recommended in the approved noise impact or railway vibration analysis and any additional related measures which may be deemed appropriate.
- 4.4.11.5 The City shall, in the event that noise or vibration levels in excess of the relevant current guidelines and policies will exist within part of the study area despite the inclusion of the recommended noise and vibration control features, require the development proponent to advise purchasers or tenants that noise or vibration may occasionally interfere with some activities of the dwelling occupants.
- 4.4.11.6 Although specific noise level standards contained in specific publications are referenced in the following specific noise and vibration policy sections, the Ministry of Environment has advised that they are currently under review and will likely be replaced in the near future. Policy references to the current standards or publications shall be interpreted as being a reference to any subsequent replacement standards or publications for the purposes of these policies.

### **Aircraft Noise Policies**

- 4.4.11.7 The City shall employ the Noise Exposure Forecast and Noise Exposure Projection systems as defined by Transport Canada and the Ministry of Municipal Affairs and Housing as a basis for land use planning and development control.
- 4.4.11.8 The City shall limit all future residential development and other highly noise sensitive uses to lands exposed or projected to be exposed to an N.E.F. or N.E.P. level of 30 or less. All other land uses shall comply with the provisions of the N.E.F. and N.E.P. Land Use Compatibility Table contained in Appendix C, which may be revised from time to time and which is extracted from the Ontario Ministry of Housing publication entitled Land Use Policy Near Airports.
- 4.4.11.9 The City shall, prior to the approval of development applications within lands exposed to levels of between 25 and 30 N.E.F., require the development proponent to submit a noise impact analysis as prescribed in the preceding general policies.

### **Rail Noise Policies**

- 4.4.11.10 The City shall consider noise sensitive areas to be those areas of land lying within 300 metres (985 feet) of rail lines having a development component that includes outdoor passive recreation areas; or a residential component such as dwellings; or bedrooms, sleeping quarters, living rooms or reading rooms.
- 4.4.11.11 The City shall, prior to the approval of development applications within the noise sensitive areas, require that the proponent engage the services of the consultant to undertake an analysis of noise and vibration and to recommend noise and vibration abatement features as prescribed in the preceding general policies and subject to direct input from, and, consultation with the appropriate rail company.

### **Road Noise Policies**

- 4.4.11.12 The City shall not permit development which includes outdoor, passive, recreation areas (i.e. private and shared outdoor areas accessory to residential dwellings, group homes, hospitals, nursing homes and schools) in locations where the attenuated outdoor noise levels are forecast to exceed the limits specified in Appendix C to this plan, which are specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, (which are contained in Appendix C to this Plan.)
- 4.4.11.13 The City shall require proponents of development within any area which is likely to be adversely affected by excessive roadway noise levels to complete a Noise Impact Analysis as prescribed in the preceding general policies.

- 4.4.11.14 The City may, in considering plans of subdivision, require the development proponent to submit the noise impact analysis in two stages commencing with a preliminary feasibility study prior to draft plan approval and concluding with a detailed analysis prior to registration of the plan.
- 4.4.11.15 The City shall, where appropriate, give consideration to the provincial guidelines on "Noise and New Residential Development Adjacent to Freeways".

#### **Stationary Source Noise Policies**

- 4.4.11.16 The City shall require proposed industrial, utility and commercial development which could potentially be a source of noise, to the extent practicable, to be designed and constructed so that the noise generated by it does not exceed the existing combined sound level resulting from industrial activity and road traffic at a point on any residential or recreational area except as provided for in the detailed guidelines of the Ontario Ministry of the Environment Publication NPC-133 (an extract of which is attached in the appendices to this Plan).
- 4.4.11.17 The City shall, in considering residential development proposed for a site which is in proximity to existing stationary sources of noise, have regard for the effect of the noise and only be permitted if the attenuated noise levels would continue to be in compliance with the standards specified in the preceding policy.



**IV HIGHWAY AND RAILWAY NOISE SOUND LEVEL  
LIMITS FOR OUTDOOR RECREATIONAL AREAS**

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

Period of Day	<u>dba Limits</u>		
	Traffic Noise	Rail Noise	
	Leq	L50	Leq
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 07:00 hours	50*	47	50*

**Leq** "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

**L50** "fifty percentile sound level" - is the sound level exceeded fifty percent of a specified time period.

**dba** sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

**\*** Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dba and below 60 dba during daytime and above 50 dba at nighttime, the Ministry and the City will consider approval provided purchasers are advised that there may be potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dba exists and it is not practical to implement noise measures to delay with this slight excess.

In cases of local collector streets where the predicted ultimate exterior nighttime noise level is between 50 dba and 55 dba, the City, at its discretion may waive the requirement for warnings to purchasers on a location specific basis depending upon projected local traffic patterns.

4.10.5.6 The City shall, where warranted, require the applicant to provide a report along with the site plan submission which outlines the design program for the project, in accordance with the requirements of Section 41 of the Planning Act and with the general intent and policies of this Plan. This report should summarize the thought process through which the building and site plans were developed and in so doing, give a clear indication that the project will meet the needs of the future users and the municipality. Said design program may also be directed to include an assessment of the project's architectural/environmental impact on the immediate neighbourhood and the overall City if the proposed building height or massing warrants. This component could include but not be limited to analysis of the architectural character of the neighbourhood, wind and sun exposure and pedestrian/vehicular requirements.



# City of Brampton

## ENVIRONMENTAL FEATURES SCHEDULE 'D'

- VALLEYLANDS / FLOODPLAINS
- WOODLOTS
- HEDGE ROW
- SPECIAL AREAS
  - A. Brampton Esker
  - B. Heart Lake
  - C. Huttonville Ravine
- WETLAND AREAS
- STEEP SLOPE AREAS

Deferred Under Section 14 (3) of The Planning Act No. D8 Refer to Schedule SP7C or 8A C.O.P.

Deferred Under Section 14 (3) of The Planning Act No. D8 Refer to Plate 14A C.O.P.

**DRAFT**  
**APRIL 14, 1993**



THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE ARE APPROXIMATE AND ARE NOT TO BE SCALED. THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON, AND MUST BE READ IN CONJUNCTION WITH THE TEXT, OTHER SCHEDULES AND SECONDARY PLANS.

## **SECTION 4.5: OPEN SPACE**

- 4.5.1 Public Open Space Designations**
- 4.5.2 Conservation Areas**
- 4.5.3 Cemeteries**
- 4.5.4 Secondary Plan Considerations**
- 4.5.5 The Park System**
- 4.5.6 The Park Hierarchy**
- 4.5.7 Open Space Linkages**
- 4.5.8 Bikeway Systems**
- 4.5.9 Natural Features**
- 4.5.10 Special Needs**
- 4.5.11 Noise Protection**
- 4.5.12 Specific Needs of Residents**

## **SECTION 4.5: OPEN SPACE**

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### **INTRODUCTION**

The Open Space designation on Schedule "A" indicates lands which are to be maintained as park space or in a natural state. These lands include public and private open space, flood plain lands, and lands containing natural areas which have been recognized as having city-wide, regional or provincial significance.

The broad Open Space designation is sub-divided into the following four detailed designations:

- (i) Public Open Space;
- (ii) Conservation Areas;
- (iii) Cemeteries; and,
- (iv) Hazard Lands.

The Public Open Space, Conservation Areas and Cemeteries designations are identified on Schedule "E" of this Plan. The Hazard Land designations are identified on Schedule "B" and objectives and policies relating thereto are included in the Environmental Management section of this Plan.

It is the intent of this Plan to conserve such areas and, where feasible to integrate these lands into the City's overall parks network.

### **4.5.1 PUBLIC OPEN SPACE DESIGNATIONS**

#### **Policies**

- 4.5.1.1 The City shall interpret the Public Open Space designations identified on Schedule "E" of this Plan to include public and related private non-profit outdoor and indoor recreation areas and facilities of city-wide significance.
- 4.5.1.2 The City will prepare and periodically update a Parks and Recreation Master Plan as a detailed basis for the location of recreational facilities and the dedication of lands for parks and recreation purposes. Such a plan will be formulated on the basis of the policies contained in this Plan and will be adopted by resolution of Council.
- 4.5.1.3 The City will review pertinent documentation all City Departments, the Credit Valley Conservation Authority and the Metro Toronto and Region Conservation Authority and will periodically amend its standards for parks and recreation facilities if necessary to reflect the utilization of existing facilities, anticipated demand, and the financial position of the municipality.

- 4.5.1.4 The City shall, in the Secondary Planning process, identify the specific existing or potential use of lands designated Public Open Space on Schedule "E" of this Plan.
- 4.5.1.5 Where land designated Public Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.
- 4.5.1.6 The City may, where appropriate, employ such methods as special zoning categories and the purchase of easements to preserve the environmental qualities of a privately-owned area designated Public Open Space.
- 4.5.1.7 The City may, in appropriate circumstances and in consultation with the appropriate Conservation Authority, consider the use of lands designated Public Open Space on Schedule "E" of this Plan which are also identified as Hazard Lands on Schedule "D" for predominantly passive recreational purposes.

#### **4.5.2 CONSERVATION AREAS**

Conservation Areas are owned and operated by one of the two Conservation Authorities which have jurisdiction within the City of Brampton.

##### **Policies**

- 4.5.2.1 The Conservation Area designations identified on Schedule "E" of this Plan identify areas to be used for water management, flood control or related conservation purposes, or for public indoor/outdoor recreation and related facilities which serve a population base extending beyond the City of Brampton.
- 4.5.2.2 The City shall co-operate with the Conservation Authorities in coordinating the planning, development and activity programming of Conservation Areas as a component of the total Open Space system.

#### **4.5.3 CEMETERIES**

The purpose of this section is to recognize the essential function of cemeteries as well as their secondary open space benefits, providing a basis for evaluating applications under the Cemeteries Act for new cemeteries and crematoria as well as the enlargement of existing cemeteries.

##### **Policies**

- 4.5.3.1 The Cemeteries designation identified on Schedule "E" of this Plan identifies land set apart or used as a place for the interment of human remains, and shall include crematoria, columbaria and mausoleums.

- 4.5.3.2 The City shall permit cemeteries uses in areas designated Cemeteries and Agriculture.
- 4.5.3.3 The City shall discourage the enlargement of existing cemeteries within the urban development area unless such enlargements would not have any substantial impact on the surrounding area.
- 4.5.3.4 The City shall, in considering applications for new cemeteries or the enlargement of existing cemeteries, have regard for:
- (i) the impact of traffic on surrounding properties and the road system;
  - (ii) the appropriate limitation of ingress and egress points;
  - (iii) the adequacy of off-street parking and internal traffic circulation;
  - (iv) the use of tree planting and landscaping to complement the plot plan, existing contours and the surrounding area;
  - (v) the provision of screening where deemed appropriate;
  - (vi) the soil and sub-soil conditions including drainage;
  - (vii) the impact on agricultural land;
  - (viii) size, style and quality of structures if they impact on adjacent properties, or cause an imbalance with existing structures within the cemetery; and,
  - (ix) the financial ability of the proponent to be able to provide perpetual care and maintenance so that the City reduces the future possibility of having to assume an abandoned cemetery.
- 4.5.3.5 The City may consider designating one or more historic cemeteries subject to the provisions of the Heritage Act and the advice of the Brampton Heritage Board, in accordance with the Heritage section of this Plan.
- 4.5.3.6 The City will continue to maintain abandoned cemeteries as required under the Cemeteries Act.

#### **4.5.4 SECONDARY PLAN CONSIDERATIONS**

- 4.5.4.1** The City shall ensure that each overall Secondary Plan study adequately addresses the appropriate factors to support the selection and designation of those more detailed elements of the overall open space system that are not designated on Schedule "A" or "E" of this Plan. These elements include the Parkettes, Neighbourhood Parks, Community Parks, some of the Special Parks and appropriate additional Link Parks and Environmental Parks as described in the definitions and policies of this Plan.
- 4.5.4.2** The Secondary Plan studies shall also include appropriate analysis and evaluation to support designations and policies prescribing the detailed role and locations of open space elements that are on Schedules "A" and "E" of the Plan, such as the major city-scale park abutting the Credit River Valley to the north of Steeles Avenue.
- 4.5.4.3** The City may require that a financial analysis study be undertaken at the Secondary Plan stage to plan for the phasing of open space acquisition and development to ensure that such phasing matches forecasts of overall development rates and of the associated open space related revenue flows.
- 4.5.4.4** The City will require that a pedestrian/cyclist circulation system analysis will form part of the Secondary Plan transportation component study to address the mechanisms for the future development of the system and its integration into the planned land use fabric.
- 4.5.4.5** The City shall require a Master Open Space Landscaping and Pedestrian Concept Plan study as a component of each Secondary Plan study and shall ensure that it addresses the following matters:
- i)** the relationship of the Secondary Plan Area recreational facilities and opportunities to a defined or appropriate role for adjacent areas and facilities;
  - ii)** the appropriate use of all the open space lands having regard for the concurrent results and findings of the subwatershed management study and the evolving overall land use concept for the Secondary Plan;
  - iii)** the alternative ways of integrating adjacent parkland elements with each other, both within the Secondary Plan area and for adjacent external parkland areas;
  - iv)** a listing and proposed locations of all activities/facilities to be developed within or in the immediate vicinity of the Secondary Plan area;



- v) the appropriate detailed means of providing pedestrian and cyclist access to all school site, libraries, commercial sites and other key destination point within and adjacent to the Secondary Plan area, in conjunction with the findings of the pedestrian/cyclist system analysis component of the transportation study; and,
- vi) the design and landscaping guidelines to be employed to ensure that subsequent design and landscaping plans for all elements of the open space system will be functionally effective and compatible with each other and with an acceptable theme or design concept for the overall Secondary Plan open space system.

4.5.4.6 The Master Open Space Landscaping and Pedestrian Concept Plan study for each Secondary Plan will be undertaken by a single consultant or study team to ensure proper continuity and integration in the use, design and landscaping of open space areas and pedestrian links throughout the Secondary Plan area.

4.5.4.7 All of the following open space elements addressed in the designations and policies of a Secondary Plan are to be acquired or received for public use by the City in accordance with parkland dedication and acquisition policies of the Plan:

- o all active tableland parks;
- o woodlot parks;
- o valleylands;
- o ponds/marshes;
- o major drainage facilities;
- o the TransCanada Pipeline right-of-way, electric transmission facilities or easement; and,
- o the necessary portions of pedestrian/bicycle links including through block walkways.

4.5.4.8 Additional public open space or other public use land requirements related to matters such as tree preservation, walkways, buffers or minor drainage facilities including detention ponds may be required in conjunction with development or subdivision plan approval, notwithstanding the fact that such land areas are not identified on Secondary Plans.

4.5.4.9 The City shall, where feasible, acquire and improve valleys, swales and other linear natural features as open space links between parks.

4.5.4.10 The City shall designate a major park of approximately 200 acres, along the Credit River Valley when development in west Brampton takes place.

## **4.5.5 THE PARK SYSTEM**

### **Objective**

To create a system of parks, recreation facilities and programs that provide a wide selection of leisure opportunities for residents of all ages and socio-economic groups, and that optimize public expenditures.

### **Policies**

- 4.5.5.1 The City shall ensure that parks and recreation facilities are designed and developed to accommodate a wide range of activities in accordance with assessed need.
- 4.5.5.2 The City shall require a minimum tableland area for Public Open Space use of 1.7 hectares (4.25 acres) per 1,000 population exclusive of Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, woodlots, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses.
- 4.5.5.3 The City shall only permit tableland portions of utility easements or rights-of-way including associated buffers to be credited for active park tableland purposes where they are incorporated into a major park which would otherwise have to include an equivalent additional amount of space to accommodate required internal buffers or active park facilities.
- 4.5.5.4 The City recognizes that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses may provide opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, the City shall require that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant Conservation Authority in connection with all forms of development.
- 4.5.5.5 The City shall require, in conjunction with development, the public dedication of all valleyland and hazard land areas and an appropriate amount of tableland for recreational facility development.
- 4.5.5.6 The City may accept cash in lieu of the land conveyance requirements, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.

- 4.5.5.7 The City shall require that all lands dedicated to the City be conveyed in a physical condition satisfactory to the City. These lands shall be fully serviceable and ready for parkland or recreation facility development on soils that satisfy Ministry of the Environment guidelines.
- 4.5.5.8 The City shall collect Development Charges in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in valleys or on hazard lands, in recognition of the importance of valleylands and other hazard lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton.
- 4.5.5.9 The City shall co-operate with the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board in coordinating the planning, locations, acquisitions, development, maintenance and activity programming of school and recreation sites and facilities.
- 4.5.5.10 The City shall continue to satisfy part of the demand for neighbourhood and community recreation facilities by:
- (i) arranging with school authorities for the joint use of school grounds and buildings; and,
  - (ii) requesting that developers of medium to high density residential development provide on-site recreational facilities with consideration given to the anticipated family composition and incomes of future residents.
- 4.5.5.11 The City recognizes that planned school sites are an important component of the supply of open space and recreation opportunities and the maintenance of the school share of this supply has been assumed in the derivation of the additional public open space requirements of the City. Therefore, the City shall monitor the share of the open space and recreation opportunities provided on school lands and, if significant shifts are evident, will amend its requirements accordingly. On a sub-area basis, the City may endeavour to purchase school sites or a portion thereof which are released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school sites.
- 4.5.5.12 The City may lease undeveloped private or public land within any land use designation and contribute to site improvements for recreation facilities where necessary to satisfy public demand for such facilities.

## 4.5.6 PARK HIERARCHY

### Policies

- 4.5.6.1 The City shall, where feasible, base the requirements for and development of public parks and recreation facilities on the Parkette, Neighbourhood Park, Community Park, Special Park, Link Parks and Environmental Park policies and standards contained hereunder. Future Parkettes, Neighbourhood parks, and some Special Parks, Link Parks and Environmental Parks are not identified on Schedules "A" and "E" of this Plan since the precise distribution of such parks is to be determined in Secondary Plans, Subdivision or Development Plans in accordance with the policies of this Plan.
- 4.5.6.2 The City shall require, on the average, 1.7 hectares (4.25 acres) of park tableland per 1,000 population to be allocated in terms of the Public Open Space hierarchy as indicated in Table 1 of this Section.

### Parkettes

- 4.5.6.3 The City shall, where appropriate, promote the acquisition and development of lands for parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents; and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play.
- 4.5.6.4 The City shall plan for the provision of Parkettes having regard for matters including, but not limited to, the following guidelines:
- (i) Spaces and Facilities: Parkettes may include sitting areas, lighting and landscaped areas, buffer areas, walkways, floral displays and/or junior-intermediate playgrounds for young children from the immediate area. They may also contain or abut environmental lands such as woodlots or valley segments wherever appropriate.
  - (ii) Size of Parks: Parkettes which are provided to preserve significant groups of trees, or which are provided for aesthetic, and resting purposes in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) shall be of varying sizes. Parkettes catering primarily to the play needs of the young should be a minimum of 0.24 hectares (0.6 acres) in size.
  - (iii) Service Radius and Population: Active Parkettes will generally be provided to serve areas containing 500 to 1,000 residents who are located farther than 400 metres (1/4 mile) from another such park or a Neighbourhood park or elementary school playground.

## Neighbourhood Parks

### 4.5.6.5

The City shall plan for the provision and development of Neighbourhood Parks and recreation facilities having regard for matters including, but not limited to, the following guidelines:

- (i) Activity Spaces and Facilities: Neighbourhood parks will contain facilities that are primarily intended to serve residents from a neighbourhood sized area, and,
  - (a) will generally contain a Junior-Senior playground;
  - (b) will generally contain an open active area, or junior ball diamond or soccer field with appropriate parking and washroom facilities;
  - (c) may also contain a junior toboggan slope or tennis courts or a wading pool or other neighbourhood serving facilities;
  - (d) may contain or abut environmental lands such as woodlots or valley segments; and,
  - (e) will contain adequate space for sitting, supervision of children and other passive uses and for horticultural development, buffer areas and walkways.
- (ii) Size of Parks: Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a size ranging from 1.8 to 4.0 hectares (4.5 to 10 acres) is desirable to accommodate essential activity spaces.
- (iii) Service Radius and Population: Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

## Community Parks

### 4.5.6.6

The City shall plan for the provision and development of Community Parks and recreation facilities to having regard for matters including, but not limited to, the following guidelines:

- (i) Activity Spaces and Facilities: Community Parks will contain facilities that are primarily intended to serve residents from a community scale or larger area, and:
  - (a) will typically contain a variable number of facilities from one or more groupings such as:

- o junior and senior ball diamonds, soccer fields and other sports facilities which may include floodlighting;
  - o a recreation centre complex containing meeting rooms and halls, and which may include an arena, indoor racquet courts, an indoor swimming pool, a fitness centre, and/or social and specialized facilities;
  - o a major playground, an outdoor skating rink, a minor bandshell, a multi-court tennis facility, bocce courts, horseshoe pitches, volleyball, basketball, badminton areas, a curling club, mini golf; and,
  - o any of the minor facilities commonly provided in more minor parks when they are provided in conjunction with a number of the major facilities listed above;
- (b) may contain or abut environmental lands such as woodlots and valleylands; and,
  - (c) will contain adequate space for sitting, supervision of children and other passive uses, and for horticultural development, buffer areas and walkways.
- (ii) **Size of Parks:** To accommodate the spaces and facilities noted above, community parks shall contain a minimum range of 4.0 to 10.0 hectares (10 to 25 acres) of tableland and will preferably be located to abut woodlots or valleyland so that the total park area ranges from 12 to 18 hectares (30 to 45 acres). The size of a community park in a specific location will depend on its relationship to valleys and other natural areas, and on the facilities required to serve the recreation needs of the specific community.
  - (iii) **Service Radius and Population:** Community Parks will generally be located to serve approximately 15,000 people within a 2.4 kilometre (1 1/2 mile) radius.
  - (iv) **Integration with Major School Sites:** Wherever practical, Community Parks should be properly located adjacent to senior school or high school sites to allow for the construction of joint use buildings, sports fields and parking facilities.

## **Special Parks**

- 4.5.6.7 The City shall interpret the Special Parks designation to include those parks that:
- (i) are based on and would contain or abut significant natural or physical features (such as water bodies, bog area, and major woodlots); or
  - (ii) contain recreation facilities that have specialized locational requirements (such as senior citizen recreation centres); or
  - (iii) contain facilities that are primarily intended to serve residents from the whole City or a major sector thereof (i.e. 60,000 or more residents); or,
  - (iv) contain a number of interrelated "family attraction" types of facilities (i.e. formal gardens, display greenhouses, animal farms, etc.); or
  - (v) contain other facilities or features that could be considered to be specialized in a City-wide context for any other specific reasons.
- 4.5.6.8 The City shall plan for the provision and development of Special Parks to have regard for matters including, but not limited to, the following guidelines:
- (i) Activity Spaces and Facilities: Depending on available space, topography and natural features, the Special Parks may contain a wide variety of indoor and outdoor facilities. They should also contain adequate facilities for sitting, supervision of children and other passive uses, and for horticultural development, buffer areas and walkways. It is also recognized that certain specialized facilities may be accommodated in conjunction with Community Parks or neighbourhood parks.
  - (ii) Size of Parks: The size of Special Parks depends on the number and type of facilities to be accommodated and the characteristics of a particular site.
- 4.5.6.9 The conceptual designation on Schedules "A" and "E" of a Special Park abutting the Credit River Valley indicates the City's plans for the provision of a major 80 hectare (200 acre) city-scale park in conjunction with the development of the surrounding new urban areas in west Brampton. The exact role, location, size and shape of this Special Park will be determined in conjunction with the preparation of Secondary Plans for the area.

### **Link Parks**

- 4.5.6.10 The City shall interpret Link Parks designations to include parks whose primary function within the Park Hierarchy are:
- i) to connect public parks within the hierarchy to each other and to surrounding residential communities; and,
  - ii) to accommodate recreation pursuits such as walking, running, cycling and skiing as well as more leisurely pastimes such as nature observation and exploration, or aesthetic appreciation.

### **Environmental Parks**

- 4.5.6.11 The City shall plan for all parks in the hierarchy, where feasible, to contain or abut appropriate scale environmental open space lands such as woodlots, valleylands, channels, ponds and lakes to incorporate opportunities for walking, running, cycling, skiing, nature observation and aesthetic appreciation.
- 4.5.6.12 Notwithstanding the previous policy, the City may designate areas containing such environmental features to be free standing Environmental Parks where appropriate on Schedule "E" and/or in appropriate Secondary Plans.

### **Application of the Park Hierarchy**

- 4.5.6.13 The City shall utilize the Park Hierarchy defined in the preceding policies as the basis of park planning for the purposes of this Plan, the Parks and Recreation Master Plan and the Secondary Plans.
- 4.5.6.14 The City may, where appropriate, use flexibility in the interpretation of the Park Hierarchy in respect of various matters such as:
- i) the inclusion or exclusion of specific facilities;
  - ii) the gradation of one class into another; and,
  - iii) the inclusion of lower order facilities in higher order parks or vice versa.

## **4.5.7 OPEN SPACE LINKAGES**

### **Objective**

To promote the development of a continuous uninterrupted system of open space to provide physical and visual linkages and to provide opportunities for walking, hiking and cycling in a pleasant safe environment separated from vehicular traffic where feasible.



## **Policies**

- 4.5.7.1 The City shall, where practicable, utilize pedestrian underpasses, acquire and improve valleys, swales and other linear natural features as open space links between parks.
- 4.5.7.2 The City may acquire land above the top of valley bank by dedication or purchase where necessary to provide safe and convenient pedestrian or bicycle movement along a valley, provide property access to a valley or to protect the visual amenities of a valley.
- 4.5.7.3 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling, and to provide safe and convenient access to parks, schools and other facilities.
- 4.5.7.4 The City shall provide, where necessary, walkways which can accommodate two-way pedestrian and bicycle traffic to provide safe and convenient access from the road system to parks and open space links.
- 4.5.7.5 The City shall utilize, where appropriate, utility rights-of-way, easements across private lands and similar means to establish open space links.
- 4.5.7.6 Valleylands and wooded areas dedicated or otherwise obtained by the City for public open space in Estate Residential designations may be developed according to all of the following criteria, providing Conservation Authority approval is obtained insofar as the use of valleylands is concerned:
- (i) for predominantly passive recreation purposes;
  - (ii) access through the valley system may be provided through the installation of a pedestrian trail network designed for low intensity use; and,
  - (iii) the land shall be largely retained in the natural state.

## **4.5.8 BIKEWAY SYSTEMS**

### **Objective**

To promote the development of a safe and efficient road and path system that accommodates bicycles for recreational and utilitarian trips as referred to in the City's Pedestrian and Cyclist Trail (P.A.C.T.) Report.

### **Policies**

- 4.5.8.1 The City may, in cooperation with other levels of government and private organizations, consider the establishment of a system of bikeways.

4.5.8.2 The City shall, in the Parks and Recreation Master Plan, set out a bikeway system plan (for Open Space lands).

4.5.8.3 The City shall design the network of bicycle paths with due regard for the desirability of selecting routes:

- (i) along major open space links and utility corridors;
- (ii) along major arterial roads particularly in areas of high traffic volumes and congestion;
- (iii) along the perimeters of parks, golf courses, school and other institutional sites, and commercial centres; or,
- (iv) in other appropriate locations in particular circumstances.

4.5.8.4 To achieve an overall bikeway system, the City may:

- (i) provide special improvements (such as signing, separate lanes and safe catch basin covers) to safely accommodate bicycle traffic on selected road segments where feasible;
- (ii) construct or require the construction of grade separated intersections of bicycle-pedestrian paths with roadways where practical and financially feasible; and,
- (iii) require the construction of bicycle path links in new areas as a condition of subdivision approval.

4.5.8.5 Notwithstanding the preceding, the City recognizes that it is not intended to provide a completely continuous and separate bikeway system, and that a cyclist may have to become a pedestrian at various points in the system.

## **4.5.9 NATURAL FEATURES**

### **Objective**

To encourage the conservation of significant natural topographic, geological and botanical features in the urban area and the development of parks that contain such features for aesthetic and recreation purposes.

### **Policies**

4.5.9.1 The City shall, when considering the location of parks, have regard for the integration of natural features such as:

- (i) woodlots and hedgerows that can tolerate the type of recreational usage expected in a particular park; and,
- (ii) significant natural features and undulating topography.

4.5.9.2 The City may, where a park site is located on relatively flat topography and it is deemed to be appropriate, regrade certain areas of the site to create topographical relief.

4.5.9.3 The City shall, in the development of parks, ensure that the natural landscape, flora and fauna are not disturbed beyond that which is necessary for proper access and the provision of active and passive recreational opportunities.

4.5.9.4 The City, in conjunction with other public agencies, when considering development activities, shall endeavour to acquire all valley systems (as defined by the top of the natural bank plus appropriate buffer areas) and areas of significant natural relief that are environmentally sensitive or support significant natural vegetation.

#### **4.5.10 SPECIAL NEEDS**

##### **Objective**

To create recreation areas, facilities and programs that accommodate the special requirements of physically or mentally challenged persons.

##### **Policies**

4.5.10.1 The City shall, where feasible, ensure that indoor and outdoor recreation facilities are designed or improved in a manner that will allow physically challenged persons to have access to the facilities and to participate in recreation programs.

4.5.10.2 The City shall consider the establishment of recreation programs for the physically and mentally challenged.

4.5.10.3 The City shall, where appropriate, initiate and encourage integration of physically and mentally challenged persons in programs offered to the non-disabled segment of the population.

#### **4.5.11 NOISE PROTECTION**

##### **Objective**

To protect residential areas from recreation activities that generate significant noise levels.

## **Policies**

- 4.5.11.1 The City shall restrict high noise generating activities such as rock concerts, motorized recreation vehicle use, model boating and model airplane flying to areas where high noise levels will not adversely affect residential areas.
- 4.5.11.2 The City shall give consideration to developing facilities for high noise generating recreational activities in areas well removed from residential development.
- 4.5.11.3 The City shall ensure that the design and administration of parks and recreation facilities is such that adjacent residential areas are reasonably well buffered from high noise levels or glare associated with floodlit recreation facilities and activities.

### **4.5.1.12 SPECIFIC NEEDS OF RESIDENTS**

#### **Objective**

To provide recreation areas, facilities and programmes in accordance with assessed need in the service area.

## **Policies**

- 4.5.12.1 The City may involve residents served by a particular park or recreation facility in the design, redesign and programming of such a facility. Such means as public meetings, surveys and workshop sessions may be used to foster the involvement of residents.
- 4.5.12.2 Notwithstanding these informal resident consultations, a formal public meeting will still be held in conjunction with any development applications required pursuant to the Planning Act for the implementation of Parks and Recreation projects.






**TABLE 1**  
**HIERARCHICAL ALLOCATION OF**  
**PUBLIC OPEN SPACE TABLELAND REQUIREMENT**

<b>Public Open Space Hierarchy</b>	<b>Appropriate Allocation* of Total Tableland Requirement</b>
Parkettes 9%	
Neighbourhood Parks	23%
Community Parks	32%
Special Parks	15%
Link Parks	9%
Environmental Parks	12%
<b>TOTAL</b>	<b>100%</b>

\*The actual allocation in any given area of the City will depend on many factors including the presence of woodlots or other natural areas, the distribution of valleylands, the planned major road pattern, and the extent of nonresidential uses.



DRAFT  
 April 14, 1993  
**City of Brampton**  
**OPEN SPACE**  
**SCHEDULE 'E'**

-  OPEN SPACE
-  CONSERVATION AREAS
-  SPECIAL PARK
-  PRIVATE COMMERCIAL RECREATION
-  MAJOR CEMETERIES

OPEN SPACE DESIGNATIONS NEAR THE SOUTHERN BOUNDARY OF THE CITY OF BRAMPTON ARE INTERRUPTED BY INTERVENING PARKWAY BELT DESIGNATIONS. SEE, SCHEDULE 'A'

THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON, AND MUST BE READ IN CONJUNCTION WITH THE TEXT, OTHER SCHEDULES AND SECONDARY PLANS.

THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE ARE APPROXIMATE AND ARE NOT INTENDED TO BE SCALED.



## **SECTION 4.6: UTILITIES**

- 4.6.1 Sanitary Sewerage**
- 4.6.2 Water Supply**
- 4.6.3 Gas and Oil Transmission Pipelines**
- 4.6.4 Hydro Electric Power, Telephone and  
Other Cabled Services**
- 4.6.5 Solid and Liquid Waste Management**

## **SECTION 4.6: UTILITIES**

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### **INTRODUCTION**

For the purpose of this Plan, Utilities includes Sanitary Sewerage, Water Supply, Gas and Oil Transmission Pipelines, Hydro-Electric Power, Telephone and Other Cabled Services, and Solid and Liquid Waste Management.

Schedule "F" shows the location of existing and anticipated major trunk sanitary sewer lines and water lines, major hydro transmission lines, the Trans Canada Gas Pipeline and former waste disposal sites.

#### **4.6.1 SANITARY SEWERAGE**

Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City of Mississauga near Lake Ontario, and treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga and Brampton. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues. Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water pollution control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will also require substantial capacity reinforcements in the future.

#### **Objective**

To provide appropriate sanitary sewer facilities which adequately serve the designated urban area.

#### **Policies**

4.6.1.1 Brampton expects that the Region of Peel and the Provincial Government will provide appropriate and timely sanitary sewerage facilities to serve Brampton development subject to the following principles:

- (i) appropriate protection and preservation of the natural characteristics of the landscapes in which sewers are to be installed;
- (ii) operate sewer systems on a gravity flow basis to avoid the need for pumping stations to the extent practicable and feasible; and,
- (iii) sanitary sewer collection systems designed on the basis of long term development patterns as provided for in this Plan or for the total development of the drainage area tributary to the lands being developed.



## **4.6.2 WATER SUPPLY**

Water supply is addressed as part of the Environmental Management section, although Schedule "F" referenced to this section provides a basic level of mapped information about the location of existing and anticipated major components of the piped water supply and distribution system.

## **4.6.3 GAS & OIL TRANSMISSION PIPELINES**

### **Objective**

To ensure the attractive design and safe and efficient provision of gas and oil transmission pipelines and related facilities.

### **Policies**

- 4.6.3.1 The City shall request the appropriate authorities to ensure that the location, design and construction standards used for any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects of ultimate urbanization near or adjacent to that pipeline.
- 4.6.3.2 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no significant structures or excavations be permitted within a working strip of adequate width abutting either side of the right-of-way.
- 4.6.3.3 Gas regulator facilities may be permitted on the lands in the Plan except lands designated Open Space, Special Study Area or Parkway Belt West subject to the following:
- (i) gas regulator facilities may be permitted as-of-right on lands zoned primarily for commercial, industrial, large institutional and agricultural purposes;
  - (ii) a site-specific zoning by-law amendment will be required to permit the establishment of a gas regulator facility in an area zoned primarily for residential purposes;
  - (iii) gas regulator facilities on lands zoned primarily for commercial purposes or on lands abutting a residential zone shall be screened by means of opaque fencing and other means to minimize the visual effects of such facilities; and,
  - (iv) where a gas regulator facility is established on lands zoned primarily for agricultural purposes but designated for urban development in this plan, the location and siting of such a facility shall take into account the type and pattern of the future urban development.

#### **4.6.4 HYDRO-ELECTRIC POWER, TELEPHONE AND OTHER CABLED SERVICES**

##### **Objective**

To ensure the efficient provision, by appropriate authorities, of hydro electric power and modern cabled services observing desired streetscape aesthetics and environmental conservation.

##### **Policies**

- 4.6.4.1 The City shall endeavour to have local service power lines, telephone, and other cabled services located underground, where feasible.
- 4.6.4.2 The City shall endeavour to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.
- 4.6.4.3 To ensure the integration of utilities in future subdivision designs, services shall be located in road rights-of-way, wherever feasible.
- 4.6.4.4 The City shall endeavour to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall be such that they shall have minimal detrimental effect on the use of land and enjoyment of property.
- 4.6.4.5 Electric power generation and supply facilities, including all works as defined in The Power Corporation Act (such as transmission lines, transformer stations and distributing stations), shall be permitted in any land use designation without an amendment to the plan, subject to satisfactory consultation with and the approval of the City in accordance with all the policies of this Plan, and provided that such development satisfies the provisions of the Environmental Assessment Act, including regulations made under the Act, and any other relevant statutes.
- 4.6.4.6 Electric power facilities including buildings not used directly for the generation and supply of power, shall comply with the other provisions of this Plan and the implementing by-law.

#### **4.6.5 SOLID AND LIQUID WASTE MANAGEMENT**

The Region of Peel is responsible for safely disposing of solid waste, generated by the area municipalities, while the latter are responsible for collecting and transporting this waste to waste disposal sites operated by the Region.

Brampton's waste is currently disposed of in the Britannia Sanitary Landfill Site in the City of Mississauga and at the energy from waste plant operated by the Peel Resource Recovery Incorporated on Bramalea Road south of Steeles Avenue. However, it is anticipated that the Region will require additional landfill areas at suitable locations beyond the urban area by 1996.

## **Objective**

To ensure efficient and economic local waste management that safeguards the physical and social health of the community.

To protect the supply of natural resources and energy, and to minimize the impact of solid waste disposal on the environment by optimizing the amount of resource recovery and recycling from solid waste.

## **Policies**

### **Solid Waste**

- 4.6.5.1 Collection and direct haul of residential waste to waste disposal sites operated by the Regional Municipality of Peel shall remain the responsibility of the City, with appropriate co-ordination in the context of the overall waste management system to be provided by the Region of Peel.
- 4.6.5.2 The City recognizes that the Region will endeavour to establish disposal and transfer facilities within the region to equitably serve the citizens of the Region in the most economical and environmentally acceptable manner available.
- 4.6.5.3 The City shall continue to encourage the Region of Peel to initiate resource recovery programs and provide resource recovery facilities, compatible with the financial means of the Region and available markets for recovered resources.
- 4.6.5.4 The City shall encourage organizations to recycle solid waste materials, and the City may undertake such activity itself when practicable and compatible with the overall waste management system of the Region.
- 4.6.5.5 The City shall also encourage any cost effective and practical programs to reduce the quantities of solid waste generated at source.

### **Sanitary Landfill Site**

- 4.6.5.6 The following criteria shall be used as constraints on the location of future Sanitary Landfill Sites:
  - (i) existing and designated urban areas and buffers necessary for their protection, as well as any proposed urban expansion areas endorsed by Council in subsequent Official Plan Review studies;
  - (ii) unsuitable hydrological conditions as identified in engineering studies;
  - (iii) the bird hazard zone, as defined by the Federal Department of Transport;

- (iv) hazardous lands, as delineated by the Ministry of Natural Resources in conjunction with the local Conservation Authorities;
- (v) major recreational open space areas, both privately owned and publicly owned;
- (vi) environmentally sensitive areas, as delineated by the local conservation authorities in conjunction with the Ministry of Natural Resources;
- (vii) the impact upon existing and potential agricultural uses;
- (viii) the social impact of a landfill site upon existing and proposed residential development; and,
- (ix) the impact on the City's existing and potential transportation network.

4.6.5.7 The City endorses the principle that new Sanitary Landfill Sites should be selected on the basis that each Area Municipality will in the long term, provide a share of the total land requirement for sanitary landfill sites for the Region of Peel, commensurate with the exigencies of economics, environmental consideration and general impact on the Area Municipalities.

4.6.5.8 The establishment of a new Sanitary Landfill Site and/or the expansion in area of an existing site shall require an amendment to this Plan and be subject to the regulations under the Environmental Assessment Act.

4.6.5.9 Sanitary Landfill Sites and the system of truck routes to such sites shall be planned, designated, operated and maintained in such a way as to ensure minimal adverse impact on adjacent land uses and the natural environment.

4.6.5.10 Sanitary Landfill Sites should be subject to an after-use landscape plan to be submitted and approved with reference to the Environmental Protection Act prior to commencing operations.

4.6.5.11 When Sanitary Landfill Sites have been terminated, they shall be rehabilitated to the satisfaction of the City and Region, and this rehabilitation should be undertaken in phases on a continuous basis in accordance with the approved after-use landscape plan, subject to the regulations of the Environmental Protection Act.

#### **Transfer Stations and Waste Processing Plants**

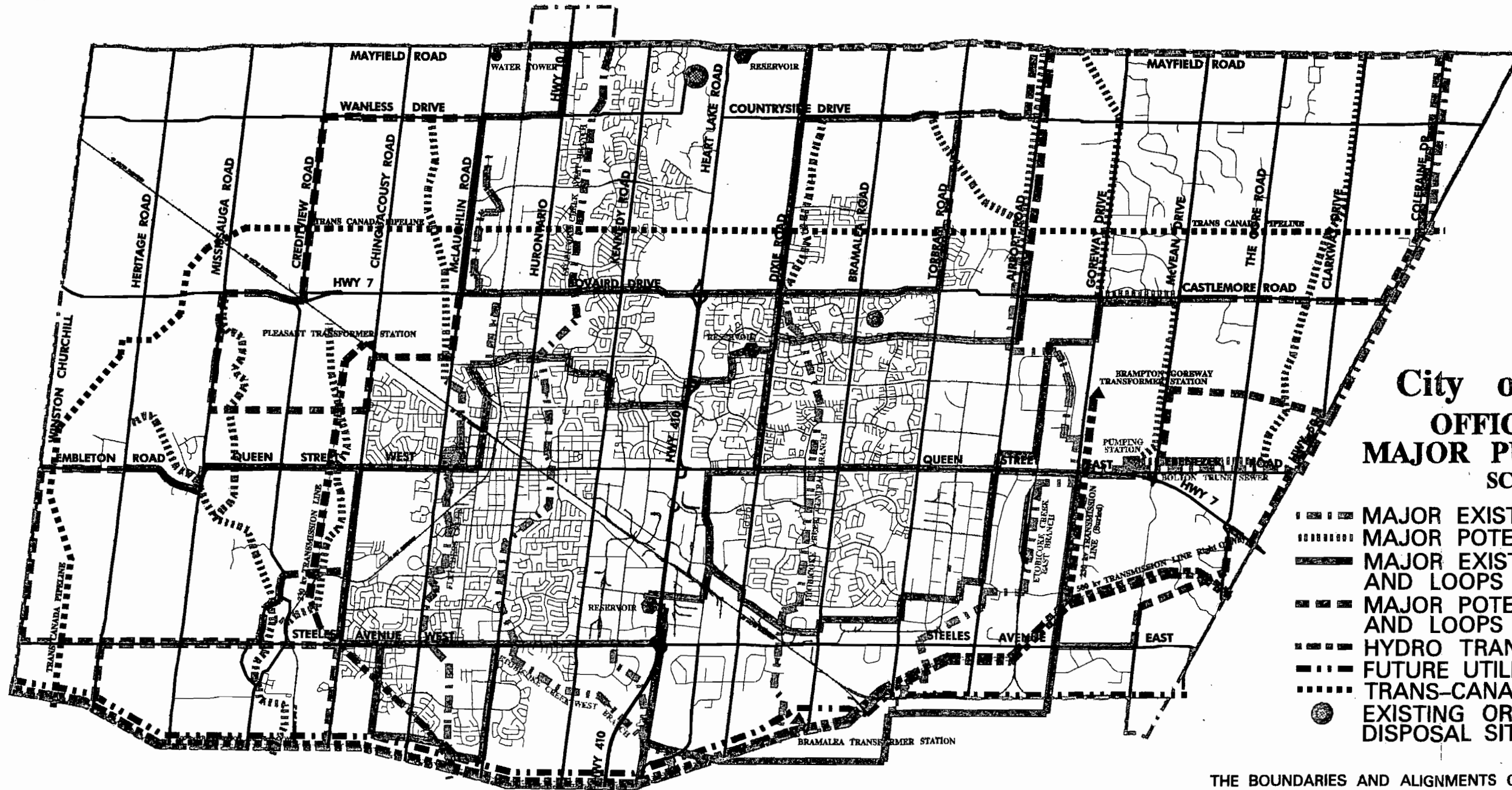
4.6.5.12 Transfer Stations and Waste Processing Plants shall be permitted uses on lands designated Business Industrial on Schedule "A" provided that such lands are also designated General Industrial in the relevant Secondary Plan, and shall also be permitted on approved Sanitary Landfill Sites, subject to the regulations of the Environmental Protection Act.

## **Liquid Waste**

- 4.6.5.13 No Hauled Sewage, Hauled Liquid Industrial Waste and/or Hazardous Waste shall be disposed of or handled at Sanitary Landfill Sites, Transfer Stations or Waste Processing Plants in Brampton unless approved by the Region and the City, in conformity with the Acts and Regulations of the Provincial and Federal Governments.

## **Development and Waste Disposal Sites**

- 4.6.5.14 Existing or former waste disposal sites including sanitary landfill sites are shown on Schedule "F". Proposed development on or near such sites can be adversely affected due to gas and leachate generated by decomposing wastes. In certain situations, gas can pose a threat of fire or explosion. The potential impact of waste disposal sites diminishes with distance.
- 4.6.5.15 Development on or near an existing or former waste disposal site is subject to:
- (i) receipt of written approval from the Ministry of the Environment indicated that the development satisfies the provisions of the Environmental Protection Act;
  - (ii) submission of an engineering study of gas, leachate and hydrogeology by a qualified engineer; and,
  - (iii) the construction and phasing of any development to ensure the control of any problems identified by the engineering study.

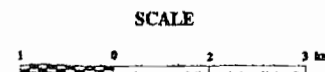


**City of Brampton  
OFFICIAL PLAN  
MAJOR PUBLIC UTILITIES  
SCHEDULE 'F'**

- MAJOR EXISTING SANITARY TRUNK SEWERS
- - - MAJOR POTENTIAL SANITARY TRUNK SEWERS
- MAJOR EXISTING WATERMAIN TRUNKS AND LOOPS
- - - MAJOR POTENTIAL WATERMAIN TRUNKS AND LOOPS
- HYDRO TRANSMISSION LINE
- - - FUTURE UTILITY CORRIDOR
- TRANS-CANADA GAS PIPELINE
- EXISTING OR FORMER WASTE DISPOSAL SITE

THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE ARE APPROXIMATE AND ARE NOT INTENDED TO BE SCALED. THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON, AND MUST BE READ IN CONJUNCTION WITH THE TEXT, AND OTHER SCHEDULES AND SECONDARY PLANS.

**DRAFT  
April 14, 1993**



## **SECTION 4.7: AGRICULTURE**

- 4.7.1          Agricultural Designations**
- 4.7.2          Specialty Agriculture**
- 4.7.3          Promotion of Agricultural Uses**
- 4.7.4          Environment**
- 4.7.5          Consents**
- 4.7.6          Phasing: Availability/Long Term  
Sustainability of Agricultural Land**
- 4.7.7          Site Specific Agricultural Designations**

## SECTION 4.7: AGRICULTURE

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### INTRODUCTION

Agriculture has traditionally played an important role in the Brampton economy. The majority of soils within the City boundaries are well suited for agricultural pursuits within an agricultural capability of Class 1 or 2 in the context of the Canada Land Inventory. However, a number of trends have indicated that agricultural pursuits are in decline: the number and size of farms are decreasing, the area of improved land and croplands is decreasing and the amount of rental land (and thus non-farm ownership) is increasing.

There are the remnants of a specialty crop community (orchards, fruits and vegetables) in the southwesterly section of the City in the vicinity of the Credit River Valley and Huttonville. The main concentration of remaining active specialty crop operations within the vicinity of Heritage and Embleton Roads are designated as Specialty Agriculture/Business Industrial Reserve on Schedule "A" to this Plan.

### 4.7.1 AGRICULTURAL DESIGNATIONS

#### Policies

4.7.1.1 The City shall interpret the Agricultural designations on Schedule "A" to include all agricultural activities and other low density, low intensity uses associated with conservation management, outdoor non-commercial recreation and natural resource education. Farm residences and limited non-farm related residences and mineral extraction operations will also be permitted subject to compliance with other considerations such as consent policies and the restricted area zoning by-law. Sanitary landfill sites and waste transfer stations will only be permitted by a specific amendment to this Plan.

4.7.1.2 A limited number of commercial and industrial uses will be recognized, but not designated as such, and permitted to continue in the area designated Agriculture by this Plan if, on 31 December, 1979,

- (i) the commercial or industrial use was an existing one, and
- (ii) either:
  - (a) the use is a legal non-conforming one,
  - or
  - (b) the land occupied by such use is appropriately zoned for the particular use made of the land.



4.7.1.3 The City may, in conjunction with extraction activities, permit such other uses as aggregate storage, facilities for crushing, washing or sorting, asphalt manufacture, concrete batching, clay products manufacturing and other directly related uses within a licensed extractive mineral area.

4.7.1.4 Development proposals within the Agricultural designation which are of an intensity that require urban water and sanitary services shall not be permitted.

#### **4.7.2 SPECIALTY AGRICULTURE/BUSINESS INDUSTRIAL RESERVE**

4.7.2.1 The City shall interpret the Specialty Agriculture/Business Industrial Reserve designation on Schedule "A" as lands reserved in the long term for business, industrial land uses, as set out in the applicable Secondary Plan. However, such lands will only be developed for business industrial uses when other employment lands within the Secondary Plan Area are substantially developed and occupied. The phasing principles of the agricultural section of this Plan shall apply to this reserve designation and may also be set out in the applicable Secondary Plan.

4.7.2.2 In the short to medium time frame, the use of the Specialty Agriculture/Business Industrial Reserve lands shall remain as Agriculture. For this purpose, Agriculture uses shall include all agricultural activities and farm related residences, in accordance with the policies of this Plan.

#### **4.7.3 PROMOTION OF AGRICULTURAL USES**

##### **Objective**

To promote, within areas having long term resource capabilities for agriculture, only agricultural uses, uses that may be appropriately integrated with agriculture, uses directly related to agriculture and uses necessary in close proximity to agriculture.

##### **Policies**

4.7.3.1 The City shall encourage the Provincial and Federal Governments to study and improve tax adjustments and incentive programs for genuine farm operations; to implement programs which increase farm returns, reduce farm costs, return idle land back into agricultural production and to establish stability and a long term investment horizon.

4.7.3.2 The City may, in recognition of the questionable economic sustainability of agriculture, consider measures to aid the farm industry such as permitting "farm occupations" within agricultural zones.

- 4.7.3.3 The City shall, where appropriate, permit the temporary erection of one mobile home, well screened from public rights-of-way, as a second dwelling unit on a genuine operating farm to accommodate related or unrelated farm help, if permitted by the zoning by-law. Mobile homes, on the above basis, shall be considered on individual merit and may be subject to the controls and regulations of a site-specific zoning by-law and/or site plan control.
- 4.7.3.4 The City shall consider accommodation for seasonal farm help on individual merit and may require application of the controls and regulations of a site-specific by-law and/or site plan control.
- 4.7.3.5 Except for those agricultural, residential and other uses exempted in the site plan control section of this Plan, development in areas designated Agriculture on Schedule "A" to this Plan shall be subject to site plan approval in accordance with Section 41 of the Planning Act, 1990.
- 4.7.3.6 The City shall, if utility and transportation corridors intrude on the Agricultural designation, retain as much as possible of the existing road network, while minimizing adverse impacts on farm units and households.
- 4.7.3.7 The City shall, in evaluating the establishment or expansion of both agricultural and non-agricultural uses within the Agricultural designation, consider the technical provisions of the Agricultural Code of Practice with respect to minimum distance separation (MDS) guidelines for/from livestock operations.

#### **4.7.4 ENVIRONMENT**

##### **Objective**

To maintain and enhance the environment through farm Best Management Practices such as soil conservation, pesticide reduction and manure handling systems that will assist in the improvement of environmental indicators such as water quality.

##### **Policies**

- 4.7.4.1 The City shall encourage the use of soil conservation and other farm management practices which result in the maintenance and enhancement of environmental indicators such as the quality of surface and ground waters.
- 4.7.4.2 The City may, if and when information is available to accurately direct controls for agricultural practices, implement regulations for farm management practices in the comprehensive zoning by-law or by other appropriate means which will be environmentally conscious yet minimize any negative impacts on the economic sustainability of agriculture.

## **4.7.5 CONSENTS**

### **Policies**

4.7.5.1 The City shall discourage land severances in areas designated Agricultural which are located outside of the urban use area as shown on Schedule "A" to achieve the following objectives:

- (i) preservation of good agricultural land, particularly agricultural lands identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability for agricultural pursuits;
- (ii) prevention of conflicts between agricultural activities and non-agricultural activities;
- (iii) preservation of the agricultural landscape; and,
- (iv) prevention of the pollution of ground and surface water.

4.7.5.2 The City shall request the local Field Representative of the Ministry of Agriculture and Food to apply the appropriate technical provisions of the Agricultural Code of Practice, as amended from time to time, when processing severance or variance applications associated with non-agricultural uses which are in proximity to a livestock operation. The City shall have due regard for the provisions of the Agricultural Code of Practice in the evaluation of a proposed consent to sever land in the proximity of a livestock operation.

4.7.5.3 The City shall, in considering severance applications for land in agricultural areas outside of the urban use area as shown on Schedule "A" and outside of the identified Estate Residential and Village Residential areas, have regard for the consent policies of this Plan. Consents may only be granted if the proposed lot is intended as a retirement lot for a farmer who has been farming for a substantial number of years and is retiring from active working life, or such lot is required to provide accommodation for full-time farm help whose work activity is primarily devoted to the farm operation and where the nature of the farm operation requires this help to be accommodated close to the farm.

## **4.7.6 PHASING: AVAILABILITY/LONG TERM SUSTAINABILITY OF AGRICULTURAL LAND**

### **Objective**

To ensure the availability of lands for agricultural activities and related uses over as long a term as is practicable.

## **Policies**

- 4.7.6.1 The City shall, through the orderly phasing of development in accordance with the policies of this Plan, endeavour to ensure that lands with high agricultural capability which are designated for urban uses remain available for agricultural purposes for as long as is practicable.
- 4.7.6.2 The City may require as a condition of secondary plan or subdivision approval that the development of lands be phased in such a manner that portions of a New Development Area with high agricultural capability remain available for agricultural purposes for as long as is practicable.
- 4.7.6.3 The City shall encourage developers of land within the urban use area, as shown on Schedule "A" to this Plan, to lease such lands to farms on a long term basis prior to the construction of urban uses.

## **4.7.7 SITE SPECIFIC AGRICULTURAL DESIGNATIONS**

The City shall permit a number of site-specific provisions on lands within the "Agricultural" designation as shown on Schedule "A" (identified by numbers) that are exceptions to the generality of the foregoing and the general intent and purpose of the Plan. It is not intended that these provisions be precedents for further non-agricultural development in the Agricultural land use designation. These specific locations are as follows:

### **SITE 5 (Concession 4, W.H.S., Part of Lot 14)**

The property outlined on Schedule A and identified with the number 5 may only be used for the purposes of agriculture and private recreation. A private recreation area shall include recreation facilities and accessory uses which are available to private club members and their guests.

## **Policies**

- 4.7.7.6 The private recreation area shall be developed in accordance with the following principles:
- (i) Structures shall be low density, low intensity in nature and shall be situated with regard to the rural character and natural landscape features.
  - (ii) The location of recreational activities shall have regard for any adjacent agricultural operations and separation distances from such activities will be in accordance with the Agricultural Code of Practice.

- (iii) The approval of the municipality, the Credit Valley Conservation Authority and the Ministry of Natural Resources will be required to straighten, change, direct or interfere in any way with the existing channel of a river, creek, stream or water course. Prior to the issuance of building permits, detailed site, grading and drainage plans shall be submitted for the approval of the Conservation Authority and the municipality.
- (iv) Provision shall be made for adequate landscaping, fencing and buffering to minimize the influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.
- (v) Activities and facilities that are likely to generate noise shall be located away from residences. The illumination of parking and recreation facilities shall be directed away from adjacent residences to minimize visual intrusion and glare upon residences.
- (vi) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of members and their guests. The design of the parking facilities shall have regard to the convenience of the users.
- (vii) Appropriate setback distances shall be imposed to permit the widening of Mississauga Road as may be required by the road authority having jurisdiction.
- (viii) The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

4.7.7.7 Notwithstanding the private recreation designation, an existing saw mill operation will be permitted to remain, provided that the size or capacity of the mill is not increased. The saw mill may be relocated to another site on the subject property without further amendment of this chapter but subject, at all times, to the development principles outlined in this policy.

## **SECTION 4.8: COMMUNITY SERVICES**

- 4.8.1 Community Services Designations**
- 4.8.2 Accessibility**
- 4.8.3 Special Needs Housing: Large Scale**
- 4.8.4 Health Care Facilities**
- 4.8.5 Educational Facilities**
- 4.8.6 Places of Worship**
- 4.8.7 Libraries**
- 4.8.8 Fire and Police Stations**
- 4.8.9 Day Care Centres**
- 4.8.10 Public Uses**

## **SECTION 4.8: COMMUNITY SERVICES**

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### **INTRODUCTION**

The term community services includes the range of social, recreational, educational and protective services that are provided for public benefit in a community. The Community Services designations and policies included in this Plan are derived from the City's general objectives for community services in the context of land use parameters such as the physical location of the facilities in which the services are provided.

The City has always demonstrated a strong commitment to the provision of community services as is evidenced in its leadership role in the provision of affordable and special needs housing, and its exceptional parks and recreation programming. However, during the significant growth of the 1970 - 1990 period, the City has experienced severe community services shortfalls in areas of significant provincial responsibility such as hospital services and schools.

In response, the City has recognized the benefits of the "Healthy Community" concept, which reinforces the need for the basic community services that must be present to ensure a sustainable and socially satisfying environment. The Strategic Plan reflects the City's renewed commitment to community services in the following goals:

- o A Healthy Community: To provide facilities and wellness services to ensure a healthy community; and,
- o A Learning Community: To enhance the quality of life, productivity and educational levels in Brampton.

The Community Services section will address the "Healthy Community" concept as it affects the provision and location of public service facilities. Other aspects of the "Healthy Community" concept such as affordable housing and transit will be addressed in the respective land use and infrastructure sections.

The community services needs of the Brampton community are identified and served by a variety of agents. For example, the Federal Government is responsible for Health and Welfare, the Provincial Government is responsible for education, the Regional Government is responsible for Police Services and the City is responsible for Fire, Parks and Recreation, Libraries and Transit Services. The City recognizes that the effective provision of Community Service Facilities requires partnership, consultation, co-ordination and co-operation amongst a variety of levels of government and other public, non-profit and private sector agencies.

## **4.8.1 COMMUNITY SERVICES DESIGNATIONS**

### **Objectives**

To ensure the effective allocation and integration of community services throughout the City in accordance with identified need.

To recognize the "Healthy Community" concept in the allocation of community services uses to facilitate, in conjunction with the general intent of this Plan, an enhanced quality of life for Brampton residents.

To encourage and support a partnership with all community service providers to work towards the effective and efficient allocation of community services and for related activities including the development of a Community Services Plan and public awareness programs.

To identify and monitor, in conjunction with the appropriate service providers, the community service needs of Brampton for use in the Secondary Planning and Development Review processes.

To encourage the concentration of compatible community services into neighbourhood and district centres which are accessible by public transportation to promote greater efficiency and convenience.

### **Policies**

- 4.8.1.1 The City shall interpret the Community Services designations as shown on Schedule "A" to include major institutional uses such as hospitals, correctional institutions and associated facilities, colleges, universities, and major public, religious, military and cultural buildings, recreation facilities, libraries and fire stations. Smaller scale community services uses shall be permitted as complementary uses within all relevant designations provided that such uses are specifically designated in the appropriate Secondary Plan, and may include service clubs and residential care facilities for more than 10 persons.
- 4.8.1.2 The City may permit secondary uses in large community services areas so long as they do not detract from development of the area for the main permitted use. These may include residential and convenience commercial uses which directly serve or are complementary to the primary use.
- 4.8.1.3 The City shall, through the secondary planning process, identify the specific type of major community services uses as designated on Schedule "A" of this Plan, and shall also identify those specific minor community services uses to be permitted within other designations of the Secondary Plan, such as libraries and schools, together with certain use restrictions related thereto.



- 4.8.1.4 The City shall generally require that the alternative use of unutilized small scale community services uses designated in Secondary Plans process be deemed to be Low Density Residential for purposes of land value determination.
- 4.8.1.5 The City shall permit Residential Care Facilities for more than 10 persons within the major Community Services designations indicated on Schedule "A" in accordance with the general policies of this Plan and also within the Residential designation of this Plan provided that such use has been designated in the relevant Secondary Plan.
- 4.8.1.6 Development for community services purposes shall be subject to Site Plan Approval in accordance with Section 41 of the Planning Act.
- 4.8.1.7 The City shall, in considering appropriate locations for Community Services, have regard for the following principles:
- (i) convenient access to at least one arterial or collector road;
  - (ii) access to public transit where appropriate;
  - (iii) integration with the host neighbourhood; and,
  - (iv) access to municipal water and sewage disposal.

## **4.8.2 ACCESSIBILITY**

### **Objective**

The City shall ensure that all Community Services buildings are accessible to all members of the community.

### **Policies**

- 4.8.2.1 The City shall endeavour to ensure that all new public buildings shall be accessible to the physically challenged and shall promote the adaptation of existing public buildings to make entrances, amenities and services accessible where feasible.
- 4.8.2.2 The City shall encourage the identification with the International Symbol of Access of all Community Services buildings and amenities which are accessible to the physically challenged.

### **4.8.3 SPECIAL NEEDS HOUSING: Large Scale**

#### **Objective**

To accommodate the provision of large scale Special Needs Housing in appropriate locations throughout the City.

#### **Policies**

##### **Retirement Homes**

4.8.3.1 The City shall permit Retirement Homes to be located in any area designated Community Services by the Official Plan, subject to the following provisions:

- (i) the retirement home shall comply with all licensing and zoning requirements set out in the City's by-laws;
- (ii) in determining the suitability for a site for use as a retirement home, due regard shall given to:
  - (a) the accessibility of the premises to public transportation, shopping facilities, churches, libraries, public parks and other community service facilities;
  - (b) adequate vehicular ingress/egress and on-site parking;
  - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
  - (d) siting and landscaping to minimize any adverse impact on adjacent uses;
  - (e) appropriate integration of the proposed use with adjacent uses and the host neighbourhood; and,
  - (f) access to municipal water and sanitary waste.

### **4.8.4 HEALTH CARE FACILITIES**

#### **Objective**

To encourage the provision of adequate health care services accessible to all members of the community.

## **Policies**

- 4.8.4.1 The City shall, in conjunction with the Region of Peel, pursue provincial funding for a second major hospital facility for Brampton to be located on the site designated Community Services on Schedule "A" abutting Bramalea Road and Bovaird Drive.
- 4.8.4.2 The City shall encourage and support the establishment of facilities that provide a comprehensive range of health care services within existing and new communities in locations accessible by public transportation.
- 4.8.4.3 The City shall support, in conjunction with the Peel Health Council, the establishment and expansion of private and public ambulatory care centres in Brampton.

## **4.8.5 EDUCATIONAL FACILITIES**

### **Objective**

To provide for the efficient allocation of education facilities throughout the City in accordance with identified need.

To promote the establishment of post-secondary institutions such as a satellite university campus at appropriate locations in the City.

## **Policies**

### **Schools**

- 4.8.5.1 The City shall permit school sites and ancillary uses within the Residential, Economic Base designations of this Plan, provided that they are specifically designated for the purpose in the appropriate Secondary Plan, and also shall permit such uses within major Community Services designations.
- 4.8.5.2 The City shall, in the case of a proposed shift in the location of such Secondary Plan designated school sites at the subdivision design stage, ensure that such changes be of a minor nature or designed to improve the centrality of the school site relative to its intended service area or to improve its overall functionality in some other respect.
- 4.8.5.3 The City shall, in the Secondary Planning process, ensure that school sites are to be designated in Secondary Plans for a specific School Board and for a specific grade category to establish a priority claim and use for each site. Notwithstanding the preceding, a school site designation may be used for a different category of school or by the other school board, rather than the designated board, if the latter should declare its intention not to use the site.

- 4.8.5.4 The City shall, in reviewing subdivision plans, ensure that each Secondary Plan designated school site is identified with a shape, size and frontage that conforms with the standards of the appropriate school board.
- 4.8.5.5 The City shall, in the Secondary Planning process, ensure that school site designations generally abut appropriate scale active parkland designations to allow for effective shared use of joint facilities. The detailed arrangement of school and park sites at the subdivision stage shall also respect these shared use and joint use objectives.
- 4.8.5.6 The City reserves the right to acquire all or a portion of any such designated school sites that are not required by either board prior to their release for residential purposes so that such lands can be used to maintain an identified open space network or provide some of the recreation facilities that would otherwise have been provided on these designated school sites.
- 4.8.5.7 The City shall, prior to draft approval of any related subdivision plans, ensure that either a conventional Master School Agreement or a Special School Levy, or other mechanism satisfactory to the school boards is in place to guarantee that the school sites designated in a Secondary Plan will be provided in the general locations indicated.

#### **Satellite University Campus**

- 4.8.5.9 The City shall encourage the development of a satellite university campus in the City within an appropriate designation or through an Official Plan Amendment, to provide residents of Brampton an opportunity to remain close to home while furthering their education and so that such a facility can serve as an asset to increase the cohesiveness within the City of Brampton.

#### **Public Recreation Facilities**

The City shall endeavour to provide indoor and outdoor recreational facilities to meet the leisure needs of all residents to ensure physical, creative, social and intellectual opportunities through the provision of facilities and programs in accordance with the Parks and Recreation Master Plan and all other relevant documents.

#### **4.8.6 PLACES OF WORSHIP**

##### **Objective**

To ensure the efficient allocation of Places of Worship sites throughout the City in accordance with identified need.

## **Policies**

- 4.8.6.1 The City shall assemble and maintain an inventory of existing and proposed Places of Worship with the assistance and advise of the Interchurch Regional Planning Association, and related coordination organizations or individual denominations to assist in planning the distribution of places of worship and the designation of Worship Reserve sites in Secondary Plans.
- 4.8.6.2 The City shall, in the Secondary Planning process, encourage developers, individual worship denominations, the Interchurch Regional Planning Association and similar worship organizations to collaborate and negotiate with each other at the earliest possible stage.
- 4.8.6.3 The City shall, in the Secondary Planning process, ensure the designation of an appropriate number of Worship Reserve sites pursuant to the advice of the Interchurch Regional Planning Association and various other worship organizations and denominations.
- 4.8.6.4 The City shall, in the Secondary Planning process, distribute the required Worship Reserve sites equitably within the study area to the extent practicable.
- 4.8.6.5 The City shall, in the Secondary Planning process, encourage the assignment of reasonable rights of first refusal to the denomination that first establishes a preference for a Worship Reserve site through the co-ordinated efforts of the Interchurch Regional Planning Association or similar organizations or by other means.
- 4.8.6.6 The City shall require that Worship Reserve sites be included in the appropriate subdivision plans and shall be retained for acquisition and eventual use as Places of Worship for a period of 5 years after subdivision plan registration. If such Worship Reserve sites are not acquired within the stated five year period, consider the redesignation of the affected lands to Low Density Residential uses in the appropriate Secondary Plan.
- 4.8.6.7 The City shall, in the review of subdivision plans, require subdividers to indicate, at the time of draft plan approval, how the arrangement of the road system and lotting in the vicinity of a Worship Reserve site can be efficiently extended or modified (in conformity with all City standards and guidelines) if required to efficiently use the Worship Reserve site for Low Density Residential uses.
- 4.8.6.8 The City shall, in the review of subdivision plans, require subdividers to post a suitable sign on the Worship Reserve sites indicating that they may be used for Places of Worship or alternately for Low Density Residential uses.

#### **4.8.7 LIBRARIES**

##### **Objective**

To support a library system which includes both a resource library servicing the City as a whole, and a number of district or community libraries at the local level in accordance with identified need.

##### **Policies**

- 4.8.7.1 The City shall encourage Library uses to generally be incorporated into multi-functional building complexes such as retail plazas or community recreation centres, or to be located in proximity to other compatible community service or Community Services functions so as to optimize municipal investments, to share facilities (i.e. parking), to conserve energy and to provide a community focus.
- 4.8.7.2 The City shall require that all commercial centre, Community Services or other designations that incorporate a Library designation in a Secondary Plan shall be sized at the subdivision stage to determine the land and building area to be occupied by these library branches so that land or rental cost to the Library Board can be based on the value of the displaced Low Density Residential uses.

#### **4.8.8 FIRE AND POLICE STATIONS**

##### **Objective**

To ensure the efficient and effective allocation of Fire and Police Station sites throughout the City, in consultation with the Region of Peel Police and the Brampton Fire Department in accordance with identified need.

##### **Policies**

- 4.8.8.1 The City shall, in the Secondary Planning process, have regard for the following site development and locational guidelines for Fire or Police Station designations:
- (i) convenient access to arterial roads; and,
  - (ii) compatibility with the surrounding area, appropriate landscaping, and adequate screening from residential buildings.
- 4.8.8.2 The City shall, in the determination of Fire Station locations, also have regard for the recommendations of the 1983 "Fire Station Location Study" adopted by Council, or shall consult the recommendations of any subsequent Fire Station Location Update Study.

4.8.8.3 The City shall, in the Secondary Planning process, identify appropriate locations for Police Stations based on the requirements of the Peel Regional Police.

#### **4.8.9 DAY CARE CENTRES**

##### **Objectives**

To encourage the establishment of Day Care Centres at appropriate locations throughout the City.

##### **Policies**

4.8.9.1 The City shall encourage the location of Day Care Centres on new elementary school sites to be provided by the school boards, recognizing that such centres will generally not be operated by the school boards themselves.

4.8.9.2 The City shall also permit Day Care Centres within a place of worship or other place of public assembly, an apartment building or a multiple housing project, subject to provincial licensing policies of the Ministry of Community and Social Services.

#### **4.8.10 PUBLIC USES**

##### **Objectives**

To ensure the efficient allocation of Public Uses, such as community centres, throughout the City in accordance with identified need.

##### **Policies**

4.8.10.1 The City shall make provisions for the following public uses within the Community Services designations indicated on Schedule "A" provided such uses are more specifically designated in the appropriate Secondary Plan:

- o recreation centre facilities;
- o court house;
- o municipal office;
- o municipal water reservoir or filtration plant, sewage treatment plant, public health centre or other similar municipal structure;
- o municipal yards;
- o public recreational or cultural facility; and,
- o public utility installation.

## **SECTION 4.9: HERITAGE**

- 4.9.1          General Heritage Policies**
- 4.9.2          Heritage Structures**
- 4.9.3          Heritage Conservation Districts**
- 4.9.4          Archaeological Sites and Resources**
- 4.9.5          Implementation**



## **4.9:**

## **HERITAGE**

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The City of Brampton has inherited a rich legacy of heritage resources. Heritage resources are defined as structures, sites, environments, artifacts and traditions which are of historical, architectural or archaeological value, significance or interest. These include, but are not necessarily restricted to, structures such as buildings, groups of buildings, monuments, bridges, fences and gates; sites associated with a historic event; environments such as landscapes, streetscapes, parks, scenic roadways and historic corridors; artifacts and assemblages from an archaeological site or a museum; and traditions reflecting the social, cultural or ethnic heritage of the community.

The preservation of Brampton's heritage is important for many reasons. Heritage resources are non-renewable, and once lost, can never be regained. A well preserved heritage contributes to a sense of permanence and continuity. The preservation of heritage resources also provides a vital link with the past and a foundation for planning the future.

Heritage planning is the responsibility of both the Provincial Government, through the Ministry of Culture and Communications, and the City of Brampton. A citizens advisory committee, known as the Brampton Heritage Board, has been established to advise City Council on all matters pertaining to heritage. The legislative basis to protect heritage resources is established by a number of Provincial Statutes including the Ontario Heritage Act and the Planning Act.

### **4.9.1 GENERAL HERITAGE POLICIES**

#### **Objectives**

To protect and conserve heritage resources in Brampton.

To manage heritage resources in a manner which perpetuates their functional use while maintaining their heritage value and benefit.

To integrate the principles and practices of heritage planning into the City of Brampton's planning process and decision making activity.

To increase community awareness of and appreciation for Brampton's heritage.

#### **Policies**

4.9.1.1 The City shall encourage the identification, protection, maintenance, restoration and enhancement of heritage resources.

4.9.1.2 The City shall, wherever possible, discourage and prevent the demolition, destruction, inappropriate alteration or use of heritage resources.

- 4.9.1.3 The City shall encourage the maintenance of heritage resources in a manner that prevents deterioration and protects the heritage qualities of the resource.
- 4.9.1.4 The City may participate in programs of other agencies that are intended to conserve, restore, protect or otherwise assist in the management of heritage resources.
- 4.9.1.5 The City shall encourage all new development permitted by the land-use policies and designations of this Plan to have regard for heritage resources and, incorporate these resources into any plans which may be prepared for such new development, where appropriate and possible.
- 4.9.1.6 The City shall encourage all new development to be accommodated in a manner which preserves and enhances the character of the context in which heritage resources are situated.
- 4.9.1.7 The City shall, in securing road extensions and carrying out necessary road improvements, including realignments and road widening, consider the impact on heritage resources.
- 4.9.1.8 The City shall encourage local utility companies to place related facilities in locations which do not have a negative impact on the integrity of heritage resources.
- 4.9.1.9 The City shall establish a citizens advisory committee(s) to advise City Council on all matters associated with the identification, conservation, protection and preservation of heritage resources in Brampton.
- 4.9.1.10 The City shall actively promote heritage preservation and initiate or support those promotional or educational programs intended to increase community awareness and appreciation of Brampton's heritage.
- 4.9.1.11 The City may accommodate research into and documentation of Brampton's heritage resources and identify methods for their preservation and enhancement.
- 4.9.1.12 The City shall encourage the documentation of heritage resources which are to be demolished or significantly altered for archival purposes.
- 4.9.1.13 The City shall review and update heritage policies, plans and programs as appropriate and practicable.

## **4.9.2 HERITAGE STRUCTURES**

There are a number of heritage structures of historical or architectural value/interest within the City of Brampton. A structure may have an historical association with a well known event, person or group. Some structures are considered to be a landmark of special value because they contribute to the identity of the community. Structures may be distinctive because of their architectural style, the period or method of construction, or it may be the work of an important builder or designer. The condition of a structure can also be important, especially if a substantial portion is remaining original materials and workmanship. Designation of heritage structures affords protection and supports the continuing maintenance, conservation and restoration of significant historical and architectural structures. The City of Brampton currently has more than 20 designated structures.

### **Objective**

To identify, protect and conserve heritage structures of historical and/or architectural significance within the City of Brampton.

### **Policies**

- 4.9.2.1 The City shall, in consultation with its citizen advisory committee for heritage, designate appropriate structures in accordance with the Heritage Act.
- 4.9.2.2 The City shall maintain a register of all structures designated pursuant to the Heritage Act.
- 4.9.2.3 The City shall maintain an inventory of heritage structures which may be considered for designation because of their architectural, historical and contextual interest or value.
- 4.9.2.4 The City may limit the demolition or alteration of designated and listed structures in accordance with the requirements of the City and the Heritage Act.
- 4.9.2.5 The City shall attempt to determine the feasibility of rehabilitation and reuse versus demolition when considering applications to demolish heritage structures.
- 4.9.2.6 The City shall encourage heritage structures to be maintained in a manner that prevents deterioration and protects the heritage qualities of the property as appropriate.
- 4.9.2.7 The City shall consider modifying its property standards, as appropriate, to meet the needs of preserving heritage structures.

4.9.2.8 The City may request the preparation of a Heritage Impact Statement when any construction, development or property alteration might adversely effect a listed or designated property, or a property adjacent to such a property.

### 4.9.3 HERITAGE CONSERVATION DISTRICTS

Within the City of Brampton there are areas of heritage interest. The area may be built-up and contain a grouping of buildings or structures that reflect an aspect of local history, have a unique character or are of architectural value. The area may also be rural and include an environment that should be preserved because of its historic or scenic significance. City Council recognizes designation of an area enables the protection of the heritage of a district, while at the same time allowing for compatible new development. In 1990 the Village of Churchville became Brampton's first Heritage Conservation District.

#### Objective

To identify, protect and conserve areas or districts of unique character within the City of Brampton.

#### Policies

4.9.3.1 The City shall, in consultation with its citizen advisory committee for heritage, designate Heritage Conservation Districts in accordance with the Heritage Act.

4.9.3.2 Prior to the designation of a Heritage Conservation District, the City shall:

- (i) pass a by-law defining an area to be examined for future designation;
- (ii) prepare and adopt a plan for the area which will delineate the boundaries of the area designated, explain the reason for the designation and provide guidelines for the purpose of managing change to the area; and,
- (iii) encourage public participation in the preparation of the district plan.

4.9.3.3 The City shall encourage the establishment of an advisory committee for a Heritage Conservation District that will advise City Council on matters pertaining to the area and provide advice on the implementation of the applicable district plan.

- 4.9.3.4 The City may prohibit the demolition, alteration or erection of elements within a Heritage Conservation District, except in accordance with the requirements of the City, the Conservation District Plan and the Ontario Heritage Act.
- 4.9.3.5 The City shall encourage public works and landscaping undertaken within a designated district to maintain or enhance existing roads and streetscapes and that proposed changes respect and are complementary to the identified heritage character of the district.
- 4.9.3.6 The City shall encourage property owners located within a Heritage Conservation District to maintain and repair heritage structures and seek government grants and loans for eligible conservation work.
- 4.9.3.7 The City may request the preparation of a Heritage Impact Statement when applications are submitted for development within a Heritage Conservation District.

#### **4.9.4 ARCHAEOLOGICAL SITES AND RESOURCES**

Archaeology is the study of the physical remains of prehistoric and early historic activities, or events. Archaeological sites are defined as locations or places where the remains of past human activity are found. These physical remains, or archaeological resources, are usually hidden from view and may occur on or below the surface of the land and below water. Archaeological resources may include items such as tools, weapons, building materials, art objects and human or animal remains. Within the City of Brampton there are known, and there may be unknown, archaeological sites and resources of prehistoric and historic habitation requiring protection and conservation.

##### **Objective**

To identify, protect and conserve archaeological sites and resources within the City of Brampton.

##### **Policies**

- 4.9.4.1 The City shall co-operate with the Provincial Government to designate Archaeological Sites in accordance with the Ontario Heritage Act.
- 4.9.4.2 The City may attempt to limit the alteration or disturbance of an archaeological site except in accordance with the requirements of the Heritage Act, the Provincial Government and the City.

- 4.9.4.3 Prior to the possible development or alteration of an archaeological site, an owner or agency may be required to carry out an archaeological assessment in accordance with the guidelines set by the Provincial Government.
- 4.9.4.4 The City shall ensure, in considering any required approvals for the alteration or development of an archaeological site, the proposed impacts upon the site be minimized and wherever possible archaeological resources are integrated into the proposed development.
- 4.9.4.5 The City shall encourage, when archaeological resources are identified in an archaeological assessment, suitable provisions be made by the proponent to protect, salvage, or otherwise conserve the resources.
- 4.9.4.6 The City may attempt to regulate the removal of archaeological resources from an archaeological site in accordance with the requirements of the Heritage Act, the Provincial Government and the City.
- 4.9.4.7 The City shall encourage the proper care, maintenance and storage of archaeological resources recovered from within the City of Brampton.
- 4.9.4.8 The City may, in consultation with the Region of Peel Museum, accept donations of significant archaeological resources found on private land.
- 4.9.4.9 The City shall encourage the use of proper archaeological methods and techniques in the survey and excavation of archaeological sites and in the treatment and disposition of archaeological resources.
- 4.9.4.10 The City shall encourage the preparation of an Archaeological Master Plan which will identify and map known archaeological sites, as well as lands that have the potential for the discovery of archaeological resources.

## **4.9.5 IMPLEMENTATION**

### **Objective**

To utilize available means and methods to protect and conserve Brampton's heritage as appropriate.

### **Policies**

- 4.9.5.1 The City shall consider relevant provincial legislation, particularly the provisions of the Ontario Heritage Act, the Planning Act and the Municipal Act, in the context of implementing the heritage policies of this Official Plan.

- 4.9.5.2 The City may use, where possible and appropriate, zoning by-law provisions for the protection of heritage resources by regulating such matters as use, bulk, form, location and setbacks.
- 4.9.5.3 The City may use, where possible and appropriate, the site plan control by-law for the protection of heritage resources by ensuring that new development is compatible with heritage resources.
- 4.9.5.4 The City may use, where appropriate and feasible, parkland dedication requirements for the conservation of significant heritage resources.
- 4.9.5.5 The City may require the preparation of a Heritage Impact Assessment when development proposals may affect a heritage resource.
- 4.9.5.6 The City may exercise its legislative authority to control the demolition of heritage structures by establishing through by-laws an area of Demolition Control which would prohibit any person from demolishing the whole or any part of a property in a designated area.
- 4.9.5.7 The City may acquire heritage easements, apply restrictive covenants and enter into development agreements, as appropriate, for the preservation of heritage resources.
- 4.9.5.8 The City may consider, in accordance with the Expropriations Act, expropriating a heritage resource for the purpose of preserving it where other protection options are not adequate or available.
- 4.9.5.9 The City may utilize available government or non-government funding assistance programs to assist in the implementation of the heritage policies of this Plan.
- 4.9.5.10 The City shall encourage heritage structures to be maintained in a manner that prevents deterioration and protects the heritage qualities of the property.
- 4.9.5.11 The City shall consider modifying its property standards, as appropriate, to meet the needs of preserving heritage structures.
- 4.9.5.12 The City shall encourage designated and listed property owners to maintain and repair heritage structures and seek appropriate government grants and loans for eligible conservation work.
- 4.9.5.13 The City shall encourage programs for the maintenance and enhancement of heritage structures and will seek assistance from other levels of government to realize these programs.
- 4.9.5.14 The City shall encourage the integration and enhancement of heritage structures in planning and designing neighbouring buildings and land uses.

4.9.5.15

The City shall request the preparation of a Heritage Impact Statement when any construction, development or property alteration might adversely effect a listed or designated property, or a property adjacent to such a property.



## **SECTION 4.10: URBAN FORM**

- 4.10.1 Overall Urban Form Principles**
- 4.10.2 Element Specific Design Principles**
- 4.10.3 Other Design Elements**
- 4.10.4 Implementation**

## **SECTION 4.10: URBAN FORM**

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### **INTRODUCTION**

The City of Brampton is taking a leadership role toward the creation of a high quality physical environment. The City is committed to a dynamic partnership with the development community to achieve a distinctive physical environment that expresses our image as a major urban centre.

Renewed community interest in the physical environment was strongly reflected in the Strategic Plan with the establishment of the "liveable and environmentally responsible communities" goal stream and the following key objective:

"To utilize, manage and conserve our resources in a pro-active way to achieve an attractive built and natural environment."

The built environment of a city is identified with its tangible elements: the organization and character of streets, parks, squares and particularly with the nature of the buildings that enclose these important public places. Urban Form policies deal with the relationships between public places and their surrounding built edges.

The policies in this Plan are intended to serve as an overall guide for the development of a high quality built environment in Brampton. It is intended that the secondary planning, tertiary planning, subdivision approval and site plan processes will serve to interpret the overall urban form guidelines of this Plan in a more detailed and area specific manner.

#### 4.10.1

### OVERALL URBAN FORM PRINCIPLES

It is necessary to establish overall urban form principles to set the basic parameters for all future city design strategies, plans, policies and programs. To this end, the city design principles below appear in their most basic form, to allow for flexible interpretations without the need for amendments to this Plan.

#### Objective

To establish overall urban form principles for Brampton to serve as the basis for guiding the development of a high quality physical environment.

#### Policies

4.10.1.1 The City shall encourage all physical development in Brampton to reflect the following set of urban form principles or combinations thereof:

- (i) **Coherence:** Physical development which contributes to an overall hierarchy of distinctive districts, nodes and corridors and which enhances the specific character of its immediate neighbourhood.
- (ii) **Diversity:** The effective use of contrast in physical development which is set apart from its immediate physical context, provided that the intent is not to achieve more commercial visibility than its immediate neighbours.
- (iii) **Open Space:** Physical development which contributes additional accessible open space to the City's open space network and which provides access to significant natural features or to existing public open space.
- (iv) **Preservation:** The preservation of significant elements of the physical environment and ensure their successful integration into redevelopment projects.
- (v) **Scale:** Physical development which utilizes spatial definition techniques to emphasize and reinforce a pedestrian scale orientation.
- (vi) **Enhancement:** Physical development which makes existing streets and neighbourhoods more attractive including, but not limited to, landscaping, facade improvements, pedestrian amenities, public art and signage techniques.
- (vii) **Circulation:** Development which supports public transit, pedestrian and bicycle transportation in conjunction with the efficient accommodation of private automobiles.

- (viii) **Safety:** Physical development which strives to reduce the incidence and fear of crime through the proper design and effective use of the physical environment.
- (ix) **Human Services:** City design strategies, plans, policies and programs that pertain to the effective and efficient provision of human services.
- (x) **Ecological Environment:** Physical development which incorporates features to reduce its potential environmental impacts on the quality of our water, air and soils and on non-renewable natural resources.
- (xi) **Sustainability:** High quality physical development which makes the best use of our diminishing land resources, taking into account anticipated long term social needs and our projected ability to maintain the new buildings, landscapes, and infrastructure.
- (xii) **Land Use Compatibility:** The arrangement of contiguous land uses which minimizes the need for visual, acoustical and ecological buffers.

#### **4.10.2 ELEMENT SPECIFIC DESIGN PRINCIPLES**

The following policies promote the identification and enhancement of site specific design elements through the secondary plan, subdivision plan and site plan processes. The City's intent is to permit reasonable flexibility in considering the role of site specific design elements, within the context of the overall city design principles, without the need to frequently amend this Plan.

##### **Objective**

To encourage the enhancement of existing and proposed site specific elements of city structure in accordance with the established overall city design principles.

##### **Policies**

4.10.2.1 The City may, in considering all forms and scales of development, require the identification and enhancement of any combination of the following specific design elements:

- (i) **Areas of Special Identity:** Areas of Special Identity are areas and streets which are significant for the City as a whole by virtue of their unique and special architectural or landscape character, civic, historic or public role. These areas will often project the dominant character of the corridor, node or district in which they are located.

- (ii) **Gateways:** Gateways are sites which are notable within the City as a whole because they form perceptual entry points into the City at visually prominent locations, are intersections of major streets, form part of landmark precinct and/or have historic importance. The manner in which they are developed or treated enhances or detracts from the City's general character and image.
- (iii) **Landmarks:** Landmarks area identified on the basis of their existing/potential symbolic significance, their prominent positions in the City pattern, or a combination of these factors. Preservation and enhancement will be critical for those features that are currently deemed to be of landmark value, where as more flexibility will be available for those sites which have the potential to reach this status, usually on the basis of their locational characteristics.
- (iv) **Open Space and Natural Features:** Open Space and Natural Features may be identified for the purpose of encouraging public use and enjoyment of such natural features where appropriate, by improving views to them, and by creating or improving pedestrian and cycle access at points of connection between natural features and City streets, in accordance with the Open Space and Environmental Management sections of this Plan.
- (v) **Views and Vistas:** Views and Vistas are significant visual compositions of important public or historic buildings, open spaces, natural features, landmarks, and skylines which enhance or punctuate the overall physical character of an area. "Views" are generally panoramic in nature while the term "vista" usually refers to a strong individual feature often framed by it's surroundings.
- (vi) **Public Art:** Appropriate sites may be identified for the placement of appropriate public art to enhance the overall quality of community life in a manner which humanizes the physical environment, which fosters growth of a culturally informed public, and which heightens city-image and identity.

- 4.10.2.2 The City shall, in considering all forms and scales of development, encourage physical development which reflects the overall city design principles in combination with the enhancement of any site specific design elements.
- 4.10.2.3 The City shall further identify site specific design elements in the secondary planning and district design planning processes, with the particular characteristics of the element that the City wishes to reinforce appropriately described.
- 4.10.2.4 The City shall provide opportunities for connection between natural features and city streets, and shall encourage special landscape treatments and/or features such as stairways and bridges to enhance access.

- 4.10.2.5 The City shall strive to guide development surrounding open spaces to ensure that:
- (i) community identity and attractive visual features are enhanced by exposure to views;
  - (ii) open spaces are accorded prominent locations on the street frontages;
  - (iii) developments abutting parks and thereby forming park edges are to be designed complementary to the open space character; and,
  - (iv) streets function as safe, comfortable and attractive linkages for walking, jogging and cycling.

### **4.10.3 OTHER DESIGN CONSIDERATIONS**

#### **Signage**

- 4.10.3.1 The City shall encourage the design and provision of signage which balances the requirements for the form and identify associated with the particular use with the need to complement and enliven the contiguous streetscape.
- 4.10.3.2 The City shall, through the secondary and tertiary planning processes, encourage the development of signage guidelines for specific areas in accordance with the overall design scheme and the applicable City sign By-laws.
- 4.10.3.3 The City shall, where the size and complexity of a proposed site plan or subdivision plan warrants, require the applicant to submit a plan indicating the type and placement of all proposed commercial identification features, entrance features and other optional signage.

#### **Parking**

- 4.10.3.4 The City shall encourage the provision of a high level of aesthetic and pedestrian amenity within physical development which provides sufficient space for simple functional vehicular circulation and parking in accordance with Brampton standards.
- 4.10.3.5 The City shall encourage parking areas to be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement.
- 4.10.3.6 The City shall, where practicable, encourage the location of parking areas to the rear of buildings and in other areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of extensive planting and fencing.

## **Roofscapes**

- 4.10.3.7 The City shall, where rooftops are visible from surrounding buildings or infrastructure such as Highway 410, encourage the location of mechanical and other equipment on rooftops to be concealed in a manner complementary to the primary rooftop material as practicable.

## **Utilities**

- 4.10.3.8 The City shall, in co-operation with Brampton Hydro, give high priority to the placement of electrical utilities underground throughout the City and in particular along arterial roads. The underground placement of electrical utilities will be required in residential subdivisions and developers will also be encouraged to provide a similar standard in industrial subdivisions.
- 4.10.3.9 The City shall encourage all commercial revitalization and gateway development programs to include visual assessments of overhead utilities where applicable and to incorporate strategies for underground placement.
- 4.10.3.10 The City shall, in co-operation with the various utilities, investigate and adopt practices for less obstructive positioning and concealment of necessary above ground service boxes at intersections and along streets.

## **Buffers**

- 4.10.3.11 The City shall encourage the arrangement of contiguous land uses which minimize the need for visual, acoustical or ecological buffers. However, where such physical elements are required, their design shall take into consideration:
- (i) the achievement of the desired buffer effect to the greatest possible extent using planting grading, and building orientation;
  - (ii) the use of associated walls and fences that are unobtrusive and proportioned to suit the local setting; and,
  - (iii) the long term maintainability of buffer components used in the original design.

## **Energy Conservation**

4.10.3.12 The City recognizes that effective energy conservation is greatly dependant on the arrangement and character of a community's physical elements. Accordingly, the City shall, in considering the overall form and scale of development at various locations, have regard for:

- (i) the orientation and design of buildings to maximize passive solar energy gain and energy loss from prevailing winds where practicable;
- (ii) the utilization of plant material to the greatest possible extent to reduce heat loss in winter and heat gain in summer; and,
- (iii) the arrangement of land uses and provision of supporting facilities to encourage energy conserving lifestyles.

## **4.10.4 IMPLEMENTATION**

To achieve the goal of high quality in the physical environment, a "physical form management strategy" is required to guide the physical form of development, and a project action plan is also required to summarize priorities for implementation over a ten year period. Further, the City of Brampton should take a leading role in promoting high quality in the physical environment by encouraging good design in both public buildings and public works projects.

### **Objective**

To develop an implementation strategy to establish the means by which a high quality physical environment may be achieved.

### **Policies**

4.10.4.1 The City shall develop an Urban Form Management Strategy to guide the physical form of development throughout the City in such a way that it supports and reinforces the planned urban structure, having regard for topography, major open spaces, vistas, skylines, major landmarks, visual coherence and for matters including, but not limited to:

- (i) the overall city design concept;
- (ii) secondary plans;
- (iii) district design concept plans or tertiary plans;
- (iv) conditions of subdivision approval; and,
- (v) site plan control.



- 4.10.4.2 The City shall, as the need arises, undertake design studies for specific street blocks or areas. Such policy reviews should normally be undertaken in connection with, but would not be limited to, the preparation of amendments to this Plan, Secondary Plans or Tertiary Plans.
- 4.10.4.3 The City shall, where appropriate, require that the principal property owners in secondary planning areas undertake special studies to formulate comprehensive long range city design objectives and standards for the area.
- 4.10.4.4 The City shall require that such secondary plan studies for city design have regard for matters including, but not limited to:
- (i) the special design identity to be achieved in the district including consideration of integration with the overall city design concept;
  - (ii) the identification of existing and/or potential Areas of Special Identity, Gateways, Landmarks, and Views and Vistas and the special features of each to be enhanced;
  - (iii) the development of policies to ensure the preservation and/or enhancement of any identified Areas of Special Identity, Gateways, Landmarks, and Views and Vistas;
  - (iv) the identification of areas where potential access to open space or natural features exists and the development of policies to implement the connection(s); and,
  - (v) the development of policies pertaining to signage, parking, utilities and noise attenuation in accordance with the element-specific policies outlined in this Plan.
- 4.10.4.5 The City shall, in accordance with the Urban Form Management Strategy, prepare district design plans for the purpose of recognizing district character and to recommend policies that respond to existing conditions with appropriate reinforcement or adjustment as necessary. Such district design plans shall have regard for matters including, but not limited to, the following:
- (i) street and block layout including setbacks;
  - (ii) location of open spaces;
  - (iii) sunlight penetration and wind conditions at street level;
  - (iv) the bulk, location, height, size, floor area, spacing, massing and conceptual design of buildings and structures;
  - (v) the locations of pedestrian, cycling, vehicular, and service circulation access to buildings and/or open spaces;

- (vi) the treatment of open space, landscaping, and streetscaping; and,
- (vii) the location of weather protection systems.

4.10.4.6 The City shall, where warranted, require an applicant for site plan approval to provide a report along with the site plan submission which outlines the design program for the project, in accordance with the requirements of Section 41 of the Planning Act and with the general intent and policies of this Plan. This report should summarize the rationale for the building and site design and thereby give a clear indication of how the project will meet the needs of the future users and the municipality. This design program documentation may also be required to include an assessment of the project's architectural/environmental impact on the immediate neighbourhood and the overall City to the extent warranted by the proposed building height or massing. This component could include, but not be limited to, an analysis of the architectural character of the neighbourhood, and an analysis of wind and sun exposure and pedestrian/vehicular requirements.

**SECTION 4.11: FINANCIAL AND PHASING**

**4.11.1      Financial**

**4.11.2      Phasing**

**INTRODUCTION**

Municipal provision of services to the citizens of a City is a costly undertaking, particularly under conditions of rapid growth when financial resources must be allocated to both existing communities and to new development. Accordingly, establishment of an appropriate system of financial priorities to guide municipal spending should be a vital part of an Official Plan.

All land developments are a consequence of actions and processes ranging from initial Official Plan amendments and expansions, to final approvals, the issuance of building permits and actual construction. It obviously is not practical or cost effective for the City or other approval and servicing agencies to process or service all developments simultaneously. As a consequence some degree of phasing or sequencing of developments is a naturally occurring phenomena. Priorities are inevitably set, but the real challenge lies in determining the appropriate basis for this phasing or priority setting; whether based on ad hoc judgements or, alternatively, on sound guidelines that seek to optimize the costs and benefits of choices from an overall municipal or public perspective. The objective and policies of this section assume that phasing practices ought to be based on the latter optimization criterion.

**4.11.1 FINANCIAL****Objective**

To protect the financial integrity of the City by ensuring the provision of acceptable levels of service at lowest possible cost.

**Policies**

- 4.11.1.1 The City supports the principle that new growth should primarily support itself in terms of capital requirements and, accordingly, will utilize the provisions of the Development Charges Act and related mechanisms to the maximum extent permissible to obtain financing for that purpose.
- 4.11.1.2 Recognizing that some capital costs cannot be funded from Development Charges, the City will endeavour to plan and manage its finances so as to minimize the use of debenture financing for such costs.
- 4.11.1.3 The City shall endeavor to manage growth, on both a City-wide and sub-area basis, to ensure that an appropriate balance is maintained between demands for services and overall fiscal capacity.
- 4.11.1.4 The City acknowledges the need to adopt supportable service level criteria for municipal services as a basis for establishing appropriate financial policies.

4.11.1.5 The City will periodically review its overall financial management procedures to consider the merits of utilizing various cost saving and efficiency measures such as:

- (i) the establishment and maintenance of appropriate asset replacement reserves;
- (ii) variable cost accounting allowances in department budget estimates;
- (iii) efforts to reduce the dependence of programs on property tax financing;
- (iv) reviews of capital facility standards and cost estimates from time to time;
- (v) strongly advocating the reassessment of all property at regular intervals to ensure that the City is effectively able to charge fair taxes on all land uses;
- (vi) the maintenance of debt charges at a low percentage of operating expenditures; and,
- (vii) conducting building and property rationalization studies from time to time to identify unutilized or underutilized assets which can be put to better use or liquidated to build up asset replacement reserves.

4.11.1.6 Recognizing the financial benefits of a high proportion of commercial, industrial and business assessment, the City shall endeavour to:

- (i) commit an effective level of financial resources and staff effort to the task of formulating and implementing promotion strategies that will attract such development to locations in Brampton;
- (ii) screen applications for the redesignation of commercial/industrial uses to residential to assess the degree to which they would shift the City's overall portfolio of attractively located commercial/industrial locations over the short and long term relative to the amount of non-residential development that could realistically be attracted to those locations from a market perspective; and,
- (iii) review its parking standards, building setbacks, landscaping and site plan standards, and its traffic management procedures, from time to time, to ensure that appropriate standards for commercial industrial and business uses are maintained.

4.11.1.7 The City shall prepare and maintain a comprehensive financial policy to be utilized

along with short and long term capital and operating programs and budgets to manage the financial affairs of the City in a manner consistent with the objectives and policies herein and to determine sources of funds and establish project priorities. The Financial Policy should specify appropriate targets and objectives related to:

- (i) overall servicing levels;
- (ii) user charges and mill rates;
- (iii) residential to non-residential assessment ratios;
- (iv) non-development fund reserves per capita; and,
- (v) reserve fund surpluses or deficits.

#### **4.11.2 PHASING**

##### **Objective**

The use of development phasing mechanisms to:

- (i) optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;
- (ii) safeguard and enhance the financial health of the City; and,
- (iii) avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such servicing systems.

##### **Policies**

4.11.2.1 The following criteria shall collectively be used, in an overall cost-benefit context, as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given development priority with respect to all stages of the development approval process including Official Plan amendments, Secondary Plan studies and subdivision and rezoning applications:

- (i) Financial: Developments will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation, and projects that actually improve the overall tax base on a net basis will be appropriately recognized;
- (ii) Support to Existing Infrastructure: Favours those developments which

infill or round out existing communities, which can make use of existing under-utilized facilities, and which will expedite the completion of missing links or components of partially completed facilities;

- (iii) Piped Services (Sewer and Water): Favours those developments which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs;
- (iv) Transportation Services (Road and Transit): Favours those developments which are most readily and economically provided with roadway facilities and with transit services;
- (v) Parkland and Community Services: Favours those developments which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services;
- (vi) Consistency with Housing Needs: Favours those developments which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton;
- (vii) Environmental Concerns (Noise, etc.): Favours those developments which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas;
- (viii) School Related Concerns: Favours those developments which will maintain or help to achieve acceptable levels of school facility service;
- (ix) Social Concerns: Favours those developments which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics;
- (x) Availability of Agricultural Land: Favours those developments that are on the least capable agricultural land, are contiguous to existing development, and do not encroach on large units of undeveloped agricultural lands that are defined by significant natural or man-made boundaries;
- (xi) Consistency with other Official Plan Policies: Favours those developments which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria; and
- (xii) Application Date: Among developments which are rated relatively equally on all of the other criteria, favours the earliest development application in official circulation.

4.11.2.2 Notwithstanding the broad intent and flexibility of the preceding policy, the City

will endeavour to clarify and detail its phasing intentions at the earliest practical opportunity in the overall development approval process, preferably at the Official Plan Amendment or Secondary Plan stage, although it is still recognized that certain circumstances that may necessitate phasing may not exist or be fully predictable until a later stage of the process.

- 4.11.2.3 When development priorities are established and incorporated into comprehensive phasing plans in accordance with the policies of this section, developers may be required to enter into phasing agreements satisfactory to the City to guarantee that rates of development will not outpace the provision of services, particularly those that are beyond the direct control of the City.
- 4.11.2.4 The City recognizes that the responsibility for providing some types of essential services rests predominantly with other jurisdictions such as the Region of Peel and the Province of Ontario, and accordingly the City urges those jurisdictions to:
- (i) address their phasing responsibilities in a comprehensive, constructive and equitable fashion based on objective analysis in partnership with the Area Municipalities;
  - (ii) focus on flexible criteria based phasing approaches as proposed herein rather than rigid geographic approaches;
  - (iii) recognize that they may be requested to support a phasing option that is not their optimum choice, but which offers the most favourable balance of benefits on a multi-jurisdiction basis; and,
  - (iv) use the City as the prime phasing agent to implement both City and Regional phasing measures so that multi-layered phasing actions are properly coordinated.

#### **Financial Phasing Policies**

- 4.11.2.5 The City shall consider conducting comprehensive financial evaluation studies as appropriate to examine the interrelationship of a variety of financial and related variables, in comparison to similar municipalities, for the purpose of establishing desirable and minimum baseline financial conditions for Brampton. The variables to be evaluated in such financial studies should include assessment ratios, mill rates, non-development fund reserves per capita, overall servicing levels, user charges, deficit control, etc.
- 4.11.2.6 Financial monitoring mechanisms referenced to these desirable and minimum baseline financial conditions would be required as a means of determining when phasing becomes necessary.
- 4.11.2.7 If and when financial phasing becomes necessary in Brampton and when such a



measure is properly supported by a comprehensive financial evaluation study and monitoring mechanism as referenced in this section, it is suggested that:

- (i) development release targets be determined on an annual City wide basis; and
- (ii) such releases be allocated on a priority basis to developers who are able to attract or develop a related amount of non-residential assessment in conjunction with residential assessment, with the remainder of the available residential quota to be allocated on a first come first serve basis to developers who have not formed such productive linkages.

#### **Transportation Phasing Policies**

4.11.2.8 The City shall endeavour to ensure that transportation improvements that are required to serve development in any particular sub-area of the City are constructed when needed, whether or not such improvements are located within or outside of that sub-area. To that end, the City may adopt specific transportation improvement phasing tables as matters of City policy to ensure that the transportation infrastructure required to adequately accommodate existing and proposed developments will be provided as and when required.

4.11.2.9 The City will monitor the state of the transportation system relative to existing and approved development levels in various sub-areas and for the City as a whole, and will conduct transportation studies as appropriate to address changing circumstances or additional transportation improvements, as a basis for potential adjustments to transportation phasing mechanisms.

#### **School Related Phasing Policy**

4.11.2.10 The City, based on information and advice from the School Boards, may freeze or phase residential development within new development areas requiring new schools, if it is determined that there is, or soon will be, and inadequate supply of either public or separate school facilities, at any particular level of the school hierarchy, to serve such residential development. For the purposes of this policy, "an inadequate supply of school facilities" will be deemed to exist or be imminent, at a given level of the hierarchy, on the basis of detailed inventories and forecasts of student yields in relation to the residual capacities of the existing and committed school facilities and sites. Residual school capacity will be deemed not to exist if the following conditions apply for a given level of the public or separate school system hierarchy and the Ministry of Education has not committed to the funding of the necessary school facility within a two-year period.

- (i) the existing schools within the relevant servicing sub-area are

collectively accommodating more than one third of their students in portable accommodation (exclusive of permanent or semi-permanent additions to main structure); and

- (ii) there is no practical holding school capacity, not exceeding the maximum of one third portables, that is adjacent to the subject residential area and is available to accommodate additional students; or,
- iii) the number of students from the particular residential area who are served in such holding schools exceeds two thirds of the typical core capacity of a new school.

#### **Health Care Facility Phasing Policy**

- 4.11.2.11 The City shall continue to urge the Province to adopt reasonable health care services and facility standards applicable to Brampton so that residential phasing may be used as one of the means to ensure that the provision of appropriate health care services keeps pace with the rate of residential growth.

#### **Other Essential Services Phasing Policy**

- 4.11.2.12 The City may refuse to give its approval to any development for which transportation facilities, schools, health care facilities, or any other essential services are not available or not specifically committed, irrespective of which organization or jurisdiction is nominally responsible for such services.

**SECTION 4.12: PARKWAY BELT WEST**

**INTRODUCTION**

The Parkway Belt West System is a multi-purpose utility and transportation corridor and urban separator located along the south edge of the City of Brampton. The Parkway Belt West System is a major structural element of the Toronto-Centred Region concept that among other things provides for urban areas physically arranged in two tiers beyond the north and west edges of Metropolitan Toronto. The Parkway Belt is the dividing spine for this integrated system of urban areas extending between Hamilton and the eastern limits of Toronto.

The Parkway Belt West Plan, July 1978 was prepared by the Province of Ontario, Ministry of Treasury, Economics and Inter-Governmental Affairs, under the provisions of The Parkway Belt West Planning and Development Act.

Development within the limits of the Parkway Belt West Plan area (as shown on the map in Appendix \_\_\_ ) is governed by the map designations and policies of The Parkway Belt West Plan, July 1978, together with detailed designations and policies contained in specific Secondary Plan amendments.

**Policies**

- 4.12.1 The development of those lands in the City of Brampton Planning Area that are affected by the Parkway Belt West Plan Area (as shown on the map in Appendix \_\_\_ ) are governed by the provisions of The Parkway Belt West Plan, July 1978, which is deemed to form part of this Official Plan and also by the specific provisions of approved Secondary Plans within the area. In case of any discrepancy between the Parkway Belt West Plan and this Official Plan, the provisions of the Parkway Belt West Plan shall prevail until such time as the Parkway Belt West Plan can be amended or appropriate more flexible policies and designations are adopted and deemed to be in conformity therewith.
- 4.12.2 Four specific designations, namely Provincial Freeways (Highway 407), Parkway Belt West/Utility, Open Space and Business Industrial are indicated within the Parkway Belt West Plan Area on Schedule "A" of this Plan. These designations are considered to be the same as, or consistent with, those that are contained within the Parkway Belt West Plan, except for the Business Industrial designation which, subject to Secondary Plan level detail, might be more broadly interpreted than the corresponding Parkway Belt West Plan policies.

- 4.1.2.3 The Provincial Freeways, Open Space and Business Industrial designations within the Parkway Belt West Area are to be interpreted in the same way as prescribed in this Plan for areas outside of the Parkway Belt West Area. The Parkway Belt West/Utility designation identifies those areas and corridors to be used to accommodate the major 500 KV electrical transmission line, the reserved utility corridor, a potential highway 407 busway or light transit system and the associated General Complementary uses as defined and prescribed in the Parkway Belt West Plan.
- 4.12.4 As implied in the preceding policy, certain urban separator lands within the Parkway Belt System have been identified by the City for conventional forms of urban development that are considered to be consistent with the objectives of the Parkway Belt West Plan. The City shall investigate the merits of applying for the release of these areas from the Parkway Belt West Plan to permit the intended urban uses, or alternatively, shall adopt specific policies that define an appropriate range of permitted uses and development standards that are considered to be compatible with the general intent of the Parkway Belt West Plan.

#### **Churchville**

- 4.12.5 Consent applications within the Churchville Heritage Conservation District shall be subject to the policies of the Churchville Heritage Conservation District Plan.

#### **Parkway Belt West Industrial Area**

- 4.12.6 Development applications within the area covered by the Parkway Belt West Industrial Area Secondary Plan shall be subject to the policies of that Plan.

**SECTION 4.13: SPECIAL STUDY AREAS**

## **SECTION 4.13: SPECIAL STUDY AREAS**

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### **INTRODUCTION**

The Special Study Area designation on Schedule "A" identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when the necessary studies have been completed.

#### **4.13.1 CLARKWAY DRIVE SPECIAL STUDY AREA**

The Special Study Area designation centered on Clarkway drive from Castlemore Road to Mayfield Road identifies an area:

- (i) that contains approximately 45 existing rural residences and related uses fronting onto Clarkway Drive;
- (ii) that has good potential to attract and accommodate a variety of business/industrial uses in conjunction with the adjacent Business Industrial designation extending to Highway 50, in accordance with an Economic Base Study by Stamm Economic Research; and
- (iii) that is likely to be significantly impacted in the long term by the encroachment of urban uses and the associated buildup of traffic on Clarkway Drive.

A study is required to determine:

- (i) whether and to what degree the development of this area for predominantly business and industrial uses is necessary to maintain the viability and attractiveness of the overall Business Industrial use area centered on the proposed extension of Highway 427; and,
- (ii) whether and to what degree a suitable residential use area can be maintained or expanded in all, or suitable portions, of this area over the long term.

#### **Policies**

4.13.1.1 The City shall conduct a study of the Clarkway Drive Special Study Area as soon as possible to determine the extent to which residential or business uses should be designated within this area, recognizing:

- (i) the need to achieve a viable Business Industrial development area serviced by both Highway 427 and an effective supporting road infrastructure;

- (ii) the desire to maintain all, or appropriate portions, of the Clarkway Drive residential community, on permanent basis, or for as long as appropriate, relative to the long term impacts of urbanization in northwest Brampton and the inevitable traffic buildup on Clarkway Drive, and,
- (iii) the need to sustain or enhance the market value of properties within the area as a component of all of the land use transition proposals being evaluated.

4.13.1.2 The Clarkway Drive Special Study will serve as the basis for an amendment to this Plan to substitute appropriate specific designations for the current Special Study Area designation centered on Clarkway Drive.

#### **4.13.2 AIRPORT ROAD/NORTH PARK DRIVE SPECIAL STUDY AREA**

The Special Study Area designation centered on Airport Road north of North Park Drive indicates an area that has been identified in a recent Economic Base demand study (by Stamm Economic Research) as not required to achieve the City's realistic business, commercial and industrial development objectives to the year 2021. Accordingly, detailed studies are required to determine to what degree and under what condition this area can be redesignated and utilized for other than business, commercial and industrial purposes. It is recognized that residential use as extensions to the residential designation to the north, east and west should be given serious consideration, as should the matters of adequate separation and buffering from the adjacent Chrysler automobile manufacturing plant and from the existing industrial uses north of North Park Drive.

##### **Policies**

4.13.2.1 The City shall conduct a study of the Airport Road/North Park Drive Special study Area to determine;

- (i) the extent to which residential uses of various types and densities can be developed within the area without unreasonably constraining existing or potential uses in adjacent Business Industrial areas; and,
- (ii) the associated separation and buffering measures required to establish and maintain this compatible relationship between adjacent residential and business industrial uses.

4.13.2.2 The Airport Road/North Park Drive Special Study will serve as the basis for an Official Plan Amendment to make appropriate adjustments to this Plan and to the Bramalea North Industrial and Gore Industrial North Secondary Plans.



### **4.13.3 NORTHWEST SANDALWOOD PARKWAY SPECIAL STUDY AREA**

The Special Study Area designation bounded by Sandalwood Parkway, McLaughlin Road, Wanless Drive and the Canadian Pacific Railway identifies an area:

- (i) that is currently located within an industrial use area extending east to Highway 10 and south to Highway 7 which has been identified in an Economic Base study by Stamm economic Research as being considerably larger than necessary relative to the forecasted market demand for such uses over the time period of this Plan;
- (ii) that is recognized as having a good potential for urban residential or related uses in an appropriate relationship with the development of additional residential lands to the west of McLaughlin Road; but
- (iii) that may also be subject to potential impacts from adjacent industrial uses and designations which may necessitate the setback and buffering of potential residential uses or the establishment of intervening business or commercial uses that can function as buffers.

#### **Policies**

4.13.3.1 The City shall conduct a study of the Northwest Sandalwood Parkway Special Study Area to determine:

- (i) the extent to which residential and related uses should be designated in the area;
- (ii) the type of separation or buffer arrangements required to appropriately limit impacts from adjacent industrial uses;
- (iii) the appropriate arrangement of residential and other uses in relation to future uses anticipated west of McLaughlin Road; and
- (iv) the nature of the roadway and infrastructure adjustments required to support an appropriate new interrelationship between the study area uses and surrounding uses.

4.13.3.2 The Northwest Sandalwood Parkway Special Study will serve as the basis for an Official Plan Amendment to make appropriate adjustments to this Plan and to the Sandalwood Industrial Secondary Plan.

#### **4.1.3.4 EMBLETON ROAD SPECIAL STUDY AREA**

The Special Study Area designation centered on and extending north and south of Embleton Road identifies an area:

- (i) that will likely be required in the long term to satisfy the demand for Business Industrial lands in southwest Brampton as forecast in ana Economic Base Study by Stamm Economic Research;
- (ii) that might also be required in the very long term for residential purposes depending on actual rates of growth and shifts in demographic policies and forecasts;
- (iii) that has a continuing capability for specializes agricultural uses in the short to medium term; and,
- (iv) that should be monitored on an ongoing basis relative to demand forecasts to determine when a Special Study is warranted to establish an optimum mix of use or uses for the area.

#### **Policy**

4.13.4.1 The City shall monitor the overall demand and supply for urban uses in the general vicinity of the Embleton Road Special Study Area and in that context shall conduct a study when appropriate to determine;

- (i) the relative short and long term need for either predominantly Residential or predominantly Business Industrial uses, or a combination of the two;
- (ii) the opportunities and constraints within the Study Area for either Residential or Business Industrial uses;
- (iii) the potential long term role of areas adjacent to the north of the Credit River Valley in relation to the Study Area lands ; and
- (iv) the optimum/recommended uses and associated infrastructure requirements for various portions of the Study Area.

4.13.4.2 The Embleton Road Special Study will serve as the basis for an eventual amendment to this Plan and to any Gateway West Secondary Plan that may exist at that time.

**SECTION FIVE: IMPLEMENTATION**

## **SECTION FIVE: IMPLEMENTATION**

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### **INTRODUCTION**

The purpose of this Implementation Section is to indicate the means and methods which will be applied to achieve the objectives and policies contained in the Official Plan. Generally, the Official Plan will be implemented by the City through the use of specific powers conferred by the Planning Act, general powers pursuant to the Municipal Act and any other relevant provincial and/or municipal legislation. In addition, the cooperative efforts of the Provincial Ministries and Agencies, Region of Peel, the School Boards, Conservation Authorities, and other Special Purpose Boards and Committees will be required to implement the Official Plan. The intent is to ensure that both public and private actions will be in conformity with this Plan.

### **5.1 INTERPRETATION OF THE PLAN**

- 5.1.1 All the policies of this Plan shall be read in conjunction with all other policies of the Plan and in conjunction with the "Definitions" list contained in the Introduction section of this Plan.
- 5.1.2 It is intended that changes or variations from the policies and land use designations of this Plan other than those specifically permitted by the policies of this subsection will require an Official Plan Amendment.
- 5.1.3 To provide for flexibility in the interpretation of the text and maps of this Plan, all figures, numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.
- 5.1.4 The generalized land use designations of the Official Plan shown on Schedule "A" are the predominant ones for the areas shown and are not intended to indicate or prevent small pockets of other uses in those areas in accordance with the policies of the Plan. The boundaries and alignments shown are approximate, except where they coincide with edges of features, and are designed only to convey the relationship between different land uses.
- 5.1.5 Although Secondary Plans are designed to establish detailed boundaries of land use designations, road alignments and service corridors, as well as detailed densities and population magnitudes, these elements may also be varied provided that the intent of the Secondary Plan and of the Official Plan is clearly respected.

- 5.1.6 Where land use designation boundaries or the urban use area coincide with the edges of features such as roads, railways, electric power rights-of-way and sanitary sewer drainage area limits, they shall be deemed to remain coincident with such edges when the location of the feature is adjusted.
- 5.1.7 Since land use designations contained within a circle are intended to be symbolic, their extent and location may be interpreted flexibly in accordance with the other policies and general intent of the Plan. Such designations will be more specifically established in appropriate Secondary Plans.
- 5.1.8 The indication of roads, parks, and other services, shall not be interpreted as being a commitment by the City to provide such services at the indicated location by a certain point in time, but rather provides information on the general location of such services to property owners, developers and future residents, and is subject to further detailed analysis, design, and capital budget approvals.
- 5.1.9 Reference to various Sections of enabling Acts in the policies of this Plan and Secondary Plans is deemed to refer equally to any amended or new Sections or Acts which have or may replace them in the future.

## **5.2 OFFICIAL PLAN MANAGEMENT**

The Official Plan is the primary document setting out the direction and principles for the physical development of the City in the context of social, economic and environmental considerations. It is critical to review, update and consolidate the Official Plan to ensure its continued relevance and usefulness. It is in the interest of the City and community to possess a contemporary Official Plan.

### **Objectives**

To maintain a contemporary Official Plan which reflects community interests while fulfilling its primary role of directing the physical development of the City and accounting for social, economic, environmental and other relevant considerations.

### **Policies**

- 5.2.1 The City shall undertake major or minor reviews of the Official Plan when considered desirable or in accordance with the Planning Act.
- 5.2.2 The City shall review and monitor the Official Plan, and shall amend the Plan whenever it is deemed desirable to do so because of changing social, economic, environmental or technical developments to enhance the achievement of the Plan objectives.

- 5.2.3 The City shall make an effort to annually incorporate amendments to the Plan in an unofficial Office Consolidation for the convenience of all stakeholders and the general public. All amendments will be incorporated into the Plan whenever it is comprehensively reviewed.

### 5.3 SECONDARY PLANS

Secondary Plans are land use, urban form, transportation and servicing policy plans for various neighborhoods or districts of the City that indicate in greater detail than the Official Plan how the objectives, policies and land use designations of the Official Plan are to be implemented in a specific area.

#### Objectives

To generate and maintain detailed Secondary Plans for all development areas within the City which conform to and implement the goals, objectives and policies of this Plan.

#### Policies

- 5.3.1 Secondary Plans and amendments to Secondary Plans are to form part of the Official Plan and will be subject to the same administrative and public involvement procedures as an Official Plan. Secondary Plans shall take the form of an amendment to the Official Plan and may be produced and consolidated as documentation separate from this Plan.

- 5.3.2 Secondary Plans will conform to and be designed to implement the objectives, policies and land use designations of the Official Plan.

- 5.3.3 Without limiting the generality of this Section, Secondary Plans shall indicate the following:

#### For predominantly residential areas

- (i) the overall capacity and density of development related to road and service infrastructure opportunities or constraints;
- (ii) the overall mix of housing including the forms and density of residential dwellings for the Secondary Plan Area;
- (iii) the location and area of community service facilities based on an adequate assessment of community service needs;
- (iv) the location and area of open space, recreation facilities, school sites and conservation lands;

- (v) the location and area of commercial, community services and industrial land uses;
- (vi) the conceptual alignment and right-of-way of the arterial and collector road network; and,
- (vii) identification of environmental and other constraints to development.

**5.3.4 For predominantly industrial/commercial areas**

- (i) the location of various types of industrial, commercial or associated uses classified by general physical, functional and design characteristics;
- (ii) the location of Open Space lands;
- (iii) the location and area of commercial, community services and industrial land uses;
- (iv) the alignment and right-of-way of the arterial and collector road network, railroad main and spur lines, and major services and utilities; and,
- (v) identification of environmental and other constraints to development.

**5.3.5** In cases where there is a clear conflict between the provisions of this Official Plan and a Secondary Plan, this Official Plan shall take precedence and efforts will be made to revise the subject Secondary Plan forthwith.

**5.3.6** The City may require a variety of component studies to set out background information and documentation in support of the content of a Secondary Plan. Examples of background component studies which may be required in conjunction with the preparation of a Secondary Plan include, but are not limited to, the following: subwatershed management, transportation, commercial/industrial allocation, master open space and recreation, urban design and streetscape, heritage, servicing, financial/phasing, community services and residential/housing allocation.

**5.3.7** The City shall elicit the participation of benefitting landowners, the public and appropriate public or private agencies within the process of formulating a Secondary Plan. With respect to the participation of landowners, this may include the voluntary funding of costs associated with component background studies or any other aspect of preparing a Secondary Plan.

5.3.8

The City shall endeavour to consolidate and reformulate all Secondary Plans within the City to eliminate the dated Consolidated Official Plan of the City of Brampton Planning Area and the confusion documentation pertaining to the Official Plan and Secondary Plans.

### **Specific Secondary Plans**

Schedule "G" to this Plan identifies Secondary Plans Areas which have been defined, to date, within the City of Brampton. The documentation referenced as constituting a particular Secondary Plan may be represented as a chapter of this Plan, an official plan amendment and/or an amendment to or part of the Consolidated Official Plan of the City of Brampton Planning Area.

#### **Area 1: Snelgrove**

Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area and Part IV, Chapter 1(a) of this Plan, as amended by Official Plan Amendment Number 170, as they apply to Secondary Plan Area Number 1, are combined, and shall constitute the Snelgrove Area Secondary Plan.

#### **Area 2: Sandalwood Industrial East**

Amendment Number 4 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 29, 48, 64, 94, 24A, 90A and 196A, all to the Consolidated Official Plan of the City of Brampton Planning Area, are combined, and shall constitute the Sandalwood Industrial East Secondary Plan.

#### **Area 3: Heart Lake West**

Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 3, as amended by Amendment Numbers 76, 13A, 21A, 33A, 52A, 91A, 93A, 103A, 119A and 135A to the Consolidated Official Plan, are combined, and shall constitute the Heart Lake West Secondary Plan.



#### Area 4: Heart Lake East

Chapter C35 of Section C of Part C, and Plate Number 2 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 70, 76, 90 and 216 as they apply to Secondary Plan Area Number 4, and by Amendment Number 12A, 80A, 119A and 193A to the Consolidated Official Plan, are combined, and shall constitute the Heart Lake East Secondary Plan.

#### Area 5: Northwood Park

Subsection B2.3 of Chapter B1 of Section B of Part C and Plate Number 6 of the Consolidated Official Plan of the City of Brampton Planning Area as they apply to Secondary Plan Area Number 5, as amended by Amendment Numbers 42, 97 and 198A, are combined, and shall constitute the Northwood Park Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton, shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or Secondary Plan Area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

## Area 6: Brampton West

Subsection B2.3 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plates Numbers 2 and 6 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 6, as amended by Amendment Numbers 42, 63, 66, 88, and 182 and by Amendment Numbers 8A, 9A, 56A, 57A, 85A, 169A and 185A to the Consolidated Official Plan, and Part IV, Chapters 6(a) and 6(b) to this Plan, are combined, and shall constitute the Brampton West Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

## Area 7: Brampton Central

Chapter 7 of Part IV of the Official Plan as amended by Amendment Numbers 128A, 173, 199, 209 and 220A are combined, and shall constitute the Brampton Central Secondary Plan.

### Area 8: Brampton North

Subsection B2.2 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plates Numbers 2 and 5, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 8, as amended by Amendment Numbers 22, 42, 54, 60, 71, 92, 175, 177 and 223 and by Amendment Numbers 5A, 71A, 83A, 125A, 141A, 145A and Part IV - Chapter 8(a) of this Plan are combined and shall constitute the Brampton North Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

### Area 9: Madoc

Subsection B2.2 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C and Plates Numbers 2 and 5 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 9, as amended by Amendment Numbers 42, 2A and 6A, are combined, and shall constitute the Madoc Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre;
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project; and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

### Area 10: Westgate

Chapter C34 of Section C of Part C and Plate Number 20 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 10, as amended by Official Plan Amendment Numbers 33, 98, 47A, 64A, 65A and 120A to the Consolidated Official Plan and Part IV, Chapter 10(a) of this Plan, are combined, and shall constitute the Westgate Secondary Plan.

**Area 11: Central Park**

Chapters C17, C22, C26, C29, C30, C34 and C46 of Section C of Part C, and Plates Numbers 22 and 28, all of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 11, and as amended by Amendment Number 20A to the Consolidated Official Plan, are combined and shall constitute the Central Park Secondary Plan.

**Area 12: Northgate**

Chapters C13, C17, C29 and C34 of Section C of Part C and Plates Numbers 24 and 28 of the Consolidated Official Plan of the City of Brampton Planning Area as amended by Amendment Numbers 19, 89, 23A, 84A and 117A to the Consolidated Official Plan, are combined, and shall constitute the Northgate Secondary Plan.

**Area 13: Bramalea North Industrial**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as it applies to Secondary Plan Area Number 13, and Part IV - Chapter 13 (a) of this Plan, as amended by Amendment Numbers 155A and 183A, are combined and shall constitute the Bramalea North Industrial Secondary Plan.

**Area 14: Gore Industrial North**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area as it applies to Secondary Plan Area Number 14, as amended by Amendment Numbers 57 and 58, are combined and shall constitute the Gore Industrial North Secondary Plan.

**Area 15: Fletchers West Secondary Plan**

Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 15, as amended by Amendment Numbers 18, 101A, 134A and 153A to the Consolidated Official Plan, and Part IV - Chapters 15(a) and 15(b) of this Plan, are combined and shall constitute the Fletchers West Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

Area 16: Brampton South:

Subsection B2.4 of Chapter B1 of Section B of Part C, and Plate Number 7 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 16, as amended by Amendment Numbers 18, 39, 42, 77, 39A, 41A, 46A, 95A, 146A, 154A and 204A to the Consolidated Official Plan, are combined, and shall constitute the Brampton South Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,

- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

**Floor Space Index** means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

**Gross Residential Area** refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### **Area 17: Brampton East**

Subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 8 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 17, as amended by Amendment Numbers 42, 72, 137A, 191A and 210A are combined and shall constitute the Brampton East Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,

- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### Area 18: Brampton East Industrial

Subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 9 of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 18, as amended by Amendment Numbers 3, 8, 28, 35, 42, 62, 72, 73, 81, 10A, 40A, 50A, 61A, 87A, 113A and 158A to the Consolidated Official Plan, are combined, and shall constitute the Brampton East Industrial Secondary Plan.

#### Area 19: Bramalea West Industrial

Chapter C34, Section C of Part C and Plate Number 12, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 19, as amended by Official Plan Amendment Numbers 26, 43A, 72A, 104A, 106A, 190A and 224A are combined and shall constitute the Bramalea West Industrial Secondary Plan.

#### Area 20: Avondale

Chapters C13, C21, C25, C27, C38, and C40 of Section C of Part C and Plates Numbers 14, 24, 30, 31 and 32 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 9, 21, 24, 75, 4A, 66A, 137A, 142A, 178A, 207A and 212A to the Consolidated Official Plan, are combined, and shall constitute the Avondale Secondary Plan.



**Area 21: Southgate**

Chapters C10, C11, C13, C24, C36 and C40 of Section C of Part C, and Plate Number 16 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 44, 15A, 163A, 164A and 225A to the Consolidated Official Plan, are combined, and shall constitute the Southgate Secondary Plan.

**Area 22: Bramalea South Industrial**

Chapter C23 of Section C of Part C and Plate Number 18 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 40, 45A, 156A and 189A to the Consolidated Official Plan, are combined and shall constitute the Bramalea South Industrial Secondary Plan.

**Area 23: Gore Industrial South**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as it applies to Secondary Plan Area Number 23, as amended by Amendment Numbers 31 and 111A are combined and shall constitute the Gore Industrial South Secondary Plan.

**Area 24: Fletchers Creek South**

Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area as amended by Amendment Numbers 25A, 36A, 54A, 69A, 70A, 74A, 76A, 81A, 82A, 86A, 88A, 97A, 99A, 102A, 110A, 112A, 121A, 122A, 130A, 144A, 147A, 151A, 176A, 181A, 184A, 203A, 205A and Part IV - Chapter 24(a) of this Plan are combined, and shall constitute the Fletchers Creek South Secondary Plan.

**Area 25: Steeles Industrial**

Amendment Number 1 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendments Numbers 36, 41, 85, 19A, 109A, 132A and 148A to the Consolidated Official Plan, and Part IV - Chapter 25(a) to this Plan, are combined and shall constitute the Steeles Industrial Secondary Plan.

**Area 26: Toronto Gore Rural Estate**

No Secondary Plan in place.

**Area 28: Sandringham-Wellington**

Chapter 28 of Part IV of the Official Plan shall constitute the Sandringham-Wellington Secondary Plan, as they apply to Secondary Plan Area Number 28 is amended by Amendment Numbers 213 and 219 are combined and shall constitute the Sandringham-Wellington Secondary Plan.

**Area 29: Huttonville**

No Secondary Plan in place.

**Area 32: Parkway Belt Industrial Area**

Chapter 32 of Part IV of the Official Plan shall constitute the Parkway Belt Industrial Area Secondary Plan.

**Area 36: Central Commercial Corridor**

No Secondary Plan in place.

**Area 37: Airport Road/Highway 7 Business Centre**

Chapter 37 of Part IV of the Official Plan shall constitute the Airport Road/Highway 7 Business Centre Secondary Plan.

**Area 38: Bramalea Road South Gateway**

No Secondary Plan in place.

**Area 39: Goreway Drive Corridor**

No Secondary Plan in place.

**Area 40: Gateway West**

No Secondary Plan in place.

**Area 41: Eastgate**

No Secondary Plan in place.

Area 42: Vales of Castlemore

No Secondary Plan in place.

Area 43: Fletchers Creek Village

No Secondary Plan in place.

**5.4 TERTIARY PLANS**

Tertiary plans are conceptual development plans which indicate general concepts with respect to site specific developments within a specified area of the City. Such tertiary plans may be required by policies within a Secondary Plan and shall generally indicate development concepts with respect to a group of properties such as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access. Tertiary plans may constitute a general guideline for site plans approvals for specific developments within the area covered by a tertiary plan.

**Objectives**

To require where appropriate, the submission and approval of tertiary plans which guide the physical form of development within specific areas of the City.

**Policies**

- 5.4.1 The City may require, in conjunction with the formulation of a Secondary Plan or the processing of any development application, a tertiary plan for any specific or defined group of development sites to guide subsequent site plan approvals.
- 5.4.2 A tertiary plan may conceptually define the physical form of development for a property or group of properties by addressing such matters as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access.

**5.5 SUBDIVISION APPROVAL**

Pursuant to Section 51 of the Planning Act, 1990, the City shall administer a subdivision approval process to ensure that a high standard of orderly development is achieved in accordance with the policies of this Plan and any applicable Secondary Plan. With respect to draft and final approvals of subdivision plans, the Minister of Municipal Affairs has delegated this authority to the Region of Peel.

The subdivision approval process can be lengthy and complicated because of the number of participating agencies and their areas of interest. It is in the City's interest to simplify this process to the extent practical given a legislative framework and operational procedures.

### **Objectives**

To ensure a high standard of orderly development through an effective and efficient subdivision approval process.

### **Policies**

- 5.5.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 51 of the Planning Act will be administered by the City to ensure that the policies of the Official Plan and Secondary Plans are complied with and that a high standard of layout and design is maintained in areas experiencing development.
- 5.5.2 The City shall recommend for approval only those plans of subdivision which comply with provisions of the Planning Act and the policies of the Official Plan and Secondary Plans including policies respecting phasing, the provision of adequate services and the maintenance of a sound financial City position.
- 5.5.3 The City shall endeavour to implement subdivision approval processing improvements as practical and possible given legislative and operational frameworks.

### **5.6 SITE PLAN CONTROL**

Pursuant to Section 41 of the Planning Act, 1990, the City may establish areas or forms of development subject to site plan control approval. Such controls require the submission and approval of plans and drawings setting out the physical manifestation of a development and the facilities or works associated therewith including road widenings. Site plan agreements ensure a legal obligation to develop a property in accordance with approved plans. To facilitate the expeditious processing of site plan approvals, the City may provide site plan approval and urban design guidelines setting out basic procedures and considerations with respect to these issues.

### **Objectives**

To employ site plan control as an effective means to ensure high quality development.

### **Policies**

- 5.6.1 The whole of the City of Brampton Planning Area is designated as a site plan control area.

5.6.2 The City may control the provision and maintenance of certain site-related facilities and works associated with defined types of development or redevelopment through the mechanism of site plan agreements pursuant to Section 41 of the Planning Act, and in accordance with the policies of this Plan.

5.6.3 The site plan control by-law of the City may specify those forms of development which are subject to site plan control. Unless otherwise specified by amendment to the site plan control by-law or as a condition of development approval, the following types of development may generally be undertaken without the approval of plans and drawings otherwise required under Section 41 of the Planning Act:

(1) any building or structure designed and used or be used as:

- o a single family detached dwelling;
- o a semi-detached dwelling;
- o a duplex dwelling;
- o a triplex dwelling;
- o a multiple family dwelling containing less than 5 dwelling units; and
- o a residential building containing less than 5 street townhouse dwelling units;

(2) a building or structure accessory to a residential building containing less than 5 dwelling units;

(3) any building or structure used or to be used directly in connection with a farming or agricultural operation; and,

(4) a cemetery.

5.6.4 The Major Arterial, Minor Arterial and Collector Roads that require widening are those ones shown on Schedule "B" to this Plan for which the width of the existing right-of-way is less than the width required for that right-of-way, as shown on Schedule "B" to this Plan.

5.6.5 The Local Roads that require widening are all such roads of which the width of the existing right-of-way is less than the width required for that type of road by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or by the need to conform to adjacent registered plans of subdivision.

5.6.7 The extent of highway widening that may be required as a condition of site plan approval shall be in accordance with the transportation policies of this Plan, the applicable policies of the relevant Secondary Plan and the following:

- (a) the maximum required widening for the Major Arterial, Minor Arterial and Collector Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way, as shown on Schedule "B" to this Plan.
- (b) the maximum required widening for Local Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or to conform to road right-of-way in adjacent registered plans of subdivisions.

## 5.7 ZONING BY-LAWS

The Comprehensive Zoning By-Law is an effective means for a municipality to regulate development. The document prescribes permitted land uses in various zones and associated requirements such as setbacks, parking, etc. The City currently has four comprehensive by-laws which cover those areas of the municipality previously within the jurisdiction of the Town of Brampton, Township of Chinguacousy, Township of Toronto Gore and Town of Mississauga.

### Objectives

To utilize the comprehensive zoning by-law as an effective and efficient control mechanism to regulate land use and development.

### Policies

- 5.7.1 Zoning By-laws pursuant to Section 34 of the Planning Act, 1990, will be enacted to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Plan.
- 5.7.2 Although it is intended that all lands in the City of Brampton will eventually be rezoned to conform with the land use designations in the Official Plan and Secondary Plans, Council may intentionally retain existing zoning for a lower order of use than designated in the Official Plan, until appropriate standards and adequate services can be assured.
- 5.7.3 Detailed Zoning By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium and high density residential or non-residential uses may be adopted as a adjunct to Subdivision Agreements, Rezoning Agreements or Site Plan Agreements to achieve superior standards of development and to help realize the policy intent of this Plan.

## **5.8 HOLDING BY-LAWS**

The City may pass zoning by-laws incorporating holding provisions which specify the use to which lands, buildings or structures may be put until such time when the holding designation is removed by amendment to the zoning by-law. The City may use such methods for any number of appropriate instances including, for example, reserved church sites and the phasing of development. Such holding provisions will be identified by the symbol (H) following the applicable zone category (i.e. RIA (H)).

### **Objectives**

To utilize, where appropriate, holding provisions within a Zoning By-law to control the timing of development.

### **Policies**

5.8.1 The City where appropriate, will utilize a holding provision in a Zoning By-law, pursuant to Section 36 of the Planning Act, 1990, to specify the ultimate use of lands which are contemplated for eventual development or redevelopment, but which are not suitable for immediate development until certain services are provided or certain matters appropriately resolved. Such holding provisions shall assist Council in achieving its specific planning objectives, and ensure that development or redevelopment proceeds in accordance with the policies and criteria of this Plan. The holding provision will be identified by the symbol "H" in the zoning by-law, and may be used under one or more of the following circumstances, but not limited thereto:

- (i) when development or redevelopment is anticipated in accordance with the provisions of this Plan, but where the details of such development have not been determined;
- (ii) when land assembly is required to permit orderly development or redevelopment;
- (iii) if the level of physical or community services and infrastructure is not adequate to support the ultimate use, but such services will be provided in accordance with the relevant provisions of this Plan; and,
- (iv) where environmental constraints currently preclude development or redevelopment without appropriate mitigative measures.

- 5.8.2 The zoning by-law incorporating holding provisions shall specify the interim land uses to be permitted, the conditions for removal of the holding provision, and any regulations applying to the lands during the time the holding provision is in place. The City may enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

## 5.9 TEMPORARY USE BY-LAWS

Temporary use by-laws are zoning by-laws which permit the use of land, buildings or structures for a limited period of time.

### Objectives

Where appropriate, the City shall use temporary use provisions in a zoning by-law to recognize short term uses of land, buildings or structures.

### Policies

- 5.9.1 The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the Planning Act, 1990, regarding the enactment and subsequent extensions to such by-laws shall apply.
- 5.9.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:
- (i) the proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
  - (ii) the temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
  - (iii) the temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;
  - (iv) adequate provision will be made for off-street parking and loading facilities; and,
  - (v) the temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.



5.9.3 Upon the expiry of the time period(s) authorized by a temporary use by-law, the use of land, buildings or structures that were permitted under such a by-law shall cease to exist and shall not be considered non-conforming within the context of the Planning Act or this Plan.

## 5.10 INTERIM CONTROL BY-LAW

An interim control by-law is a mechanism by which certain uses may be prohibited for a limited time period to permit the completion of planning studies, unfettered by bias or development pressure.

### Objectives

To enact, when appropriate, interim control by-laws which provide a reasonable opportunity to conduct planning policy studies.

### Policies

5.10.1 The City, when Council has directed by resolution the need for a planning policy study, may effect an interim control by-law prohibiting the use of land, buildings or structures within the City or certain areas thereof. The provisions of Section 38 of the Planning Act, 1990, regarding the enactment and extension of interim control by-laws shall apply.

## 5.11 DENSITY BONUS BY-LAW or DENSITY TRANSFERS

The Planning Act permits municipalities to authorize density bonuses on specific sites in exchange for such facilities, services or matters as are set out in a zoning by-law. The use of density bonusing is subject to the Official Plan containing provisions relating to this regulatory mechanism.

### Objectives

To authorize, when appropriate, the selected implementation of density bonus provisions for the increased height and density of development otherwise permitted in the applicable zoning by-law.

### Policies

5.11.1 Pursuant to Section 37 of the Planning Act, 1990, the City may enact a zoning by-law authorizing increases in height and density of development otherwise permitted in the by-law in exchange for such facilities, services or matters as set out in such a by-law.

- 5.11.2 Authorized increases in height and density shall not result in a scale or intensity of development which is inappropriate for the host neighbourhood or which would exceed the capacity of available community and physical services within the area subject to density bonuses.
- 5.11.3 In considering any application for height and density bonusing, the following facilities, services and other matters, among other items, may be exchanged for density bonusing provisions:
- (i) road network, traffic or transit improvements;
  - (ii) superior architectural design;
  - (iii) streetscape improvements and gateway enhancements;
  - (iv) daycare facilities;
  - (v) recreation and other community service or open space facilities;
  - (vi) preservation of environmental features; and,
  - (vii) heritage conservation.
- 5.11.4 Any facilities, services or matters obtained through density bonusing provisions shall be logically applied to areas impacted by bonusing provisions so that the impacted community realizes benefits obtained through density bonusing.
- 5.11.5 Bonusing provisions shall not be applied for any facilities, services or matters to which the City is entitled to obtain through development levies, the Development Charges By-law, the City of Brampton Official Plan, the Planning Act or any other legislative authority.
- 5.11.6 The site specific zoning by-law amendment passed pursuant to Section 34 of the Planning Act which permits the increased height and density for any particular development shall describe the facilities, services or matters which are being exchanged for the authorized increases in height and density.
- 5.11.7 The proponent or landowner will be required to enter into an agreement with the City, pursuant to Section 37 of the Planning Act which will address the implementation of the density bonusing provisions. Such agreement shall be registered against the title of the lands to which it applies.
- 5.11.8 Secondary Plans or a Council adopted policy may contain further policies pertaining to density bonusing or transfer provisions.

## **5.12 MINIMUM MAINTENANCE AND OCCUPANCY BY-LAW**

Pursuant to Section 32 of the Planning Act, 1990, the City may enact a by-law for prescribing maintenance and occupancy standards for property within the City. The by-law may also require the repair and maintenance of the a property to conform to the standards of the by-law. This by-law is administered by a Council appointed Property Standards Committee and the By-law Enforcement Section of the Public Works and Building Department.

### **Objectives**

To enact and enforce a maintenance and occupancy by-law which ensures a minimum level of property standards within the municipality.

### **Policies**

5.12.1 The City shall retain and revise its Minimum Maintenance and Occupancy By-law which prescribes standards for the maintenance and occupancy of properties within the City.

5.12.2 The City may require that properties which do not conform to the Minimum Maintenance By-law be repaired and maintained to standard or shall prohibit occupancy of such property or order the site to be cleared of all structures and debris and left in a graded and levelled condition. In accordance with the Planning Act, the City may demolish or repair the offending property without compensation to the owner or occupant.

5.12.3 In accordance with the provisions of Section 32 of the Planning Act, the City may extend grants or loans to the owners of property not in compliance with the Minimum Maintenance and Occupancy By-law to facilitate the repair of the property. Loans are repayable in accordance with the Planning Act.

## **5.13 COMMITTEE OF ADJUSTMENT**

Pursuant to Section 44 of the Planning Act, 1990, the City may appoint a Committee of Adjustment. The role of this Committee is to authorize minor variances to the provisions of a Section 34 (Zoning) by-law or a Section 38 (Interim Control) by-law. The Committee of Adjustment may also authorize the extension or enlargement of legal non-conforming uses and interpret the permitted use provisions of a zoning by-law. Operating procedures of the Committee of Adjustment are governed by the provisions of Section 45 of the Planning Act.

### **Objectives**

Appoint and empower a Committee of Adjustment to evaluate and rule on zoning matters pursuant to their legislative authority under Section 45 of the Planning Act.

## **Policies**

- 5.13.1 The Committee shall be guided the provisions of the Planning Act and by the policies of this Plan when deliberating on applications.

## **5.14 LAND DIVISION COMMITTEE**

In accordance with Section 56 of the Planning Act, 1990, Regional Council appoints a land division committee to administer the authority to grant consents within the City of Brampton. The subdivision of land by consent is typically used for the creation of single lots within rural areas or for infilling situations within the urban area.

Sections 50 and 53 of the Planning Act set out the framework in which the procedure of subdividing land by consent is administered. In considering applications for consent, the Land Division Committee must have regard for the matter to be given consideration in the evaluation of draft plans of subdivision, as set out in Section 51(4) of the Planning Act.

## **Objectives**

To provide for the orderly creation of a limited number of lots in appropriate locations by the Land Division Committee, in accordance with the severance policies of the Official Plan.

## **Policies**

- 5.14.1 In the consideration of consent applications, the Land Division Committee shall be guided by the policies of this Plan, the provisions of the Planning Act and any other relevant matters.

## **5.15. CONSENT POLICY**

### **General Policies**

- 5.15.1 Consents will only be considered when it is clearly not necessary in the public interest that a plan of subdivision be registered.
- 5.15.2 Consents must comply with any relevant provisions of this Plan.
- 5.15.3 In the case of a non-conformity with the approved Zoning By-law, it is advisable that a zoning amendment application or variance application be filed with the City of Brampton concurrently with a consent application with the Region of Peel Land Division Committee.
- 5.15.4 The proposed size, shape and use of the severed land must be compatible with the present and potential parcels and uses in adjacent areas.

- 5.15.5 Consents must be serviced by public water and sanitary sewers or evidence must be provided of other sanitary waste treatment facility, as approved by the Medical Officer of Health and of other adequate potable water supply, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation. Areas serviced by the South Peel Water and Sewer Scheme shall utilize these services when consents are considered.
- 5.15.6 The Ministry of Natural Resources or the Conservation Authority and the Ministry of Agriculture and Food shall be consulted with respect to applications in areas covered by their jurisdictions.

#### **General Conditions and Criteria**

- 5.15.7 If a septic tank is required, evidence must be produced from the Local Medical Officer of Health before the consent is granted, that the parcel resulting from the consent is of adequate size and the soil conditions are suitable for the successful construction and operation of the septic tank system. If a well is required, the applicant must provide evidence to the Ministry of the Environment that the parcel resulting from the consent is adequate for the proposed use. Finalization of the consent is subject to approval by the Ministry of the Environment.
- 5.15.8 The size of any parcel created by a consent should be appropriate to the use proposed.
- 5.15.9 Where a parcel of land resulting from a consent is to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.
- 5.15.10 A parcel created by consent should have similar lot depth and shape as adjoining lots, where appropriate.
- 5.15.11 The permitted structure should be subject to an appropriate setback from the boundary of a public road, to minimize the impact of traffic upon the privacy areas.
- 5.15.12 The comments of the City of Brampton, the Region of Peel, or the Ministry of Transportation, where applicable, should be obtained as to the adequacy of site lines in the vicinity of the application and as to whether or not road widening are required.
- 5.15.13 Each new lot created is to front on an existing public highway or street, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation.
- 5.15.14 The creation of new lots located totally in flood susceptible areas will not be permitted.

### **Specific Provisions for Urban Use Designations**

5.15.15 Consent applications in respect of land within the urban use area, as shown on Schedule "A" and in a developed area shall be considered and may only be granted:

- (i) in light of the policies of this Plan and the preceding general consent policies;
- (ii) only when it is clearly not necessary in the public interest that a plan of subdivision be registered according to the criteria in subsection 5.1.5.16 following; and,
- (iii) if the general conditions and criteria of this section are complied with.

5.15.16 A plan of subdivisions will not be considered necessary if the following conditions and criteria are satisfied:

- (i) the consent is for the purpose of infilling within the developed urban area and would not extend the urban use area as shown on Schedule "A";
- (ii) no major extension or expansion of physical services will be required;
- (iii) the lands front on an existing public highway or street;
- (iv) the ultimate development of the entire holding will not require the creation of a new public highway or street;
- (v) the creation of new building lots will not have an adverse effect on the character of the surrounding area or on traffic circulation;
- (vi) only three (3) or less new lots, in addition to the residual parcel, will be created, unless necessary for the proper and orderly development of the municipality; and,
- (vii) no consent will be granted until the City is satisfied that approval of the application will not adversely affect the ultimate development pattern of the entire holding.

### **Rural Areas**

5.15.17 Consent applications in respect of land within the urban use area as shown on Schedule "A", and in a rural area shall be considered and may only be granted:

- (i) in light of the policies of this Plan and the general consent policies of this subsection;
- (ii) only when it is clearly not necessary in the public interest that plan of subdivision be registered, according to the criteria in subsection 5.15.16;
- (iii) if the general conditions and criteria of this subsection are complied with; and,
- (iv) the following conditions and criteria are satisfied:
  - (a) parcels created by consent shall be so located relative to the agricultural remainder that they do not interfere with the agricultural use;
  - (b) the resulting parcel from a residential consent should generally be not more than 0.8 hectares (2 acres) in size;
  - (c) where a conveyance is approved on a Provincial Highway, Regional Road or Local Road, access to it may be limited by a 0.3 metre reserve along the road frontage;
  - (d) no more than two consent per 40.5 hectare (100 acre) original farm half lot shall be permitted even if the proposed consent complies with all of the preceding policies and criteria. Past and future conveyances for public purposes and for private utility installations shall not be considered in determining the number of conveyances permitted per each 40.5 hectare (100 acre) original farm lot;
  - (e) there shall be no transfer of the number of consents permitted from one 40.5 hectare (100 acre) half lot to another 40.5 hectare (100 acre) half lot; and,
  - (f) notwithstanding paragraphs (i) and (iv) above, when two or more farms are amalgamated and an existing house, other than a mobile home, becomes surplus to the needs of the farmer owning the newly amalgamated farm, the land upon which this house is located may be considered for severance.

5.15.18 For provisions relating to severance of lands located outside the urban use area within agricultural areas, see the policies of the Agricultural section of this Plan.

5.15.19 For provisions relating to lands located outside the urban use area within Estate Residential or Village Residential areas, see the Residential section of this Plan.

## **5.16 LEGAL NON-CONFORMING USES**

Non-conforming uses are continued or established in a fashion which do not comply with the provisions and policies of the applicable Comprehensive Zoning By-law. Legal non-conforming uses are legally established prior to and continue beyond the enactment or adoption of the Zoning By-law to which the use is in contravention of.

### **Objectives**

To provide for the continued operation of legal non-conforming uses which in the long term will be discontinued or relocated to permit such lands to be used in conformity with the applicable land use documents.

### **Policies**

- 5.16.1 Uses which are not in conformity with the Zoning By-law shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the provisions of the Comprehensive Zoning By-law.
- 5.16.2 Applications for the extension or enlargement of a non-conforming use in specific situations to avoid undue hardship will be considered by the Committee of Adjustment in accordance with Section 45 of the Planning Act, 1990.
- 5.16.3 When commenting on an application for the extension or enlargement of a non-conforming use by the Committee of Adjustment, the City may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of the Planning Act. Consideration will also be given to the possibility of re-establishing the use in a location consistent with the policies of this Plan.
- 5.16.4 When commenting to the Committee of Adjustment, the City shall be reasonably satisfied that the following requirements will be addressed prior to recommending approval of an application for the extension or enlargement of a non-conforming use:
- (i) the proposed extension or enlargement will not unduly aggravate the situation created by the existence of the use;
  - (ii) the proposed extension or enlargement represents a reasonable increase in the size of the non-conforming use;
  - (iii) the characteristics of the existing non-conforming use and the proposed extension or enlargement will be examined with regard to impacts from noise, vibration, fumes, smoke, dust, odour, lighting, and traffic generation;



- (iv) the host neighbourhood and adjacent uses will be afforded reasonable protection by the provision of landscaping, buffering or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;
- (v) adequate provisions will be made for off-street parking and loading facilities;
- (vi) all municipal services such as water, sewage and roads are and will continue to be adequate, and,
- (vii) the application is referred to municipal departments and other appropriate agencies which may be concerned or affected for information reports on relevant considerations before making a decision.

#### 5.16.5

In certain instances, uses have been established for many years in conformity with longstanding plans or zoning by-laws which have only recently been altered, and extensive development has been permitted on the basis of specific site plan by-laws which no longer conform, in all aspects, to the Official Plan or a Secondary Plan. In cases such as these, it may be desirable for Council to pass by-laws for such purposes, provided that the following matters are given due consideration:

- (i) the proposed zoning is considered in relation to the economic life of the use;
- (ii) the proposed zoning will not aggravate the situation caused by the existence of the use in regard to the general principals and policies of this Plan; and,
- (iii) the proposed zoning will not create or cause an increase of nuisance factors such as noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to result in the incompatibility of the use with the host neighbourhood.

### 5.17

#### **HERITAGE CONSERVATION**

##### 5.17.1

The City may encourage the preservation of structures, sites, and districts with historical or architectural merit by means of one or more of the following:

- (i) designating structures, sites or districts that have historical or architectural merit in accordance with criteria established by the Brampton Heritage Board and any applicable provisions of the Ontario Heritage Act;

- (ii) providing grants and loans to assist owners in the preservation of designated sites and buildings of historic or architectural merit;
- (iii) public acquisition of designated structures or sites where preservation under private ownership is not feasible;
- (iv) potentially utilizing resources available through the Ontario Heritage Foundation or any other present or future source of financial assistance;
- (v) accepting the donation, dedication or bequeathal of heritage structures and sites;
- (vi) permitting the area covered by historical buildings in the Four Corners Commercial Area to be excluded in the calculation of Floor Space Index for commercial or apartment development, if the historical buildings are preserved and improved;
- (vii) encouraging public participation and awareness by indicating the interest of the City in retaining its heritage; and,
- (viii) development considerations or rights through density bonusing or transfers in accordance with policies of the Plan and/or the applicable Secondary Plan.

## **5.18 DEMOLITION CONTROL**

5.18.1 The City may enact a by-law creating an area or areas of demolition control as authorized by Section 33 of the Planning Act if and when it appears that premature demolition of residential buildings may occur.

## **5.19 DOWNTOWN REVITALIZATION**

The City has shown a consistent effort and concern for revitalizing the older core area of the City. Formal documentation dates back to the Four Corners Revitalization Study of 1981 and includes the designation of the City core as a Community Improvement Area in 1984, the Brampton Central Secondary Plan (1985) and supporting documentation, the C.A.U.S.E. report of 1986 and more recently, the Central Commercial Corridor Study (1991). A goal with respect to the City core is to permit redevelopment contributing to a vibrant City Centre while maintaining heritage resources.

### **Objectives**

To create a vibrant City core while recognizing and retaining heritage resources where appropriate.

## **Policies**

- 5.19.1 The City shall establish a program for the rehabilitation and revitalization of the Four Corners Commercial Area and may support it with an appropriate level of public funding.
- 5.19.2 The City may make use of the following and any other applicable legislation or programs to implement objectives and policies for downtown rehabilitation and revitalization:
- (i) the Downtown Business Improvement Area established pursuant to Section 361 of the Municipal Act;
  - (ii) the Ontario Heritage Act, and,
  - (iii) the Demolition Control provisions of Section 33 of the Planning Act.

## **5.20 PARKLAND DEDICATION**

Pursuant to Sections 42, 51 and 53 of the Planning Act, 1990, the City shall as a condition of development or redevelopment require the conveyance of parkland, or cash-in-lieu thereof, in the amount of 5 percent of the land total for residential purposes or 2 percent of the land total for commercial or industrial purposes. For higher density residential development, a standard of 1 hectare per 300 dwelling units shall be imposed. The open space policies of this Plan express, in part, the City's philosophy with respect to the parks system.

## **Objectives**

To acquire, through the development process and other methods as appropriate, an inventory of parkland to satisfy the active and passive recreational and leisure needs of all Brampton residents.

## **Policies**

- 5.20.1 Land required for park purposes in accordance with the policies of this Plan will be acquired by use of:
- (i) parkland and valleyland dedications as a condition of subdivision approval or as a condition of development or redevelopment;
  - (ii) funds allocated in the City budget from general revenue or development charges capital contributions;

- (iii) money received for park purposes as a condition of approval of consents or in lieu of required land dedications;
- (iv) lands bequeathed to the City for park purposes by corporations, agencies or individuals; and,
- (v) leases and agreements to use certain lands for park purposes.

5.20.2 In recognition of the overall parkland deficiency which exists in the City of Brampton, it is the City's intent to enact and administer a by-law pursuant to Section 42 of the Planning Act to require a parkland dedication, or the cash-in-lieu equivalent, of one hectare per 300 dwelling units (one acre per 120 dwelling units) as a condition of approval for medium to high density residential development or redevelopment.

5.20.3 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu parkland dedication, but may use such funds for any purpose permitted under Section 51(12) of the Planning Act.

5.20.4 Lands required for drainage purposes, lands susceptible to flooding, valleylands, buffered areas and other lands unsuitable for development will not be accepted as part of the parkland dedications referred to in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

## 5.21 DEVELOPMENT CHARGES BY-LAW

Pursuant to the Development Charges Act, the City may pass a by-law to impose charges on development within the City which would increase the need for physical and other services.

### Objectives

To enact a Development Charges By-law.

### Policies

5.21.1 The City shall enact and administer a Development Charges By-law in accordance with the provisions of the Development Charges Act.

## **5.22 CONSERVATION AUTHORITIES**

Conservation Authorities are agencies created by the Ministry of Natural Resources to assist in the regulation of valley systems, flood plains, watercourses and other environmentally related features. Among other duties, the Authorities administer flood and fill line regulations, participate in processing and approve subdivision plans, master drainage plans and subwatershed management plans as well as obtain lands for conservation purposes and operating conservation areas.

Within the City of Brampton, the Credit Valley Conservation Authority has jurisdiction within the Credit River and Fletchers Creek Watersheds. The Metro Toronto and Region Conservation Authority has jurisdiction within the West Humber River, Mimico Creek and Etobicoke Creek watersheds.

### **Objectives**

To consult and cooperate with the Conservation Authorities on matters and concerns of mutual interest.

### **Policies**

- 5.22.1 The regulations and policies of the Credit Valley Conservation Authority and the Metropolitan Toronto and Region Conservation Authority shall be considered when evaluating development proposals. Policies and regulations of the Ministry of Natural Resources and other conservation bodies will also be considered.
- 5.22.2 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources and other conservation bodies to, among other concerns:
- (i) define the physical limits of valley lands and to plan for their protection, conservation and enhancement; and,
  - (ii) establish criteria for the identification and preservation of hazard lands and environmentally sensitive areas.
- 5.22.3 The City shall encourage the Conservation Authorities to participate in the management and acquisition of lands for conservation and recreation purposes as part of an overall open space and recreation system within the City.

**5.23 OTHER LEGISLATION**

5.23.1 The City shall review and monitor existing and future legislation contained in the Planning Act, the Municipal Act and other relevant Provincial statutes which apply to areas of municipal jurisdiction and where appropriate, amend existing by-laws or pass new by-laws to ensure such uses are properly regulated in accordance with the relevant legislation and associated regulations and in accordance with the policies of this Plan.

**5.24 OTHER LEVELS OF GOVERNMENT**

5.24.1 The City recognizes that the implementation of many of the policies of this Plan is partly or wholly dependent on the actions of other levels of government and accordingly resolves to encourage these governments to take such actions as appropriate.

**5.25 PRIVATE SECTOR**

5.25.1 The City shall encourage private groups and individuals to take positive action to help achieve the objectives and implement the policies of this Plan.

**5.26 PUBLIC PARTICIPATION**

**Objectives**

To promote public awareness of City affairs and services and provide opportunities for the community to participate in municipal planning and decision making.

**Policies**

5.26.1 The City shall endeavour to maintain an effective public information and communication program to increase the public's knowledge of City affairs and services and provide opportunities for public consultation in City decision-making.

5.26.2 The City shall make available to the public, at reasonable cost, meeting agendas, official studies, documents and reports concerning the policies and programs of the City as appropriate.

## **5.27 PUBLIC MEETINGS**

### **Objectives**

To provide the community with adequate notice of development applications and statutory public meetings as required by the Planning Act.

### **Policies**

- 5.27.1 The Planning Committee shall, on behalf of the City, before passing an official plan, secondary plan, community improvement plan or zoning by-law, or amendments thereto, ensure that adequate information is made available to the public, and for this purpose shall hold at least one public meeting, at which any person in attendance shall be afforded the opportunity to make representations in respect of the proposed official plan, secondary plan, community improvement plan or zoning by-law, or amendment thereto.
- 5.27.2 The City may forego notification of and meetings for the public in connection with official plan and zoning by-law amendments if such amendments will not affect the substance of the document to be amended. Such amendments may include the following:
- (i) deletion of obsolete provisions;
  - (ii) changes or corrections to format, wording or reference errors; and
  - (iii) alteration in the numbering and arrangement of any provisions.
- 5.27.3 To provide ample opportunity for the public to review and discuss the proposed plans or amendments and to prepare their comments, notice of any statutory public meeting shall be given at least 12 days prior to the date of the meeting; and copies of the pertinent draft documents will be made available for public examination at least 7 days prior to the date of the public meeting.
- 5.27.4 Notice of a public meeting shall contain the following information:
- (i) the date, time and location of the meeting;
  - (ii) a key plan showing the location of the subject site, or a description of the subject site;
  - (iii) a description of the proposal; and,
  - (iv) a statement advising that the recommendation of the Planning Committee on the proposal will be forwarded to City Council, and that Council will not adopt the proposed amendment prior to the passage of 30 days since the date that the notice of the public meeting was given.

- 5.27.5 Notice of a public meeting shall be given by the Clerk, using one or both of the following methods:
- (i) publication in a newspaper that is, in the Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment would apply to give the public reasonable notice of the meeting;
  - (ii) prepaid first class mail or personal service, to every person assessed in respect of land to which the proposal applies and within 120 metres of the area to which the proposal applies as shown on the last revised assessment roll of the City, at the address shown on the roll except that if the Clerk has received written notice of a change of ownership or occupancy of land, notice shall be given only to the new owner or occupant, as the case may be, at the address set out in the written notice.
- 5.27.6 Notice of a public meeting shall also be given by the Clerk, by prepaid first class mail or personal service, to every person or agency that has given the Clerk a specific request to receive notice, if such request shows the person's or agency's address.
- 5.27.7 The Clerk shall require the applicant or the proponent of a proposed amendment to post a sign on the lands to which the proposed amendment applies, clearly visible and legible from a public highway or other place to which the public has access, that indicates the general nature of the proposal and the telephone number of the Planning and Development Department, or, where the posting of the property is impractical, at a nearby location chosen by the Clerk.
- 5.27.8 Where a change is made in a proposal after the holding of the statutory public meeting, Council shall determine whether or not the extent of the change requires that further notice be given in respect of the proposal and whether or not a further public meeting must be held.

## **5.28 BUDGETING AND DEVELOPMENT PHASING**

- 5.28.1 Substantial sums of money will be required over a long period of time to implement the policies of this Plan. Short and longer term capital and operating programs and budgets which are consistent with the objectives and policies of this Plan will be adopted and annually revised by the City to determine the source of funds and to establish priorities.
- 5.28.2 The criteria listed in the Financial and Phasing Section of this Plan will be collectively used as the basis for the selecting of those individual properties, subdivisions, or groups of properties or subdivisions which ought to be given development priority.



5.28.3 It is recognized that development or servicing sequencing priorities may have to be set at various times and the maintenance of a sound financial position for the City and the effective provision or management of essential services may necessitate the implementation of a phasing program. Any such program shall be formulated and implemented in accordance with the objectives and policies of the Financial and Phasing Section of this Plan.

## 5.29 IMPACT STUDIES

### Objective

To require, as appropriate, impact studies in conjunction with development related applications to the City, in order to properly assess such proposals.

### Policies

5.29.1 The City may require one or more impact studies in conjunction with the application and/or approval of a development-related application such as, but not limited to:

- (i) an official plan amendment;
- (ii) a secondary plan amendment;
- (iii) a zoning by-law amendment;
- (iv) a plan of subdivision;
- (v) a site plan control submission;
- (vi) a Committee of Adjustment application; and,
- (vii) a Land Division Committee application.

5.29.2 An impact study may relate to, but is not limited to, an assessment of one or more of the following matters: any physical, social, economic or environmental consideration such as transportation network, environmental function, sun shadowing, wind, micro and/or macro-climate, noise, recreation opportunities, heritage resources, services or infrastructure and financial considerations.

**PART II: SECONDARY PLANS**

**Schedule "G": Secondary Plan Areas**

Schedule "G" to this Plan identifies areas for which Secondary Plans have been prepared or are proposed to be prepared. The following list indicates the documentation which constitutes the Secondary Plans for those areas which have a secondary plan in place.

The Secondary Plans described herein may consist of unrepealed portions of the Consolidated Official Plan of the City of Brampton Planning Area, and amendments thereto, unrepealed Chapters of Part IV of the 1984 Official Plan, and amendments thereto, and Chapters of Part II of this Plan, and amendments thereto. The following constitutes these secondary plans:

**Area 1: Snelgrove**

Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Official Plan Amendment 31A and Part IV, Chapter 1(a) of the 1984 Official Plan, as amended by Official Plan Amendment Numbers 79, 129, 140, 143 and 170 to the 1984 Official Plan, as they apply to Secondary Plan Area Number 1, are combined, and shall constitute the Snelgrove Area Secondary Plan.

**Area 2: Sandalwood Industrial East**

Amendment Number 4 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 29, 48, 64, 94, 24A, 90A, 176A, 196A and 211A all to the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 2, are combined, and shall constitute the Sandalwood Industrial East Secondary Plan.

**Area 3: Heart Lake West**

Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 55, 76, 13A, 21A, 33A, 52A, 91A, 93A, 103A, 119A, 135A and 226A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 3, are combined, and shall constitute the Heart Lake West Secondary Plan.

**Area 4: Heart Lake East**

Chapter C35 of Section C of Part C, and Plate Number 2 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 70, 76, 90, 12A, 80A, 119A, 193A, 218A and 228A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 4, are combined, and shall constitute the Heart Lake East Secondary Plan.

## **Area 5: Northwood Park**

Subsection B2.3 of Chapter B1 of Section B of Part C and Plate Number 6 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 42, 97, 198A and 222A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 5, are combined, and shall constitute the Northwood Park Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton, shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or Secondary Plan Area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

## **Area 6: Brampton West**

Subsection B2.3 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plates Numbers 2 and 6 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 34, 42, 63, 66, 88, 8A, 9A, 56A, 57A, 85A, 169A, 182A, 185A and 188A to the Consolidated Official Plan, and Part IV, Chapters 6(a) and 6(b) to the 1984 Official Plan, as they apply to Secondary Plan Area Number 6, are combined, and shall constitute the Brampton West Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### **Area 7: Brampton Central**

Chapter 7 of Part IV of the 1984 Official Plan as amended by Amendment Numbers 92, 107, 128, 150, 152, 173, 199, 209, 214, 215 and 220, as they apply to Secondary Plan Area Number 7, are combined and shall constitute the Brampton Central Secondary Plan.

#### **Area 8: Brampton North**

Subsection B2.2 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plates Numbers 2 and 5, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 22, 42, 54, 60, 71, 92, 5A, 71A, 83A, 125A, 141A, 145A, 175A, 177A, 191A, 217A and 223A to the Consolidated Official Plan and Part IV - Chapter 8(a) of 1984 Official Plan, as they apply to Secondary Plan Area Number 8, are combined and shall constitute the Brampton North Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### **Area 9: Madoc**

Subsection B2.2 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C and Plates Numbers 2 and 5 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 42, 2A and 6A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 9, are combined, and shall constitute the Madoc Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre;

- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project; and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### **Area 10: Westgate**

Chapter C34 of Section C of Part C and Plate Number 20 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Official Plan Amendment Numbers 33, 98, 47A, 64A, 65A, 120A and 160A to the Consolidated Official Plan and Part IV, Chapter 10(a) of the 1984 Official Plan, as they apply to Secondary Plan Area Number 10, are combined and shall constitute the Westgate Secondary Plan.

#### **Area 11: Central Park**

Chapters C17, C22, C26, C29, C30, C34 and C46 of Section C of Part C, and Plates Numbers 22 and 28, all of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 20A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 11, are combined and shall constitute the Central Park Secondary Plan.

#### **Area 12: Northgate**

Chapters C13, C17, C29 and C34 of Section C of Part C and Plates Numbers 24 and 28 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 19, 89, 23A, 84A, 117A and 167A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 12, are combined and shall constitute the Northgate Secondary Plan.

#### **Area 13: Bramalea North Industrial**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area and Part IV - Chapter 13 (a) of the 1984 Official Plan, as amended by Amendment Numbers 108, 131, 138, 155 and 183 to the 1984 Official Plan, as they

apply to Secondary Plan Area Number 13, are combined and shall constitute the Bramalea North Industrial Secondary Plan.

#### **Area 14: Gore Industrial North**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 57 and 58 to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 14, are combined and shall constitute the Gore Industrial North Secondary Plan.

#### **Area 15: Fletchers West Secondary Plan**

Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 18, 101A, 134A and 153A to the Consolidated Official Plan, and Part IV - Chapters 15(a) and 15(b) of the 1984 Official Plan, as they apply to Secondary Plan Area Number 15, are combined and shall constitute the Fletchers West Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.



## **Area 16: Brampton South:**

Subsection B2.4 of Chapter B1 of Section B of Part C, and Plate Number 7 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 18, 39, 42, 77, 39A, 41A, 46A, 95A, 146A, 154A and 204A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 16, are combined and shall constitute the Brampton South Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

## **Area 17: Brampton East**

Subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 8 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 42, 72, 137A, 191A and 210A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 17, are combined and shall constitute the Brampton East Secondary Plan.

The part of this Secondary Plan Area which was in the former Town of Brampton shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles:

- (i) high density development will not exceed 40 dwelling units per net residential acre,
- (ii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (iii) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space of index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

#### **Area 18: Brampton East Industrial**

Subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 9 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 3, 8, 28, 35, 42, 62, 72, 73, 81, 10A, 40A, 50A, 61A, 87A, 113A and 158A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 18, are combined and shall constitute the Brampton East Industrial Secondary Plan.

#### **Area 19: Bramalea West Industrial**

Chapter C34, Section C of Part C and Plate Number 12, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Official Plan Amendment Numbers 26, 43A, 72A, 104A, 106A, 190A, 216A and 224A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 19, are combined and shall constitute the Bramalea West Industrial Secondary Plan.

#### **Area 20: Avondale**

Chapters C13, C21, C25, C27, C38, and C40 of Section C of Part C and Plates Numbers 14, 24, 30, 31 and 32 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 9, 21, 24, 75, 4A, 66A, 137A, 142A, 178A, 180A, 207A and 212A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 20, are combined and shall constitute the Avondale Secondary Plan.

#### **Area 21: Southgate**

Chapters C10, C11, C13, C24, C36 and C40 of Section C of Part C, and Plate Number 16 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 44, 15A, 163A, 164A, 179A and 225A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 21, are combined and shall constitute the Southgate Secondary Plan.

#### **Area 22: Bramalea South Industrial**

Chapter C23 of Section C of Part C and Plate Number 18 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 40, 45A, 118A, 156A and 189A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 22, are combined and shall constitute the Bramalea South Industrial Secondary Plan.

#### **Area 23: Gore Industrial South**

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 31 and 111A to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 23, are combined and shall constitute the Gore Industrial South Secondary Plan.

#### **Area 24: Fletchers Creek South**

Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area as amended by Amendment Numbers 25A, 36A, 54A, 69A, 70A, 74A, 76A, 81A, 82A, 86A, 88A, 97A, 99A, 102A, 110A, 112A, 121A, 122A, 130A, 144A, 147A, 151A, 168A, 176A, 181A, 184A, 203A, 205A, 227A, 229A and 230A to the Consolidated Official Plan and Part IV - Chapter 24(a) of the 1984 Official Plan, as they apply to Secondary Plan Area Number 24, are combined and shall constitute the Fletchers Creek South Secondary Plan.

**Area 25: Steeles Industrial**

Amendment Number 1 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendments Numbers 36, 41, 85, 19A, 109A, 132A and 148A to the Consolidated Official Plan and Part IV - Chapter 25(a) to the 1984 Official Plan, as amended by Amendment Numbers 172 and 208 to the 1984 Official Plan, as they apply to Secondary Plan Area Number 25, are combined and shall constitute the Steeles Industrial Secondary Plan.

**Area 26: Toronto Gore Rural Estate**

No Secondary Plan in place.

**Area 28: Sandringham-Wellington**

Chapter 28 of Part IV of the 1984 Official Plan as amended by Amendment Numbers 157, 194, 197, 213 and 219 to the 1984 Official Plan, as they apply to Secondary Plan Area Number 28, are combined and shall constitute the Sandringham-Wellington Secondary Plan.

**Area 29: Huttonville**

No Secondary Plan in place.

**Area 32: Parkway Belt Industrial Area**

Chapter 32 of Part IV of the 1984 Official Plan, as they apply to Secondary Plan Area Number 32, are combined and shall constitute the Parkway Belt Industrial Area Secondary Plan.

**Area 36: Central Commercial Corridor**

No Secondary Plan in place.

**Area 37: Airport Road/Highway 7 Business Centre**

Chapter 37 of Part IV of the 1984 Official Plan, as they apply to Secondary Plan Area Number 37, are combined shall constitute the Airport Road/Highway 7 Business Centre Secondary Plan.

**Area 38: Bramalea Road South Gateway**

No Secondary Plan in place.

**Area 39: Goreway Drive Corridor**

No Secondary Plan in place.

**Area 40: Gateway West**

No Secondary Plan in place.

**Area 41: Eastgate**

No Secondary Plan in place.

**Area 42: Vales of Castlemore**

No Secondary Plan in place.

**Area 43: Fletchers Creek Village**

No Secondary Plan in place.

**Area 44: Fletchers Creek North**

No Secondary Plan in place.

**Area 45: Gateway West Residential North**

No Secondary Plan in place.

**Area 46: Gateway West Residential South**

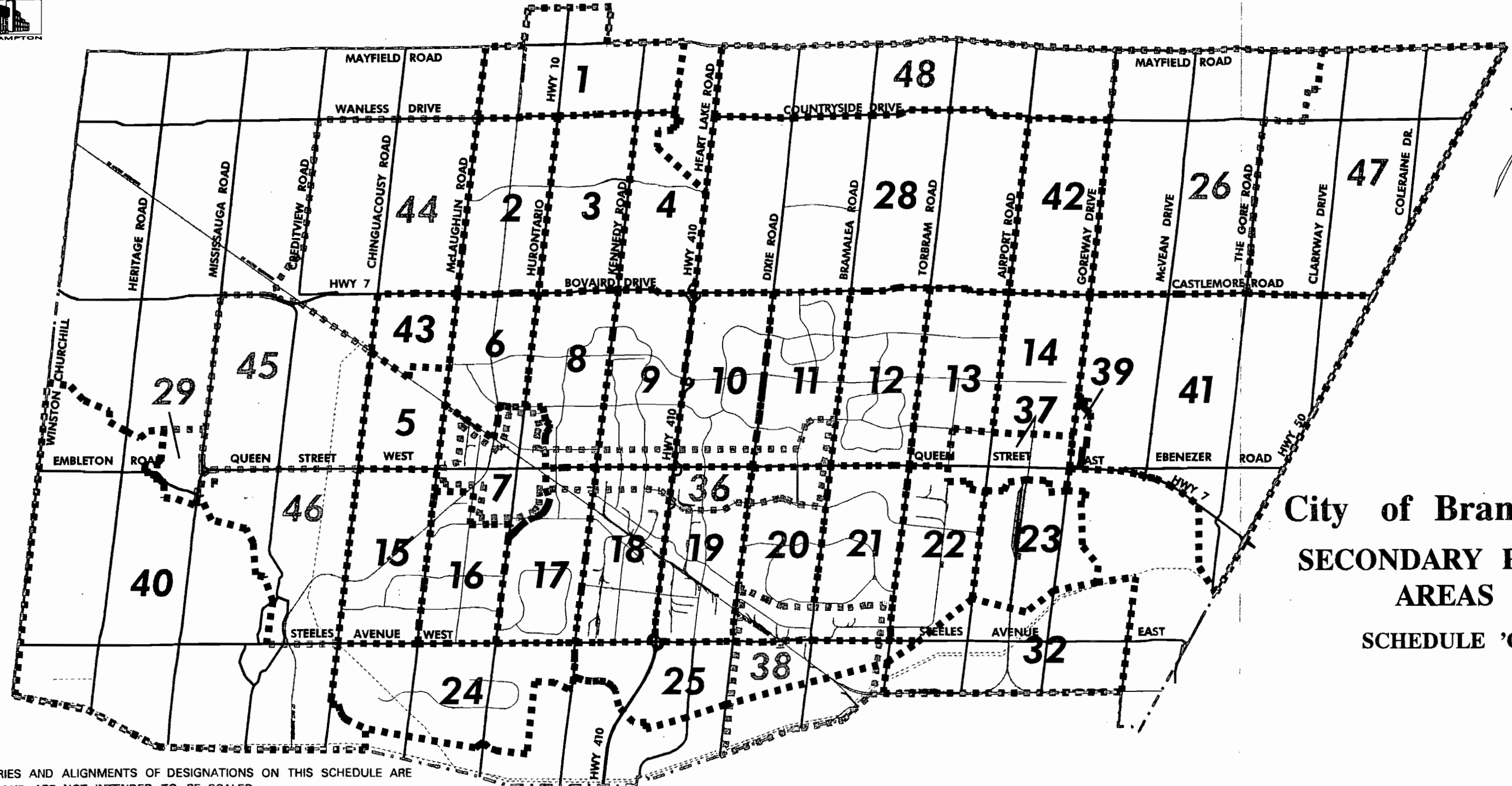
No Secondary Plan in place.

**Area 47: Highway 427 Industrial**

No Secondary Plan in place.

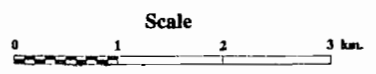
**Area 48: Sandringham Wellington North**

No Secondary Plan in place.



**City of Brampton  
SECONDARY PLAN  
AREAS  
SCHEDULE 'G'**

THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE ARE APPROXIMATE AND ARE NOT INTENDED TO BE SCALED.  
THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE CITY OF BRAMPTON, AND MUST BE READ IN CONJUNCTION WITH THE TEXT, OTHER SCHEDULES AND SECONDARY PLANS.



## **APPENDICES**

- A. Preparation of the Official Plan - Chronology**
- B. Population Projections - 1991 to 2021**
- C. Household Projections - 1991 to 2021**
- D. Employment Projections - 1991 to 2021**
- E. Retail, Office, Business and Industrial Floor Space - 1991 to 2021**
- F. Retail, Office, Business and Industrial Land - 1991 to 2021**
- G. Capacity Housing Mix and Density**
- H. CVCA and MTRCA Valleyland Setbacks**
- I. Noise Mitigation and N.E.F. Contour Maps**
- J. Hierarchical Allocation of Tableland Park Requirements**
- K. Parkway Belt West Plan**
- L. Required Transportation Improvements to Implement the Plan**
- M. Separately Bound Appendix (Background Reports and Component Studies)**

## **APPENDIX A**

- **Official Plan Preparation**



# Appendix A

## Official Plan Preparation

### Chronology of Primary Staff Reports

Jan. 8,	1990	1990 OFFICIAL PLAN REVIEW
May 9,	1991	Work Program Modifications and Application Fee
May 13,	1991	Revised Work Program
May 23,	1991	Official Plan Review Progress Report
June 6,	1991	Official Plan Review Progress Report
June 28,	1991	Official Plan Review Progress Report
July 11,	1991	JULY STATUS REPORT, GROWTH AND DEVELOPMENT OPTIONS
Aug. 14,	1991	Official Plan Review Progress Report
Sept. 16,	1991	STAGE 1: POPULATION AND EMPLOYMENT FORECASTS
Mar. 5,	1992	Status Report and Revised Work Program
Mar. 27,	1992	STAGE 2: URBAN BOUNDARY DECISION
May 29,	1992	URBAN BOUNDARY SUBMISSIONS, LAND USE REFINEMENT AND PHASING STRATEGY
June 19,	1992	JUNE 3 COUNCIL RESOLUTION , GENERAL SUBMISSIONS AND PHASING STRATEGY
April 7,	1993	STAGE 3: POLICY FORMULATION, DRAFT OFFICIAL PLAN
June 10,	1993	CLARKWAY SPECIAL STUDY AREA
June 11,	1993	STAGE 4: ADOPTION AND APPROVAL
June 24,	1993	COUNCIL ADOPTION

## **APPENDIX B/C**

- **Household and Population Projections 1991-2021**

## APPENDIX B / C: POPULATION AND HOUSEHOLD PROJECTIONS

PERIOD	POPULATION (REVISED)		HOUSEHOLDS (REVISED)		TOTAL HOUSING UNITS REQUIRED FROM CAPACITY	TOTAL ADDITIONAL RESIDENTIAL LAND REQUIREMENT** (ACRES)
	CLAYTON ALT. 2	HEMSON DCA	CLAYTON ALT. 2	HEMSON DCA		
1991	224,200	224,200	71,660	71,660	-	-
1991-96	264,100*	278,345	87,960	89,030	-	-
1996-01	304,000	322,855	104,260	103,828	-	-
	<b>OFFICIAL PLAN CAPACITY (NO COMMERCIAL CORRIDOR)</b>		<b>123,441</b>			
2001-06	348,300*	-	122,660	-	-	-
2006-11	392,600	-	141,060	-	17,619	2,591
2011-16	440,900*	-	160,660	-	37,219	5,473
2016-21	489,300	-	180,260	-	56,819	8,356

/usr2/gis/cbpl4/cb/popproj.dgn

\* Extrapolated

\*\* Based upon anticipated overall net density of required units (and mix) at 13.4 units per net residential acre.

Based upon anticipated overall gross density of housing mix at 9.5 units per gross residential acre.

Based upon anticipated overall density of housing mix at 6.8 units per total residential acre.

**NOTE:** Hemson New Immigration forecast used for Development Charges is anticipated to come in line with Clayton Alternate 2 households around the year 2006.

Official Plan projections reconciled with Development Charges exercise.

## **APPENDIX D**

- **Employment Projections 1991-2021**

Table 3.1

**Enhanced Employment Estimates by Infrastructure and Program**

<b><u>Infrastructure:</u></b>	
Hwy 407, 427 to 410	
industrial	3,000
office	1,200
commercial	600
Hwy 407, 410 to 401	
industrial	6,000
office	2,640
commercial	600
Hwy 427, Castl. to Mayfld	
industrial	10,000
office	1,000
Northern Interface	
commercial	1,050
Western Interface	
industrial	0
Transit/interchge	
office	5,670
commercial	840
<b><u>Programs:</u></b>	
Financial Distr. pgm	
office	4,340
commercial	420
Eastgate bus. area	
office	2,600
Gateway West bus. area	
office	1,800
Education Centre	
institutional	3,500
hospital	2,000
<b>Total</b>	<b>47,260</b>

Table 3.2

**Employment Projections**

**Schedule A:**

<u>YEAR:</u>	<u>EMPLOYMENT:</u>
1991	91,164
1996	114,771
2001	138,760
2006	167,310
2011	198,680
2016	223,786
2021	245,090

**Added Employment by Five Year Period**

**Schedule B:**

<u>YEAR:</u>	<u>EMPLOYMENT:</u>
1991-96	23,608
1996-01	23,989
2001-06	28,550
2006-11	31,369
2011-16	25,106
2016-21	21,304
<hr/>	
TOTAL:	153,926

## **APPENDIX E**

- **Commercial and Industrial Floor Space 1991-2021**

Table 6.1

Future Growth of Urban Space Complexes

SPACE REQUIREMENT By Zone and By Urban Space Complex

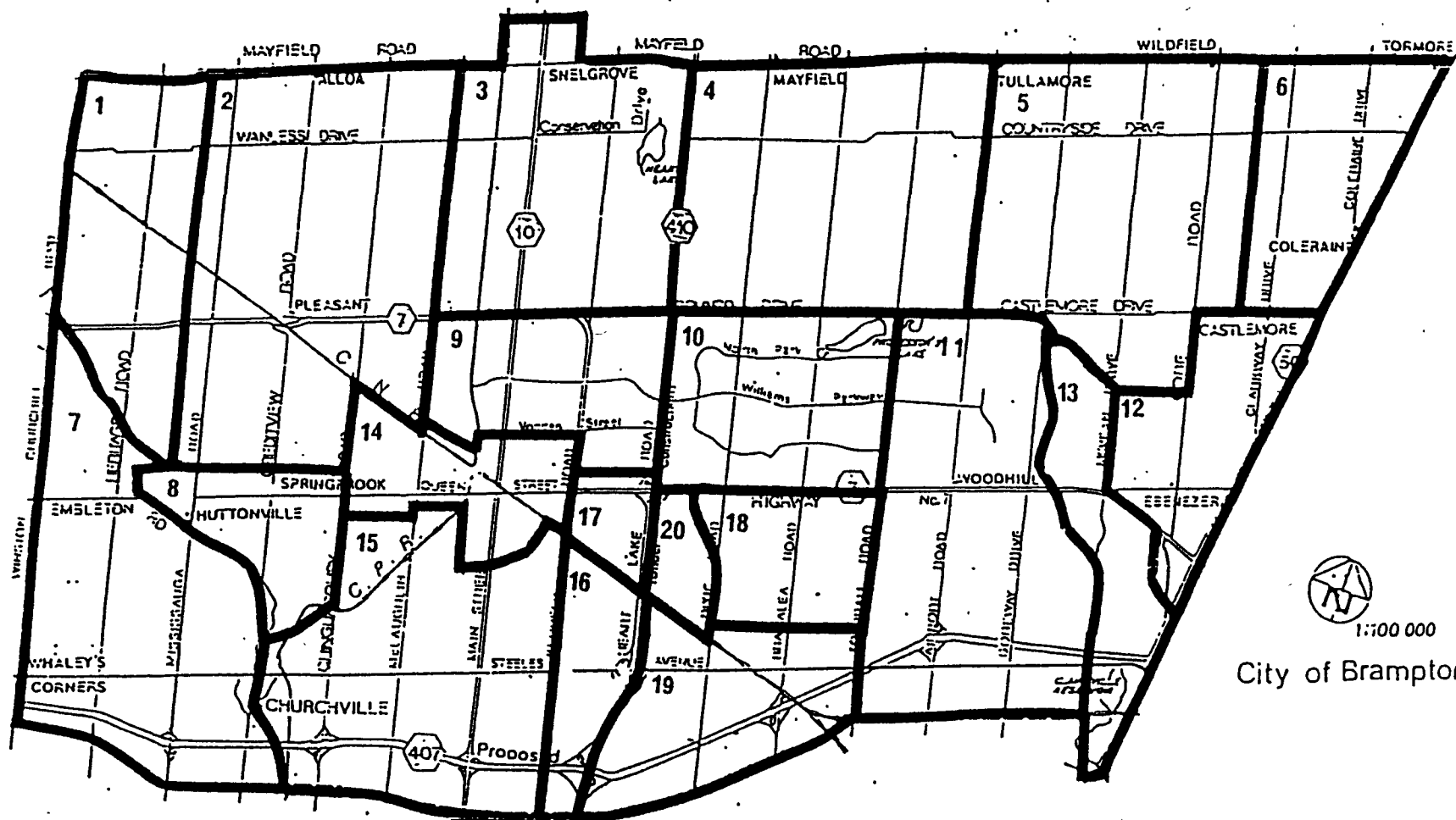
Zones	Dominant Use INDUSTRIAL					Dominant Use OFFICE			
	Manufacturing	Industrial	Distribution	Assembly/Manu	Primary	Infrastructure	CBD/CORE	Campus/Colony	Business Park
	Distribution (no sales)	Service Storage	with Retail	with Retail	Industry	Use			
1. Heritage North	0	0	0	0	0	0	0	0	0
2. Pleasant	0	0	0	0	0	0	0	0	0
3. Heartlake/Snelgrove	0	0	0	0	0	0	0	0	0
4. Springdale	0	0	0	0	0	0	0	0	0
5. Castlemore	0	0	0	0	0	0	0	0	0
6. Highway 427 Northeast	8,321,864	3,482,752	1,043,890	1,876,416	0	0	0	0	0
7. Gateway West	26,174,456	2,785,220	4,473,042	6,787,101	0	0	0	1,533,886	5,239,645
8. Huttonville/Springbrook	0	0	0	0	0	0	0	0	0
9. Brampton North	0	0	0	0	0	0	0	0	0
10. Bramalea North	0	0	0	0	0	0	0	0	0
11. Airport/Intermodal	9,539,188	2,443,954	1,777,352	2,777,160	0	0	0	0	1,662,668
12. Eastgate	541,263	0	571,829	789,380	0	0	0	1,533,886	3,974,056
13. Claxville Conservation	0	0	0	0	0	0	0	0	0
14. Old Town	0	0	0	0	0	0	746,115	0	0
15. Fletchers Creek	0	0	0	0	0	0	0	0	0
16. Highway 410 West	581,498	108,772	408,320	384,117	0	0	0	0	284,922
17. New Core	0	0	0	0	0	0	4,488,007	0	0
18. Bramalea South	0	0	0	0	0	0	290,217	0	0
19. Highway 410 East	1,117,431	108,243	553,789	830,683	0	0	0	0	709,872
20. West Drive	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>48,655,720</b>	<b>8,915,042</b>	<b>8,826,222</b>	<b>13,223,840</b>	<b>0</b>	<b>0</b>	<b>5,524,340</b>	<b>3,067,773</b>	<b>11,870,893</b>

Zones	Dominant Use RETAIL					Dominant Use INSTITUTIONAL			Dominant Use: Entertainment/Rec	Totals
	Multi-Dept	Retail	Single	Food Anchor	Convenience	Education	Health	Entertain/Rec		
	Store Centres	Conglomerate	Dept. Centres	Local Centre	Centre	Complex	Complex	All Uses		
1. Heritage North	0	0	0	0	0	0	0	0	0	
2. Pleasant	0	0	280,842	0	0	0	0	0	280,842	
3. Heartlake/Snelgrove	0	0	0	25,327	83,450	0	0	0	88,777	
4. Springdale	852,450	0	519,236	220,161	73,224	0	0	0	1,765,070	
5. Castlemore	0	0	0	0	0	0	0	0	0	
6. Highway 427 Northeast	0	206,900	0	0	0	0	0	0	14,740,845	
7. Gateway West	0	413,800	0	0	0	0	0	0	47,367,250	
8. Huttonville/Springbrook	0	0	249,783	42,220	0	0	0	0	291,984	
9. Brampton North	0	0	0	0	0	0	0	0	0	
10. Bramalea North	0	0	0	37,991	25,380	0	0	0	63,371	
11. Airport/Intermodal	0	1,087,972	0	0	0	0	0	0	19,688,323	
12. Eastgate	0	413,800	479,177	0	0	0	0	0	8,303,371	
13. Claxville Conservation	0	0	0	0	0	0	0	0	0	
14. Old Town	0	0	0	0	0	0	0	0	746,115	
15. Fletchers Creek	0	0	254,212	358,388	0	0	0	0	612,600	
16. Highway 410 West	0	1,025,379	0	0	0	0	0	0	2,769,010	
17. New Core	619,541	0	0	0	0	0	0	0	5,107,548	
18. Bramalea South	0	0	0	0	69,452	0	0	0	359,989	
19. Highway 410 East	0	1,089,528	0	0	0	0	0	0	4,407,345	
20. West Drive	0	0	0	0	0	0	0	0	0	
<b>Totals</b>	<b>1,571,990</b>	<b>4,237,378</b>	<b>1,783,230</b>	<b>684,688</b>	<b>231,505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106,592,121</b>	



Figure 5.1

# Brampton Major Economic Zone Structure



## **APPENDIX F**

- **Commercial and Industrial Land 1991-2021**

Table 6.2

Future Land Requirement

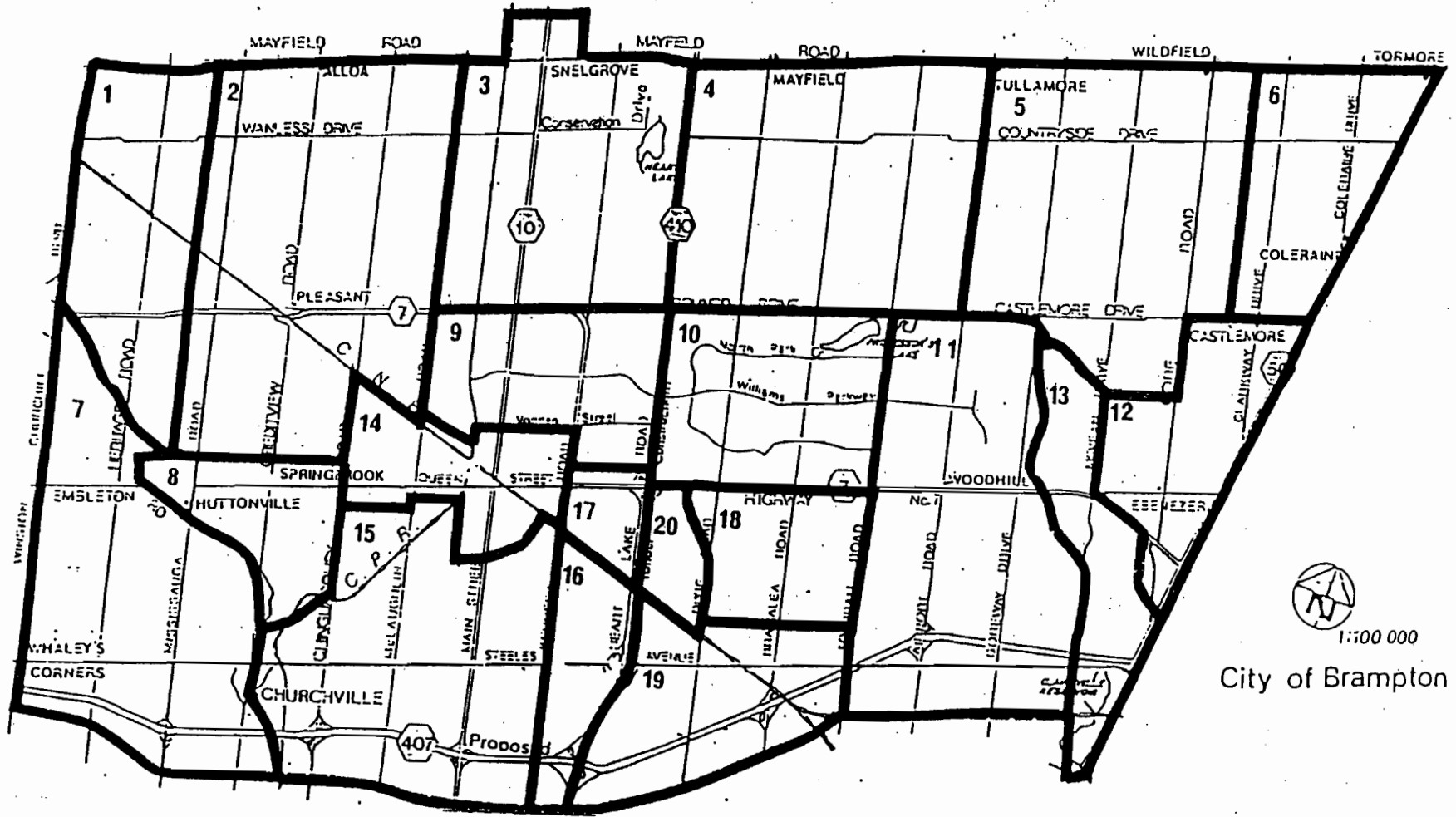
LAND REQUIREMENT By Zone and By Urban Space Complex

Zones	Dominant Use INDUSTRIAL					Dominant Use OFFICE			
	Manufacturing	Industrial	Distribution	Assembly/Manu	Primary	Infrastructure	CBQ/CORE	Campus/Colony	Business Park
	Distribution	Service Storage	with Retail	with Retail	Industry	Use			
1 Heritage North	0	0	0	0	0	0	0	0	0
2 Pleasant	0	0	0	0	0	0	0	0	0
3 Heartlake/Snelgrove	0	0	0	0	0	0	0	0	0
4 Springdale	0	0	0	0	0	0	0	0	0
5 Castlemore	0	0	0	0	0	0	0	0	0
6 Highway 427 Northeast	478	321	80	128	0	0	0	0	0
7. Gateway West	1,502	254	343	619	0	0	0	59	347
8. Huronville/Springbrook	0	0	0	0	0	0	0	0	0
9. Brampton North	0	0	0	0	0	0	0	0	0
10. Bramalea North	0	0	0	0	0	0	0	0	0
11. Airport/Intermodal	570	224	138	213	0	0	0	0	112
12. Eastgate	31	0	44	80	0	0	0	59	284
13. Clairville Conservation	0	0	0	0	0	0	0	0	0
14. Old Town	0	0	0	0	0	0	14	0	0
15. Fletchers Creek	0	0	0	0	0	0	0	0	0
16. Highway 410 West	32	10	31	30	0	0	0	0	19
17. New Core	0	0	0	0	0	0	84	0	0
18. Bramalea South	0	0	0	0	0	0	6	0	0
19. Highway 410 East	64	10	42	64	0	0	0	0	47
20. West Drive	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>2,678</b>	<b>619</b>	<b>678</b>	<b>1,015</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>117</b>	<b>788</b>

Zones	Dominant Use RETAIL					Dominant Use: Essential/Rec	
	Multi-Dept	Retail	Single	Food Anchor	Convenience	Culture	Totals
	Store Centres	Conglomerate	Dept. Centres	Local Centre	Centre	All Uses	
1 Heritage North	0	0	0	0	0	0	0
2 Pleasant	0	0	26	0	0	0	26
3. Heartlake/Snelgrove	0	0	0	2	6	0	8
4. Springdale	73	0	48	20	7	0	148
5 Castlemore	0	0	0	0	0	0	0
6 Highway 427 Northeast	0	14	0	0	0	0	1,021
7. Gateway West	0	27	0	0	0	0	3,052
8. Huronville/Springbrook	0	0	23	4	0	0	27
9. Brampton North	0	0	0	0	0	0	0
10. Bramalea North	0	0	0	3	2	0	6
11. Airport/Intermodal	0	71	0	0	0	0	1,328
12. Eastgate	0	27	44	0	0	0	529
13. Clairville Conservation	0	0	0	0	0	0	0
14. Old Town	0	0	0	0	0	0	14
15. Fletchers Creek	0	0	23	33	0	0	56
16. Highway 410 West	0	87	0	0	0	0	189
17. New Core	47	0	0	0	0	0	131
18. Bramalea South	0	0	0	0	6	0	12
19. Highway 410 East	0	71	0	0	0	0	296
20. West Drive	0	0	0	0	0	0	0
<b>Totals</b>	<b>120</b>	<b>278</b>	<b>184</b>	<b>63</b>	<b>21</b>	<b>0</b>	<b>6,844</b>

Figure 5.1

# Brampton Major Economic Zone Structure



## **APPENDIX G**

- **Relationship Between Density Measures**
  - net residential density
  - gross residential density
- **Relationship Between Density and Housing Mix**
- **Capacity Housing Mix**

### Relationship Between Density Measures

From the definitions and illustrations of Figures 1 and 2, it is apparent that Net Density and Gross Density can be related if the ratio of road, buffer and walkway acres to total gross residential acres is known or can be reasonably estimated.

In moderate density residential areas of several hundred acres, a reasonable assumption is that roads, etc., amount to 29% of the Gross Residential Area, and conversely, Net Residential Area equals 71% of the Gross Residential Area. Thus, in most cases, the following equation provides a reasonable approximation:

$$\text{Gross Density} = 0.71 \times \text{Net Density}$$

In practice, the proportion of roads, buffers and walkways might vary from 27% to 33% of the Gross Residential Area. Areas in which publicly owned buffers are used extensively would have an extra one or two percent of the Gross Residential Area devoted to roads, buffers and walkways. Therefore, the factor 0.71 in the above formula would typically vary from 0.67 to 0.73 depending on the type of road pattern, the extent of the use of public buffers, etc.

Figure 1

DEFINITION OF NET RESIDENTIAL DENSITY  
(UNITS/NET ACRE OR HECTARE).

Net Residential Density means the number of dwelling units per acre or hectare of Net Residential Area.

Net Residential Area means an area consisting of one or more surveyed and registered lots, the principal use of which is for dwellings.

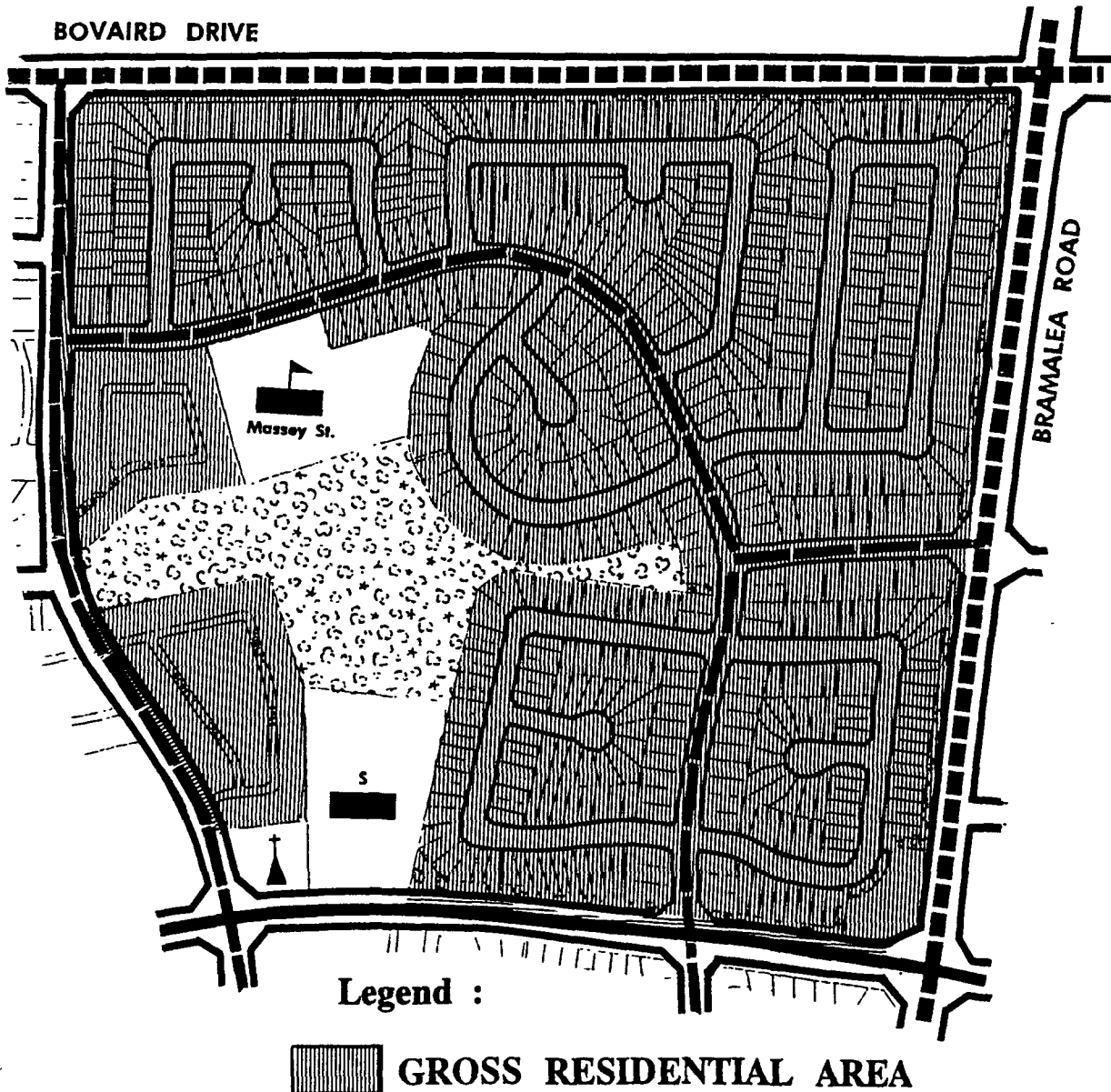


Figure 2

DEFINITION OF GROSS RESIDENTIAL DENSITY  
(UNITS/GROSS ACRE OR HECTARE)

Gross Residential Density means the number of dwelling units per acre or hectare of Gross Residential Area.

Gross Residential Area means an area consisting of one or more surveyed and registered lots, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.





Density Measures Related to Housing Mix

A housing mix applicable to a defined area can be expressed as the percentage of the total dwelling units represented by each distinct (in terms of density) housing type. Some of these percentages might be expressed as ranges to provide flexibility. Housing types which are similar in terms of density might be grouped into a single category. The following are two examples of housing mix specifications:

<u>SPECIFIC</u>		<u>FLEXIBLE</u>	
20%	4000 sq. ft.* Singles	20-40%	Singles
30%	3000 sq. ft.* Semi-Detached	20-40%	Semi & Link Townhouse
35%	2100 sq. ft.* Townhouse	15-35%	Zero Lot Line & Townhouse
<u>15%</u>	1000 sq. ft. * Apartments	<u>15-20%</u>	Stacked Townhouses & Apartments
100%		100%	

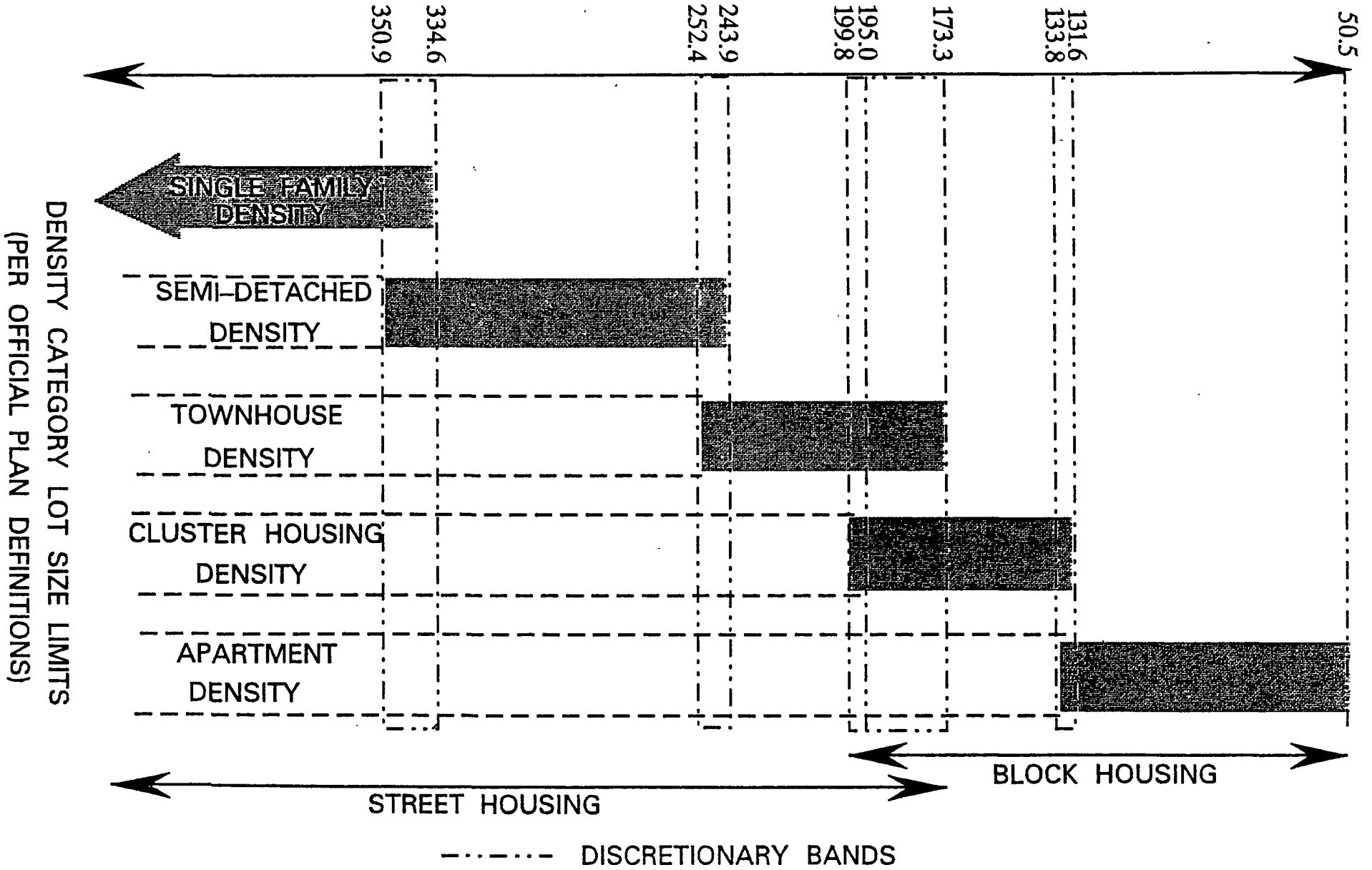
\* minimum lot area per unit

A specific housing mix can be directly related to an equivalent Net Density or Gross Density. A more flexible specification would be equivalent to a density range.

A specific housing mix such as the one above can be converted to a Net Density and a Gross Density by using the following equations:

INCREASING DENSITY/DECREASING LOT SIZE →

NOMINAL LOT SIZE PER UNIT (SQUARE METRES)



Net Density (units  
per acre/hectare) = 
$$\frac{1}{1.125 \times \text{Sum of } \left( \frac{\text{Percentage of each type} \times \text{Min. Lot Size in}}{100} \text{ acres/hectares.} \right)}$$

$$\text{Gross Density} = 0.71 \times \text{Net Density}$$

In the first equation, the number 1.125 is a correction factor to account for the fact that actual lot sizes will average approximately 12.5% larger than the minimum lot sizes because of the unavoidable use of larger lots abutting flanking streets, along cul-de-sacs and crescents, etc. The second equation is previously explained.

Although there is a unique density equivalent for any fully specific housing mix, there are any number of housing mixes associated with a given density figure.

Although the density does not completely determine the housing mix, it certainly sets some practical limits to the range of possibilities. A combination of a flexible housing mix specification and a maximum density target would set even stricter limits on the range of possibilities.

**Appendix G**  
**ULTIMATE HOUSING MIX, DENSITY AND POPULATION**  
**ESTIMATE BY SECONDARY PLAN AREA**

1993 06 28

SECONDARY PLAN AREA	HOUSING MIX					ESTIMATED	
	① SINGLE FAMILY DENSITY	① SEMI DETACHED DENSITY	① TOWNHOUSE DENSITY	① CLUSTER HOUSING & APARTMENTS DENSITY	TOTAL DWELLINGS	GROSS RESIDENTIAL DENSITY	GROSS RESIDENTIAL AREA
	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS PER HECTARE ( PER ACRE )	HECTARES ( ACRES )
1	2,128	1,584	359	9	4,020 ( 100% )	12.1 ( 4.9 )	331 ( 817 )
2	-	-	-	-	-	-	73 ( 180 )
3	1,724	1,804	792	418	4,738 ( 100% )	19.4 ( 7.9 )	244 ( 603 )
4	787	1,249	882	2,429	5,347 ( 100% )	23.2 ( 9.4 )	230 ( 567 )
5	1,623	753	311	192	2,879 ( 100% )	19.2 ( 7.8 )	150 ( 371 )
6	1,167	2,047	514	1,241	4,969 ( 100% )	22.7 ( 9.2 )	219 ( 541 )
7	1,120	329	6	1,118	2,573 ( 100% )	19.5 ( 7.9 )	132 ( 326 )
8	1,047	2,503	815	2,348	6,713 ( 100% )	27.7 ( 11.2 )	242 ( 598 )
9	926	3,035	2,025	4,005	9,991 ( 100% )	34.8 ( 14.1 )	287 ( 709 )

Appendix G ( cont'd )

ULTIMATE HOUSING MIX, DENSITY AND POPULATION  
ESTIMATE BY SECONDARY PLAN AREA

1993 06 28

SECONDARY PLAN AREA	HOUSING MIX					ESTIMATED	
	① SINGLE FAMILY DENSITY	① SEMI DETACHED DENSITY	① TOWNHOUSE DENSITY	① CLUSTER HOUSING & APARTMENTS DENSITY	TOTAL DWELLINGS	GROSS RESIDENTIAL DENSITY	GROSS RESIDENTIAL AREA
	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS PER HECTARE ( PER ACRE )	HECTARES ( ACRES )
10	1,947	1,499	56	450	3,952 ( 100% )	17.3 ( 7.0 )	229 ( 566 )
11	995	898	2,841 ③	1,242	5,976 ( 100% )	20.5 ( 8.3 )	292 ( 722 )
12	1,581	1,453	1,532 ③	386	4,952 ( 100% )	17.0 ( 6.9 )	291 ( 719 )
13	-	-	-	-	-	-	122 ( 302 )
14	21	-	-	2	23 ( 100% )	-	-
15	1,468	1,930	609	197	4,204 ( 100% )	19.7 ( 7.9 )	213 ( 527 )
16	1,963	643	304 ③	3,112	6,022 ( 100% )	25.3 ( 10.2 )	238 ( 588 )
17	2,869	194	545	1,753	5,361 ( 100% )	18.8 ( 7.6% )	285 ( 704 )
19	-	101	265	2,583	2,949 ( 100% )	86.7 ( 35.1 )	34 ( 84 )

**Appendix G ( cont'd )**  
**ULTIMATE HOUSING MIX, DENSITY AND POPULATION**  
**ESTIMATE BY SECONDARY PLAN AREA**

1993 06 28

SECONDARY PLAN AREA	HOUSING MIX					ESTIMATED	
	① SINGLE FAMILY DENSITY	① SEMI DETACHED DENSITY	① TOWNHOUSE DENSITY	① CLUSTER HOUSING & APARTMENTS DENSITY	TOTAL DWELLINGS	GROSS RESIDENTIAL DENSITY	GROSS RESIDENTIAL AREA
	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS ( % )	UNITS PER HECTARE ( PER ACRE )	HECTARES ( ACRES )
20	1,137	814	287	3,290	5,528 ( 100% )	29.4 ( 11.9 )	188 ( 465 )
21	1,389	1,235	1,020	3,094	6,738 ( 100% )	26.3 ( 10.6 )	256 ( 633 )
24	2,093	1,685	1,587	4,686	10,051 ( 100% )	32.0 ( 13.0 )	314 ( 775 )
26	1,479	-	-	-	1,479 ( 100% )	1.3 ( 0.5 )	1,182 ( 2,920 )
28	8,984	5,990	4,250	4,860	24,084 ( 100% )	20.6 ( 8.3 )	1,170 ( 2,891 )
39 - 48	18,362	33,452	14,510	7,221	73,545		3,051 ( 7,539 )
RURAL	( 25.0% )	( 45.5% )	( 19.7% )	( 9.8% )	( 100% )	-	-
<b>OVERALL TOTAL</b>	<b>54,810 ( 28.0% )</b>	<b>63,138 ( 32.2% )</b>	<b>33,510 ( 17.1% )</b>	<b>44,636 ( 22.8% )</b>	<b>196,094 ( 100% )</b>	<b>POPULATION CAPACITY ②</b>	<b>537,300</b>

**Appendix G ( cont'd )**  
**ULTIMATE HOUSING MIX, DENSITY AND POPULATION**  
**ESTIMATE BY SECONDARY PLAN AREA**

1993 06 28

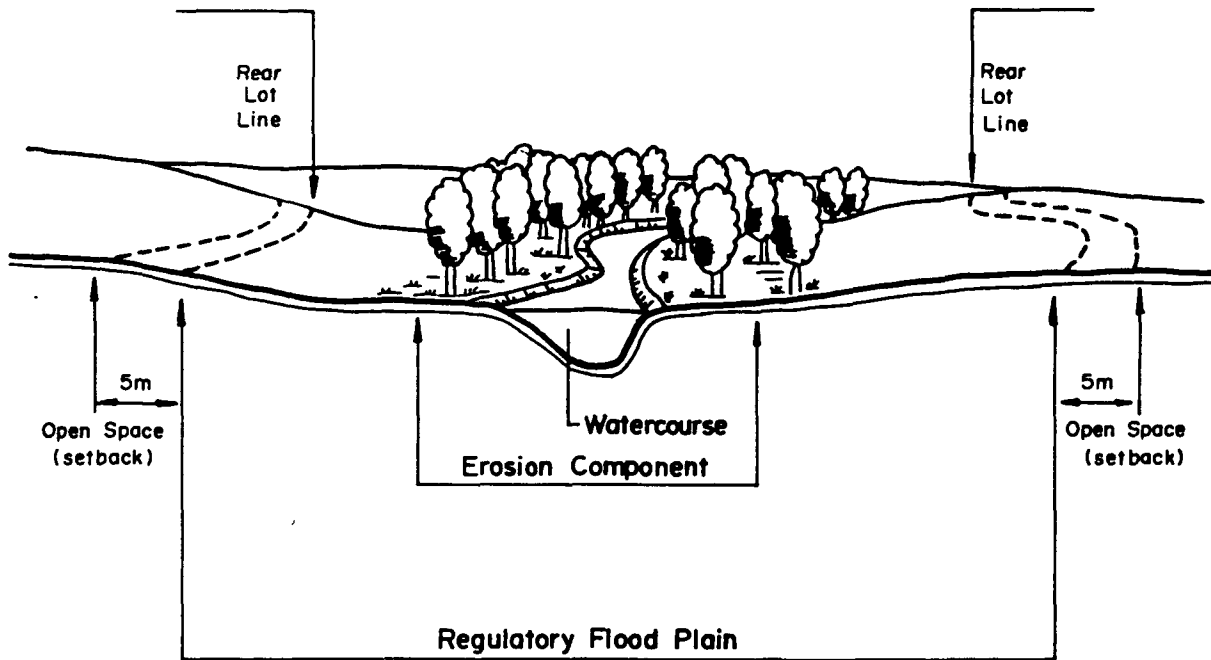
- ① AS DEFINED IN THE OFFICIAL PLAN.
- ② BASED ON AVERAGE OCCUPANCY RATIO OF 2.74 PERSONS PER UNIT.
- ③ MOST ZERO LOT LINE UNITS FALL INTO THE TOWNHOUSE DENSITY CATEGORY, SPECIFICALLY THE TOWNHOUSE DENSITY COUNT FOR SECONDARY PLAN AREAS NUMBERS 11, 12 AND 16 INCLUDE 1628, 716 AND 146 SUCH UNITS, RESPECTIVELY. AN ADDITIONAL 161 ZERO LOT LINE UNITS ARE CLASSIFIED AS SEMI DETACHED DENSITY IN SECONDARY PLAN NO. 16.

## **APPENDIX H**

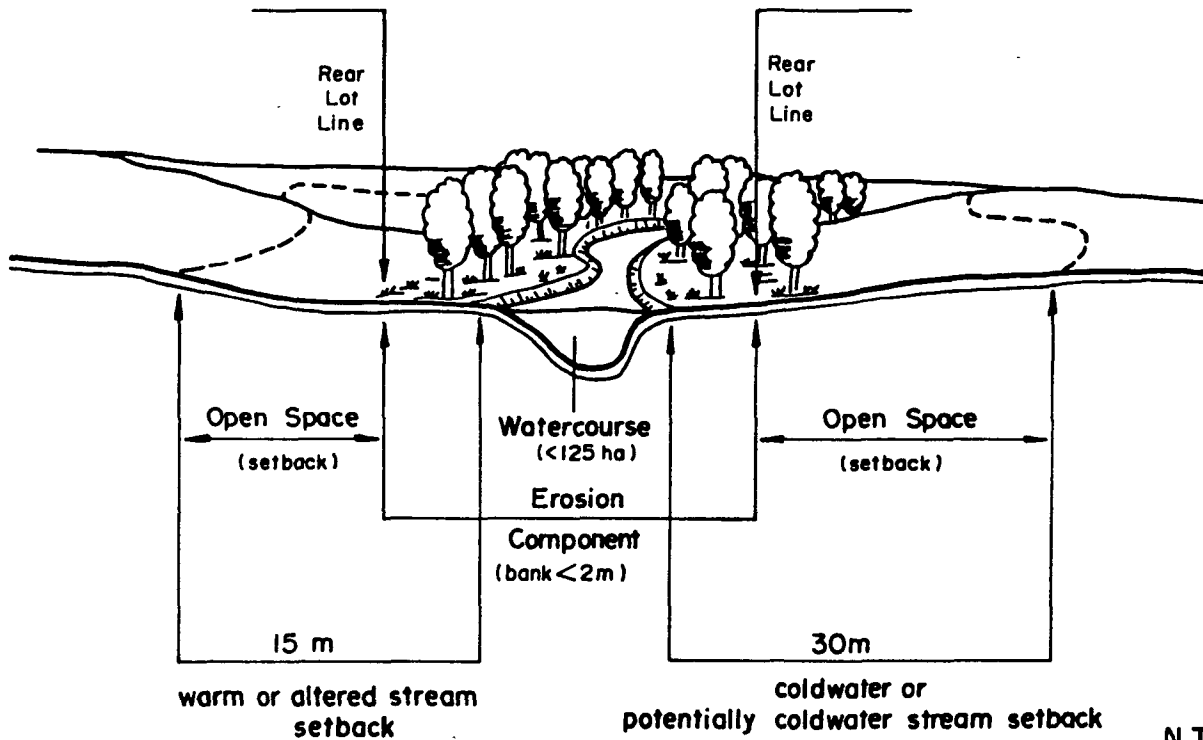
- **CVCA Watercourse and Valleyland Protection Policies**
  - **selected illustrations**
- **MTRCA Valley and Stream Corridor Management**
  - **selected illustrations**



i) UNDEFINED VALLEY SLOPE – Regulatory Flood Plain



ii) UNDEFINED VALLEY SLOPE – Fisheries Streams



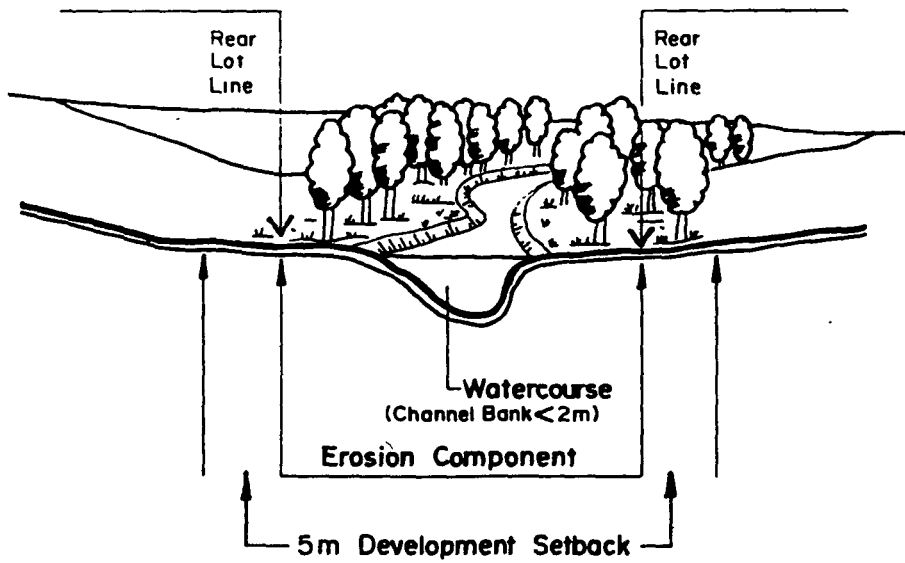
CREDIT VALLEY  
CONSERVATION  
AUTHORITY

UNDEFINED VALLEY SLOPE SETBACKS  
Type (i) & Type (ii)

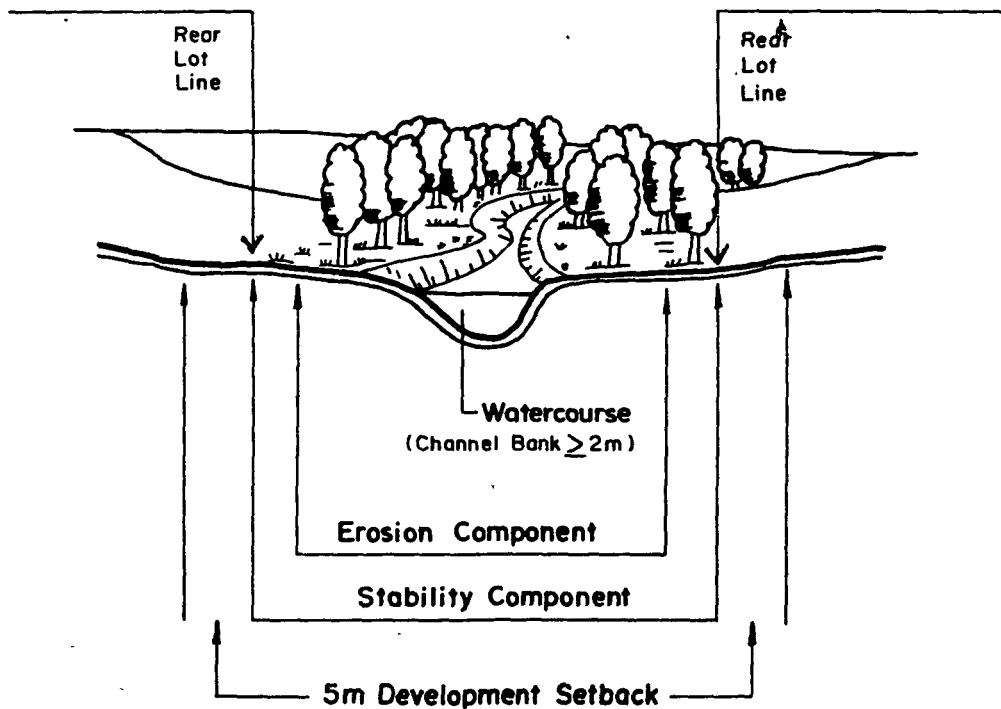
WATERCOURSE & VALLEYLAND  
PROTECTION POLICIES

FIGURE  
A

iii) UNDEFINED VALLEY SLOPE - Erosion Component



iv) UNDEFINED VALLEY SLOPE - Channel Bank  $\geq 2m$



N.T.S.



CREDIT  
VALLEY  
CONSERVATION  
AUTHORITY

UNDEFINED VALLEY SLOPE SETBACKS  
Type (iii) & Type (iv)

WATERCOURSE & VALLEYLAND  
PROTECTION POLICIES

FIGURE  
B

FIGURE 1A : STABLE WELL VEGETATED VALLEY WALL SLOPE WITH WIDE FLOOD PLAIN OR EROSION PROTECTION

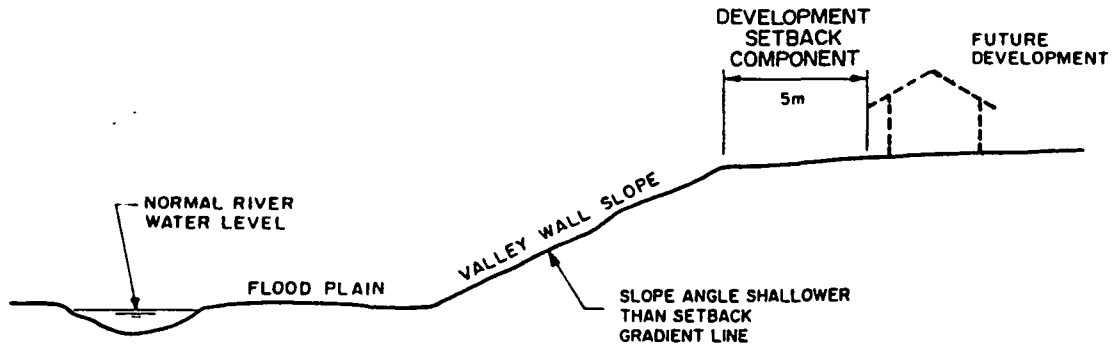


FIGURE 1B : OVERSTEEPENED VALLEY WALL SLOPE WITH WIDE FLOOD PLAIN OR EROSION PROTECTION

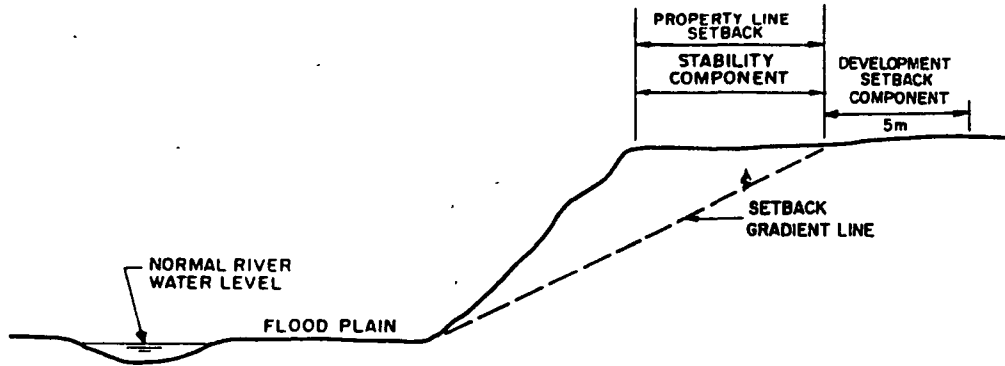
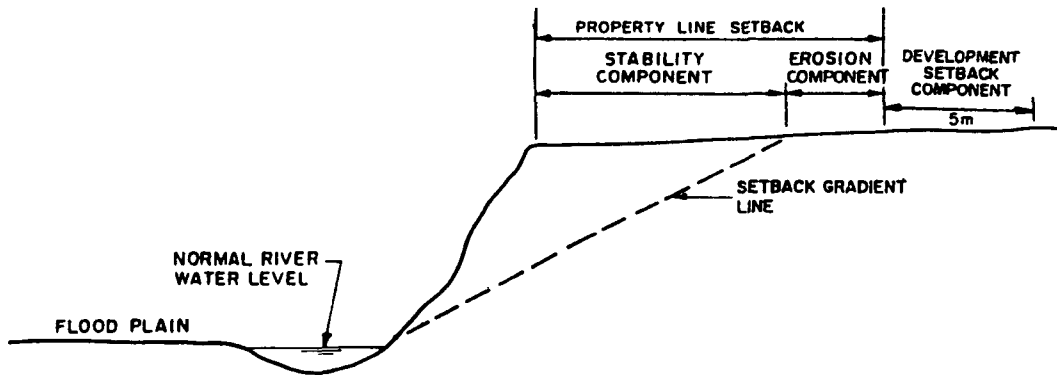


FIGURE 1C : OVERSTEEPENED VALLEY WALL SLOPE SUBJECT TO TOE EROSION



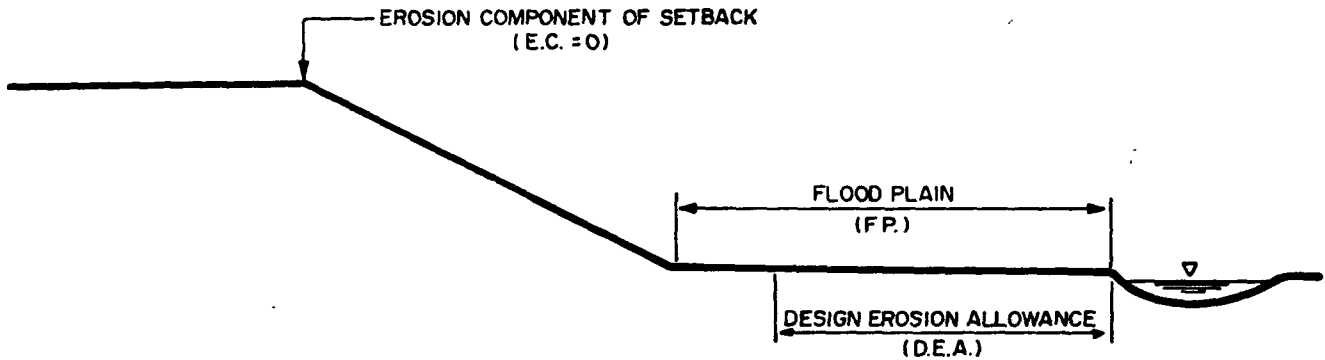
CREDIT  
VALLEY  
CONSERVATION  
AUTHORITY

WATERCOURSE & VALLEYLAND  
PROTECTION POLICIES

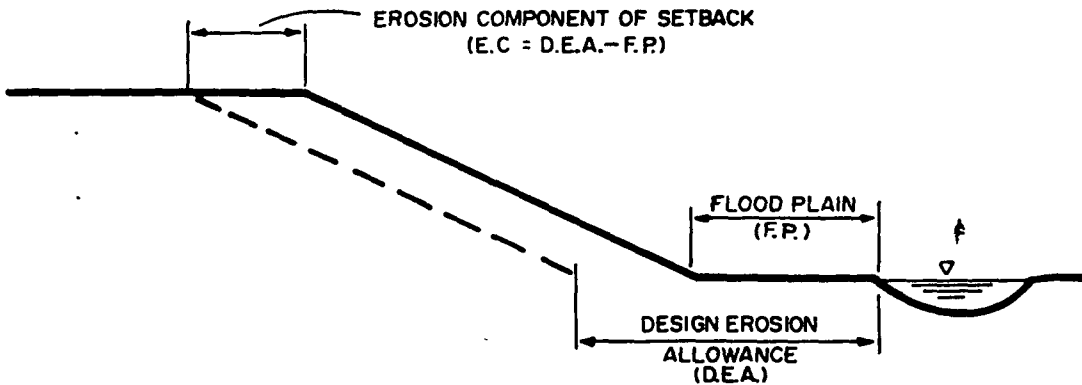
TYPICAL VALLEY WALL SLOPES

FIGURE  
1

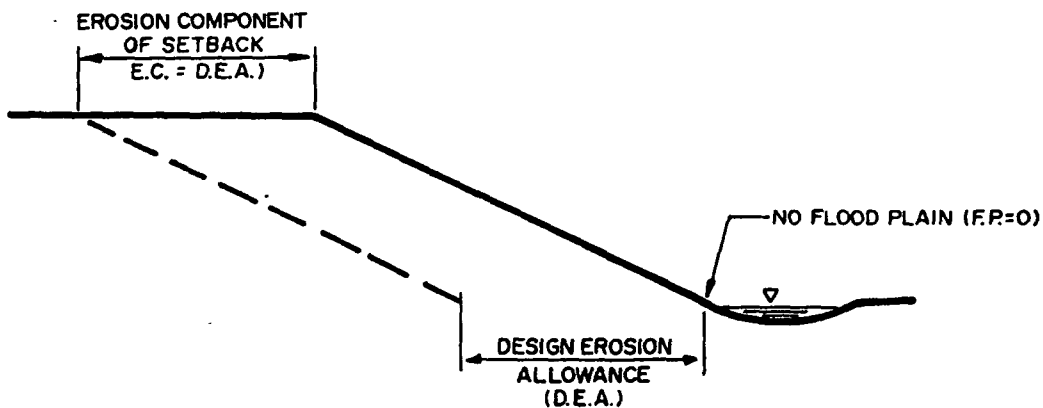
(A) FLOOD PLAIN WIDTH GREATER THAN DESIGN EROSION ALLOWANCE



(B) FLOOD PLAIN WIDTH LESS THAN DESIGN EROSION ALLOWANCE



(C) NO FLOOD PLAIN AT TOE OF SLOPE



N.T.S.



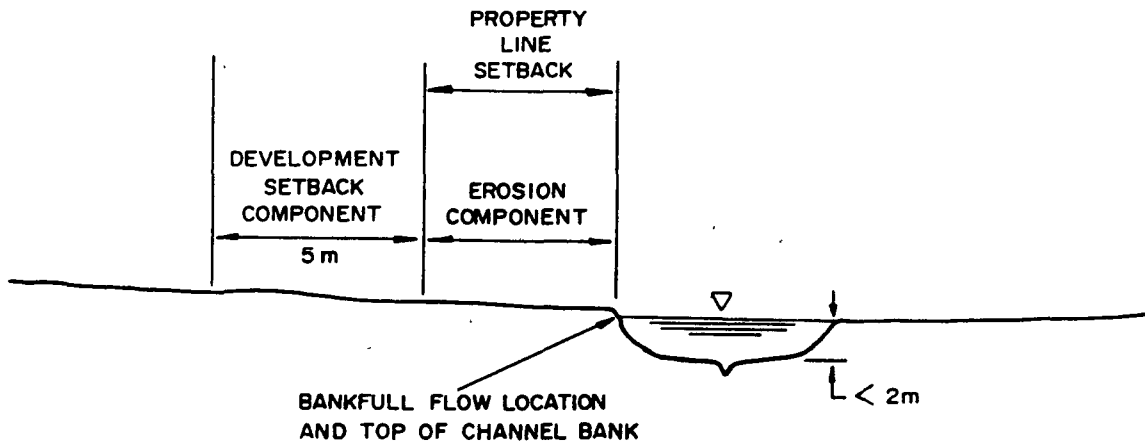
CREDIT  
VALLEY  
CONSERVATION  
AUTHORITY

CALCULATION OF EROSION COMPONENT  
OF TOTAL SETBACK WITH DEFINED  
VALLEY SLOPE

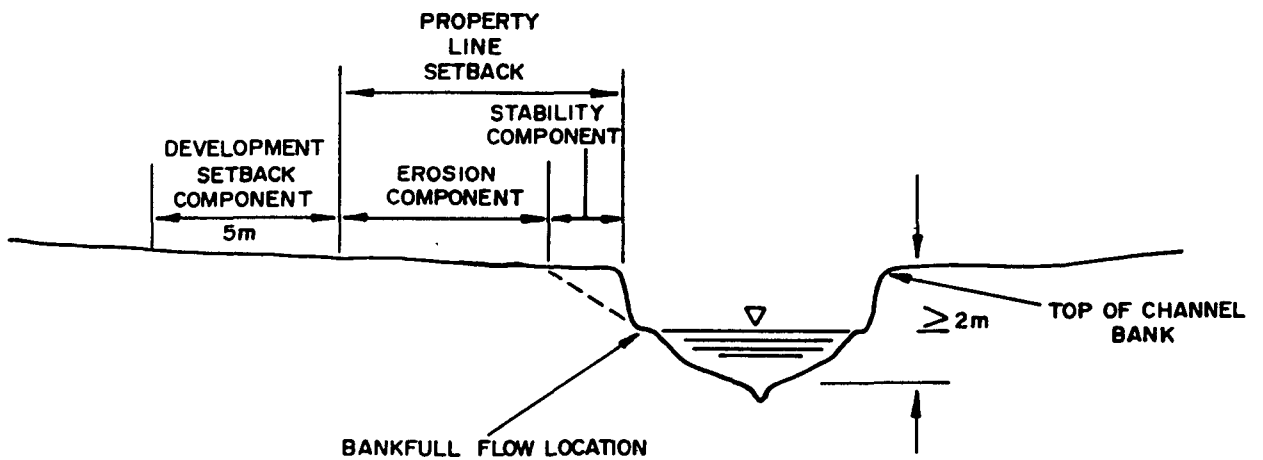
WATERCOURSE & VALLEYLAND  
PROTECTION POLICIES

FIGURE  
4b

(A) CHANNEL BANK HEIGHT LESS THAN 2 METRES



(B) CHANNEL BANK HEIGHT 2 METRES OR GREATER



N.T.S.



CREDIT VALLEY  
CONSERVATION  
AUTHORITY

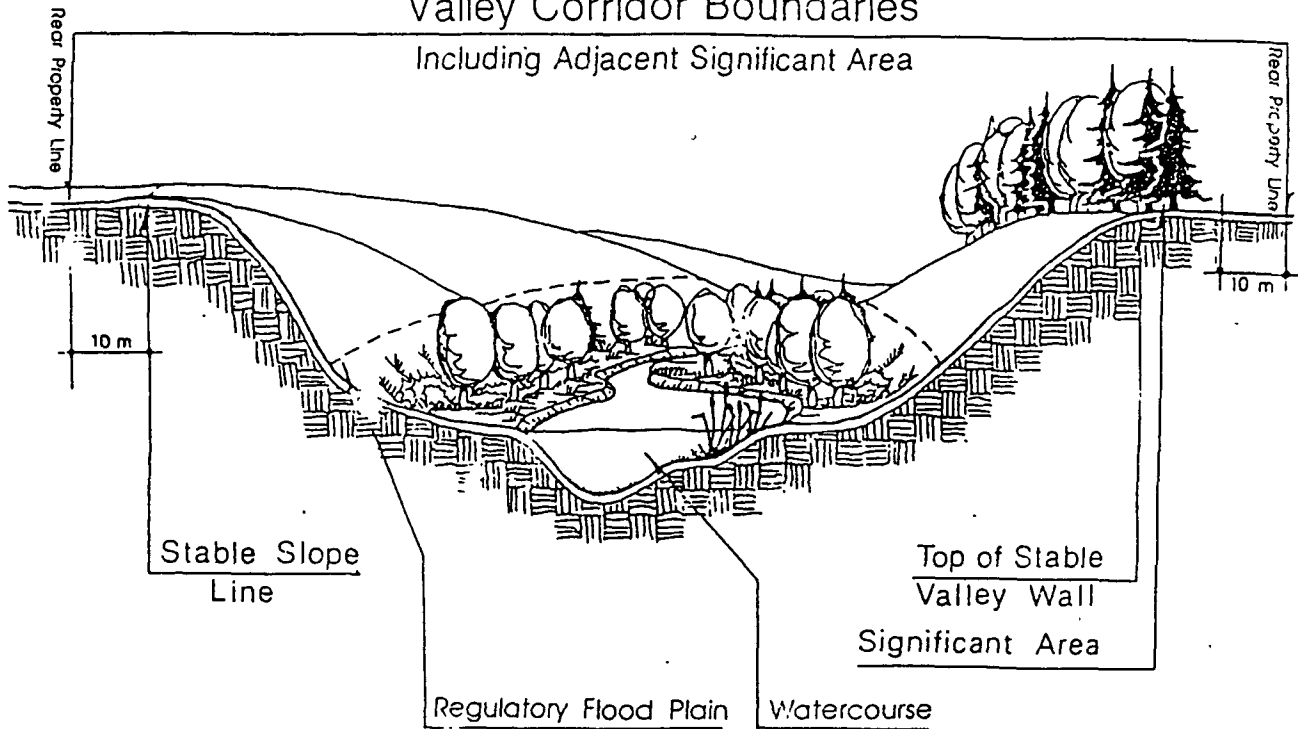
CALCULATION OF EROSION AND STABILITY  
COMPONENTS WITHOUT DEFINED  
VALLEY SLOPE


WATERCOURSE & VALLEYLAND  
PROTECTION POLICIES

FIGURE  
4c

Figure 5

### Valley Corridor Boundaries Including Adjacent Significant Area

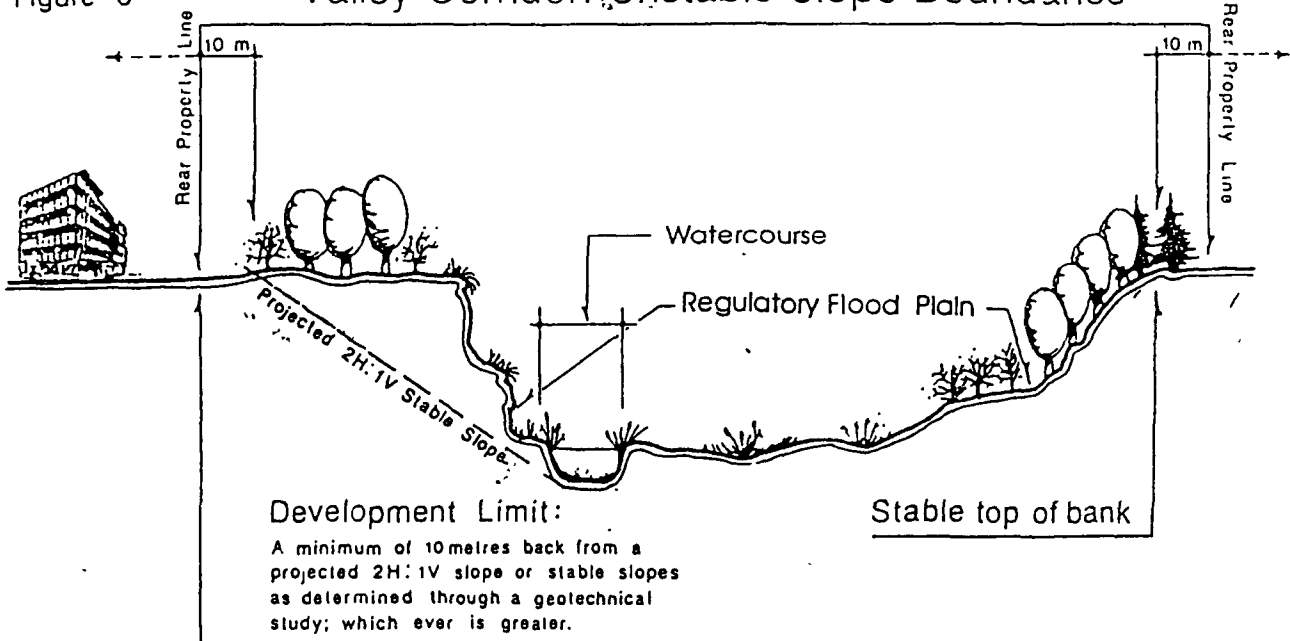



 the metropolitan toronto and region  
conservation authority  
Draft Valley and Stream Corridor  
Management Program

March 1992

Figure 6

### Valley Corridor: Unstable Slope Boundaries



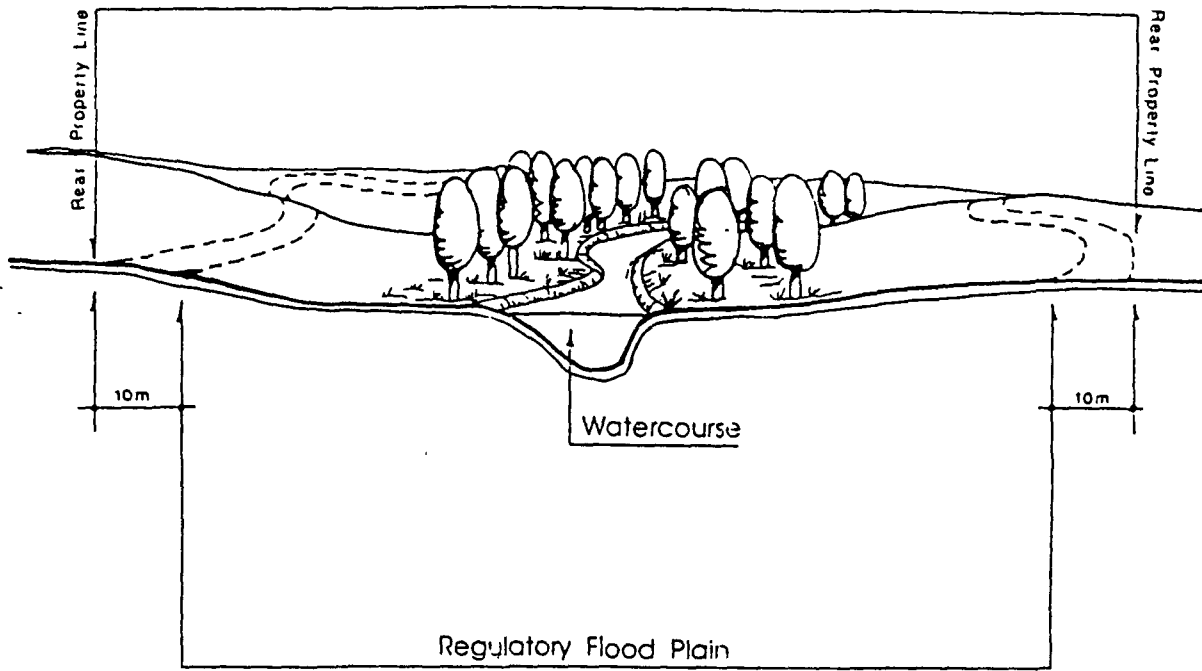
 the metropolitan toronto and region  
conservation authority

Draft Valley and Stream Corridor  
Management Program

March 1992

Figure 7

### Stream Corridor Boundaries



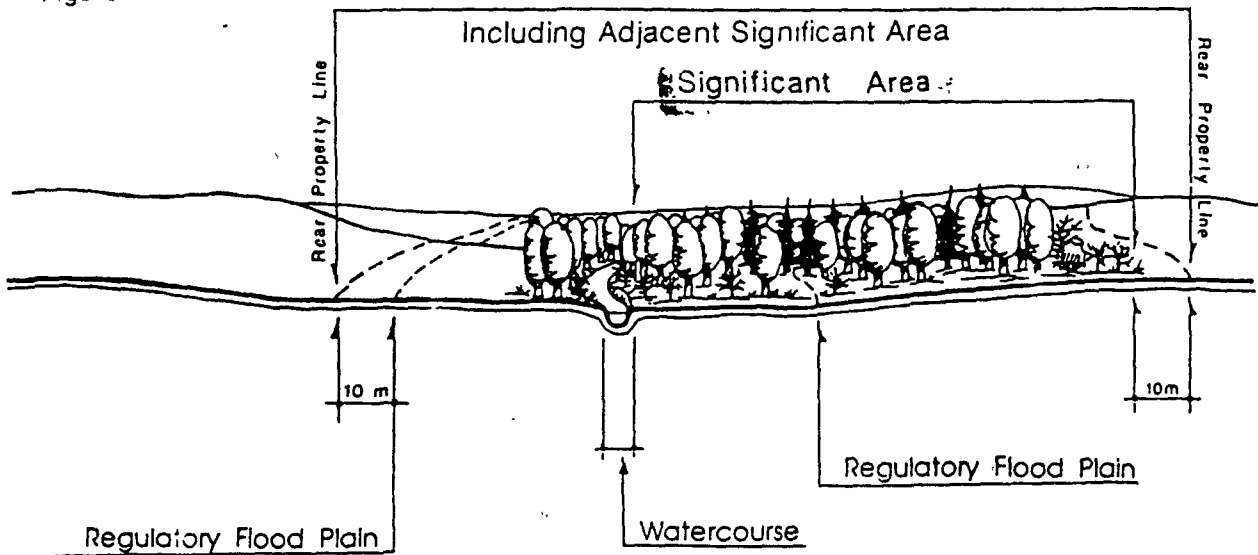
the metropolitan toronto and region  
conservation authority

Draft Valley and Stream Corridor  
Management Program

March 1992

Figure 8

### Stream Corridor Boundaries



the metropolitan toronto and region  
conservation authority

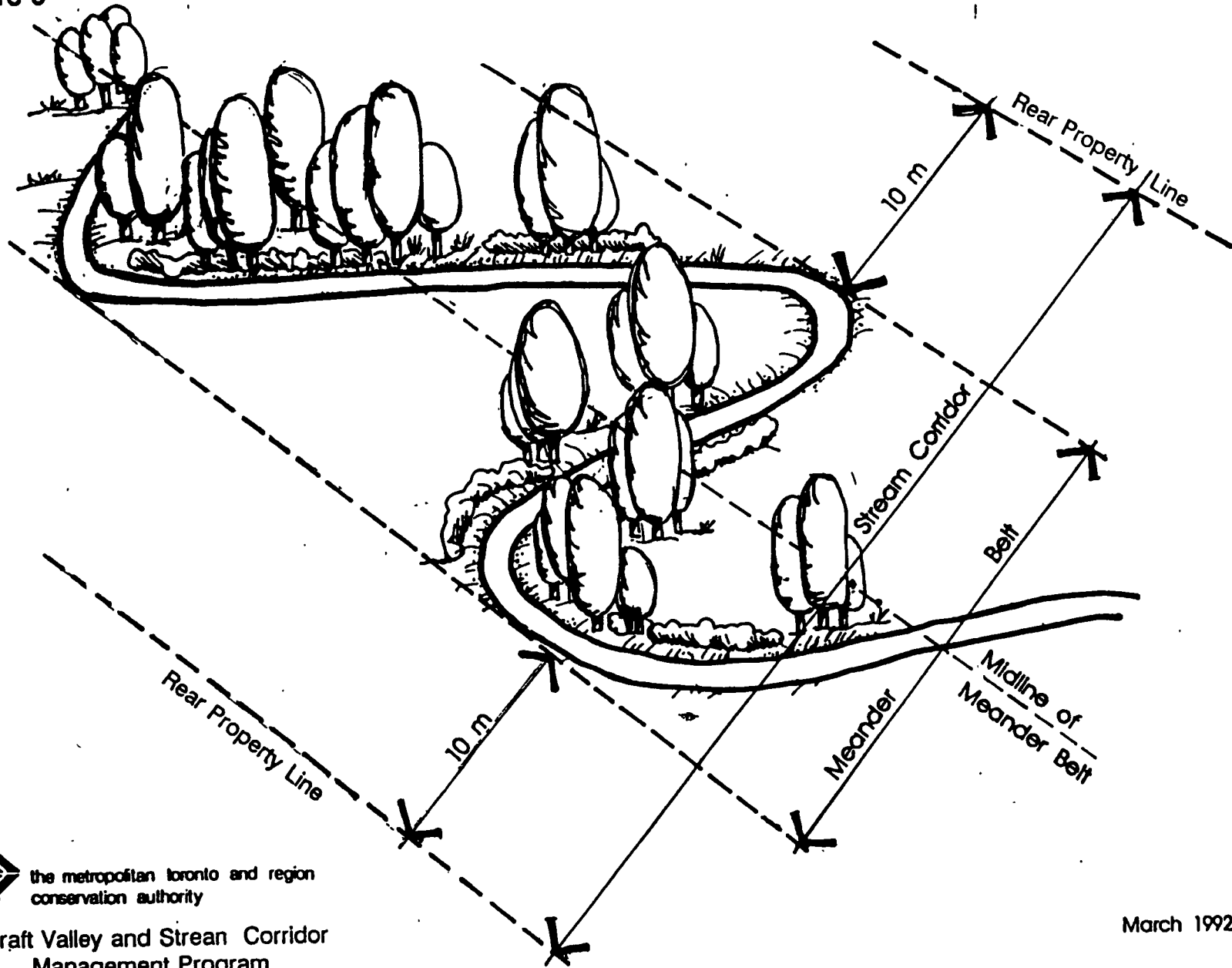
Draft Valley and Stream Corridor

March 1992

# Stream Corridor Boundaries

Less than 125 hectares

Figure 9



the metropolitan toronto and region  
conservation authority

Draft Valley and Stream Corridor  
Management Program

March 1992



## **APPENDIX I**

- **Land Use Compatibility in Areas Affected by Aircraft**
- **N.E.F and N.E.P Contour Maps**
- **Highway/Railway Sound Level Limits - Indoor Noise**
- **Highway/Railway Sound Level Limits - Outdoor Recreation**
- **Areas Requiring Noise Analysis**
- **Sound Level Limits - Stationary Sources of Sound**

LAND USE COMPATIBILITY IN AREAS  
AFFECTED BY AIRCRAFT NOISE

The following table is adapted from "Land Use Policy Near Airports", Ministry of Housing Publication 2M/3-78/PW-43.

This policy is based on the N.E.F. (Noise Exposure Forecast) and N.E.P. (Noise Exposure Projection) systems which reflect the noise produced by all types of aircraft at an airport, taking into consideration the number of flights, the duration of the noise, the time of day and the frequency components of the sound (pure tones).

All land use proposals near airports must now adhere to the following N.E.F. and N.E.P. Land Use Compatibility Table. The applicable N.E.F. or N.E.P. values should be determined from contour maps prepared by Central Mortgage and Housing Corporation or the Ministry of Housing, based on contours supplied by Transport Canada or by the Department of National Defence.

The general principle underlying the restrictions is that the outdoor noise level should govern permissible uses of a property. However, some indoor uses which make almost no use of the outdoors may be permitted to almost any noise level provided they meet CMHC standards for acoustic insulation and ventilation. The latter requirement is necessary to ensure that the acoustic insulation value is not lost through the opening of windows.

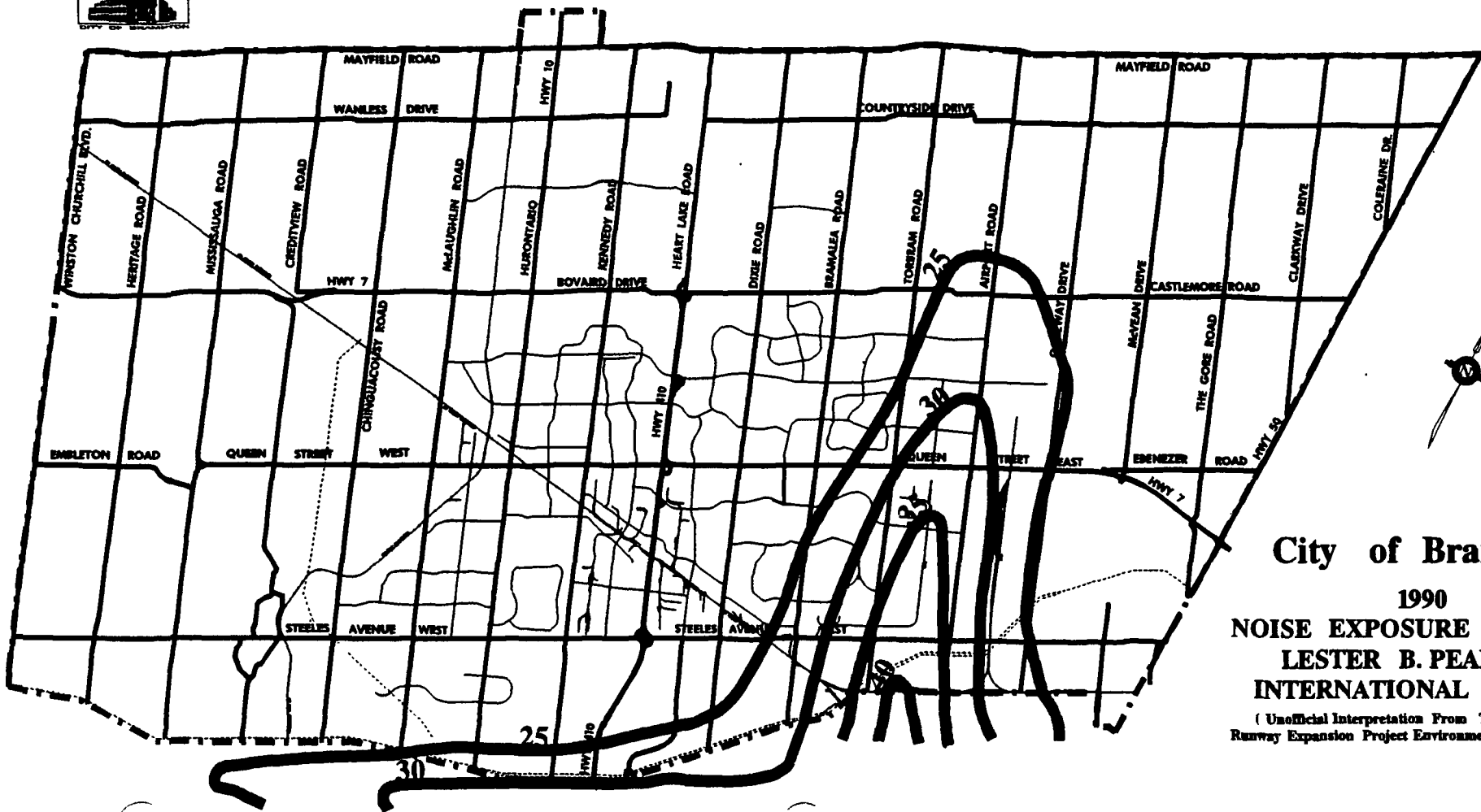
**N.E.F. AND N.E.P. LAND USE COMPATIBILITY TABLE**

LAND USES ( 1 )	N.E.F. AND N.E.P. RANGES				
	0 TO 28	28 TO 30	30 TO 35	35 TO 40	40 AND OVER
<p><b><u>GROUP I :</u></b> residential, passive use park, school, library, church, theatre, auditorium, hospital, nursing home, camping or picnic area.</p> <p><b><u>GROUP II :</u></b> hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool.</p> <p><b><u>GROUP III :</u></b> industrial, warehousing, arena, general agriculture, animal breeding ( 4 ).</p>	<p>In this range, noise is not usually a problem.</p>	<p>All buildings must conform to Acoustic Design Criteria ( 2 ) ( 3 ).</p>	<p>Since annoyance will occur in these ranges ( 4 ), no new Group I uses may be established, except for those for which the outdoor environment is irrelevant and which meet the Acoustic Design Criteria ( 3 ).</p>	<p>In these ranges the characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design ( 3 ).</p>	<p>Group II uses may not be established unless they are adequately insulated indoor uses ( 3 ).</p>
	<p>In these ranges, noise is not usually a problem.</p>		<p>In these ranges, noise is not usually a serious problem.</p>	<p>In these ranges, most Group III uses are permissible, provided ancillary uses are adequately insulated.</p>	

NOTES : See following page for notes ( 1 ) to ( 5 ).

NOTES TO PRECEDING TABLE:

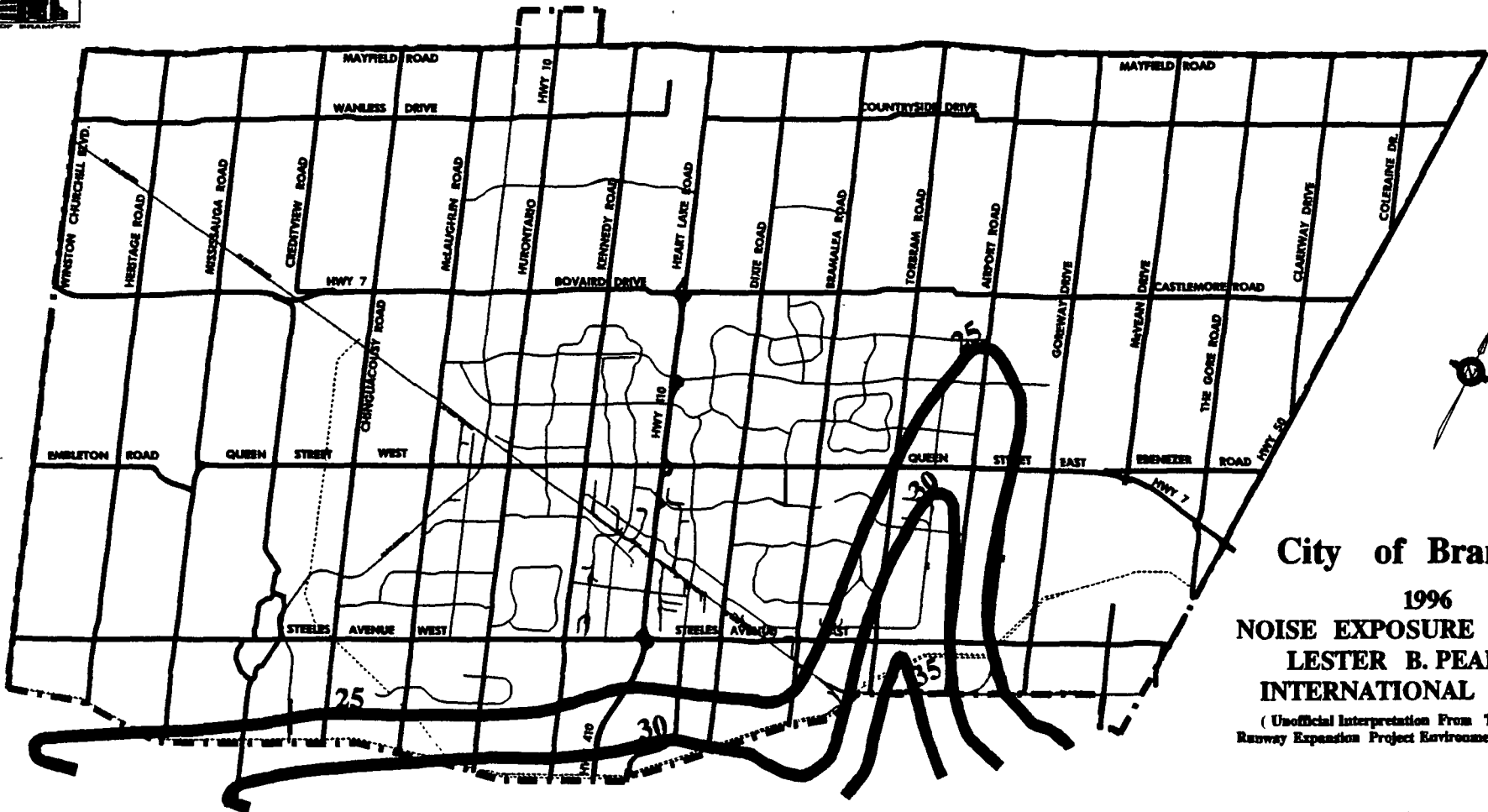
- (1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.
- (2) For residential uses, refer to "New Housing and Airport Noise" N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.
- (3) For non-residential uses, refer to the Acoustic Design Criteria contained in "Land Use Policy Near Airports".
- (4) Although the Ministry will permit municipalities to approve residential development in the 30 to 35 N.E.F. and N.E.P. range, notwithstanding the fact that some annoyance will occur, the City of Brampton chooses not to knowingly subject any additional residents to this aggravation.
- (5) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stock yard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of Airports", document S-77-4.



# City of Brampton

## 1990 NOISE EXPOSURE FORECAST LESTER B. PEARSON INTERNATIONAL AIRPORT

( Unofficial Interpretation From Transport Canada  
Runway Expansion Project Environmental Impact Statement )



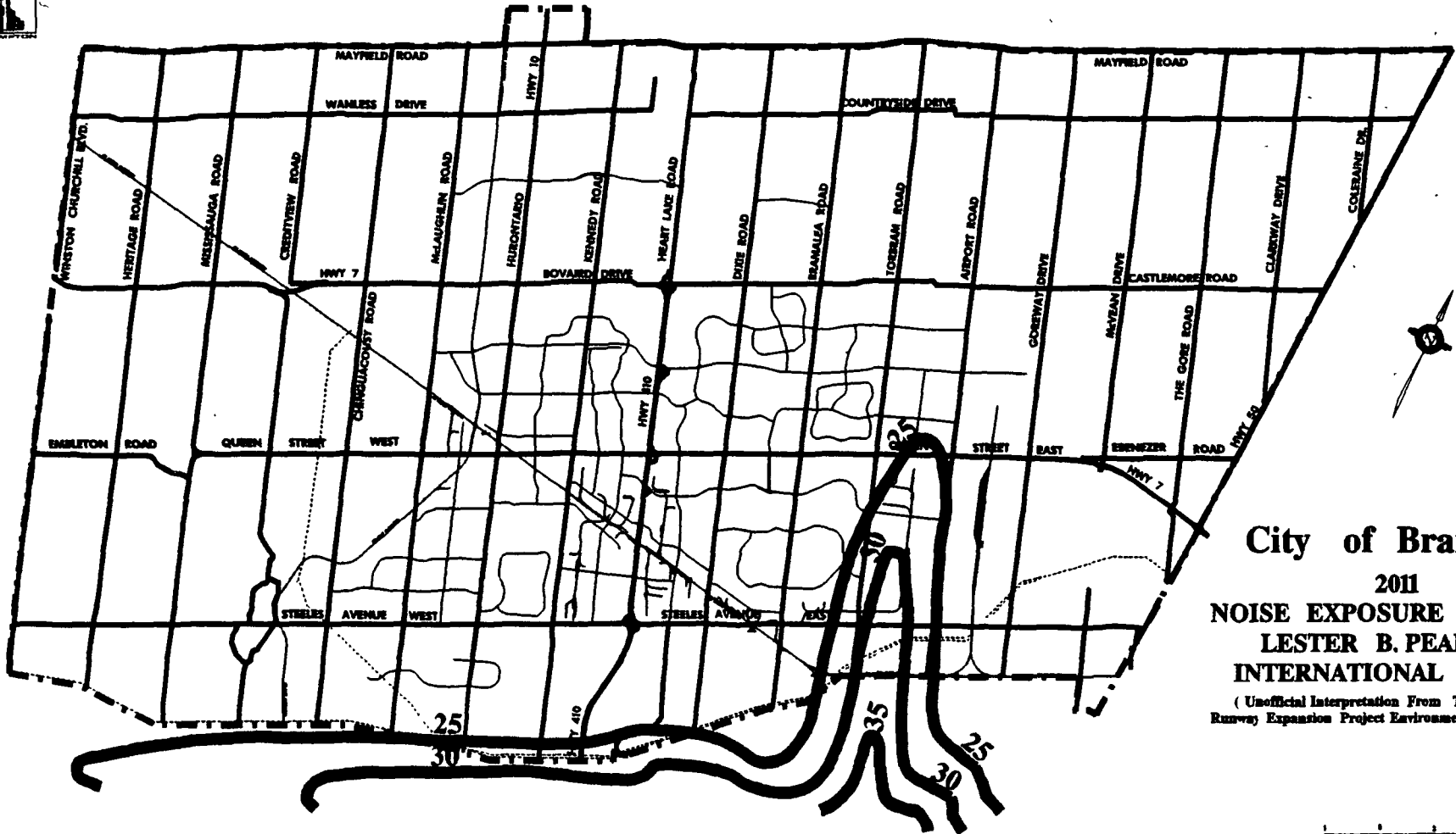
**City of Brampton**  
 1996  
**NOISE EXPOSURE FORECAST**  
**LESTER B. PEARSON**  
**INTERNATIONAL AIRPORT**  
 ( Unofficial Interpretation From Transport Canada  
 Runway Expansion Project Environmental Impact Statement )





**City of Brampton**  
2001  
**NOISE EXPOSURE FORECAST**  
**LESTER B. PEARSON**  
**INTERNATIONAL AIRPORT**  
( Unofficial Interpretation From Transport Canada  
Runway Expansion Project Environmental Impact Statement )





**City of Brampton**  
2011  
**NOISE EXPOSURE FORECAST**  
**LESTER B. PEARSON**  
**INTERNATIONAL AIRPORT**  
( Unofficial Interpretation From Transport Canada  
Runway Expansion Project Environmental Impact Statement )





HIGHWAY AND RAILWAY NOISE  
INDOOR SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

Type of Space Level Limit	Equivalent Sound Leq (dBA)
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops, and stores, etc. (Time period: 07:00 - 23:00 hours)	50

APPENDIX I: HIGHWAY AND RAILWAY NOISE SOUND LEVEL  
LIMITS FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

Period of Day	<u>dBa Limits</u>		
	Traffic Noise		Rail Noise
	Leq	L50	Leq
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 07:00 hours	50*	47	50*

Leq "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L50 "fifty percentile sound level" - is the sound level exceeded fifty percent of a specified time period.

dBa sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

\* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA during daytime and above 50 dBA at nighttime, the Ministry and the City will consider approval provided purchasers are advised that there may be potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dBA exists and it is not practical to implement noise measures with this slight excess.

In cases of local collector streets where the predicted ultimate exterior nighttime noise level is between 50 dBA and 55 dBA, the City, at its discretion may waive the requirement for warnings to purchasers on a location specific basis depending upon projected local traffic patterns.

## AREAS REQUIRING NOISE ANALYSIS

Areas that may require noise analysis are considered to be those lying within 300 metres (985 feet) of railway lines and also those lying within the following distances of the various roadway types projected to have the following characteristics:

Road Classification	Operating Speed km/hr	Projected Number of Lanes	Projected Traffic-Volumes AADT	Assumed Percent Trucks	Areas Requiring Analysis *	
					Distances from Edge of Pavement (Deop) (metres)	(feet)
Freeway	100	10	180,000	15%	1,060	3,470
		8	145,000	15%	900	2,950
		6	110,000	15%	740	2,430
		4	73,000	15%	540	1,770
Provincial Highway	80	6	78,000	15%	380	1,250
		4	35,000	15%	220	720
		2	17,000	15%	120	390
Arterial (Major & Minor)	60	6	60,000	15%	200	660
		4	27,000	15%	110	360
		2	13,000	10%	60	200
Collector & Minor Collector	50	4	20,000	10%	70	230
		2	10,000	10%	40	130

Calculations are based on the following MTO formula

$$\text{Deop} = \text{Antilog} (3.56 + 0.73 \log (V_c + 6V_t) + 0.015 S - 0.072 \text{Leq})$$

Areas that may require noise analysis are defined by the distances from the edge of pavement which would be subject to  $\text{Leq}$  traffic noise levels exceeding 55 dBA for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating features.

## SOUND LEVEL LIMITS FOR STATIONARY SOURCES OF SOUND\*

(Extracted from Ministry of the Environment Publication NPC-133)

### Urban Areas

For a source in a developed area, where the existing sound environment is determined largely by the activities of man, the sound level due to the source should be shown to not exceed the existing sound level resulting from industrial activity and road traffic at a point of reception in a residential or recreational area. In particular:

- (a) for impulsive sound from the source, with the exception of Quasi-Steady Impulsive Sound, the predicted Logarithmic Mean Impulse Sound level ( $L_{1m}$ ), of sound from the source at a point of reception, should not, in any hour of the day, exceed the larger of 50 dBAI or the combined one hour equivalent sound level ( $L_{eq}$ ) of existing industry and existing road traffic, measured together as if they constituted a stationary source;
- (b) for all other types of sound from the source including Quasi-Steady Impulsive Sounds, the predicted one hour equivalent sound level ( $L_{eq}$ ) of sound from the source at a point of reception, should not, in any hour of the day, exceed the one hour equivalent sound level ( $L_{eq}$ ) of existing industry and existing road traffic measured together as if they constituted a stationary source.

## Rural Areas

For a source in a rural area where the existing sound environment is determined largely by natural sounds, and where road traffic, if any, is not frequent, the sound level due to the source should be shown not to exceed the existing background sound level at any point of reception within 30 metres of a dwelling or a camping area. The following specific sound level limits apply:

(a) for impulsive sound from the source, with the exception of Quasi-Steady Impulsive Sound, the predicted Logarithmic Mean Impulse Sound level ( $L_{1m}$ ) should not, in any hour of the day, exceed the higher of:

(i) the one hour ninetieth percentile sound level ( $L_{90}$ ) of natural sound plus 15 dB, or

(ii) 50 dBAI

(b) for all other types of sound from the source, including Quasi-Steady Impulsive Sounds, the predicted one hour equivalent sound level ( $L_{eq}$ ) of sound from the source should not, in any hour of the day, exceed the existing one hour ninetieth percentile sound level ( $L_{90}$ ) of natural sounds by more than 10 dB. The predicted one hour ninetieth percentile sound level ( $L_{90}$ ) of sound from the source should also not, in any hour of the day, exceed the existing one hour ninetieth percentile sound level ( $L_{90}$ ) of natural sounds by more than 5 dB.

\* Technical Definitions and information on Instrumentation, Procedures and Sound Level Adjustments can be found in Ministry of the Environment Publications NPC-101, NPC-102, NPC-103 and NPC-104.

## **APPENDIX J**

- **Allocation of Tableland Park Requirement**

APPENDIX J  
 HIERARCHICAL ALLOCATION OF  
 PUBLIC OPEN SPACE TABLELAND REQUIREMENT

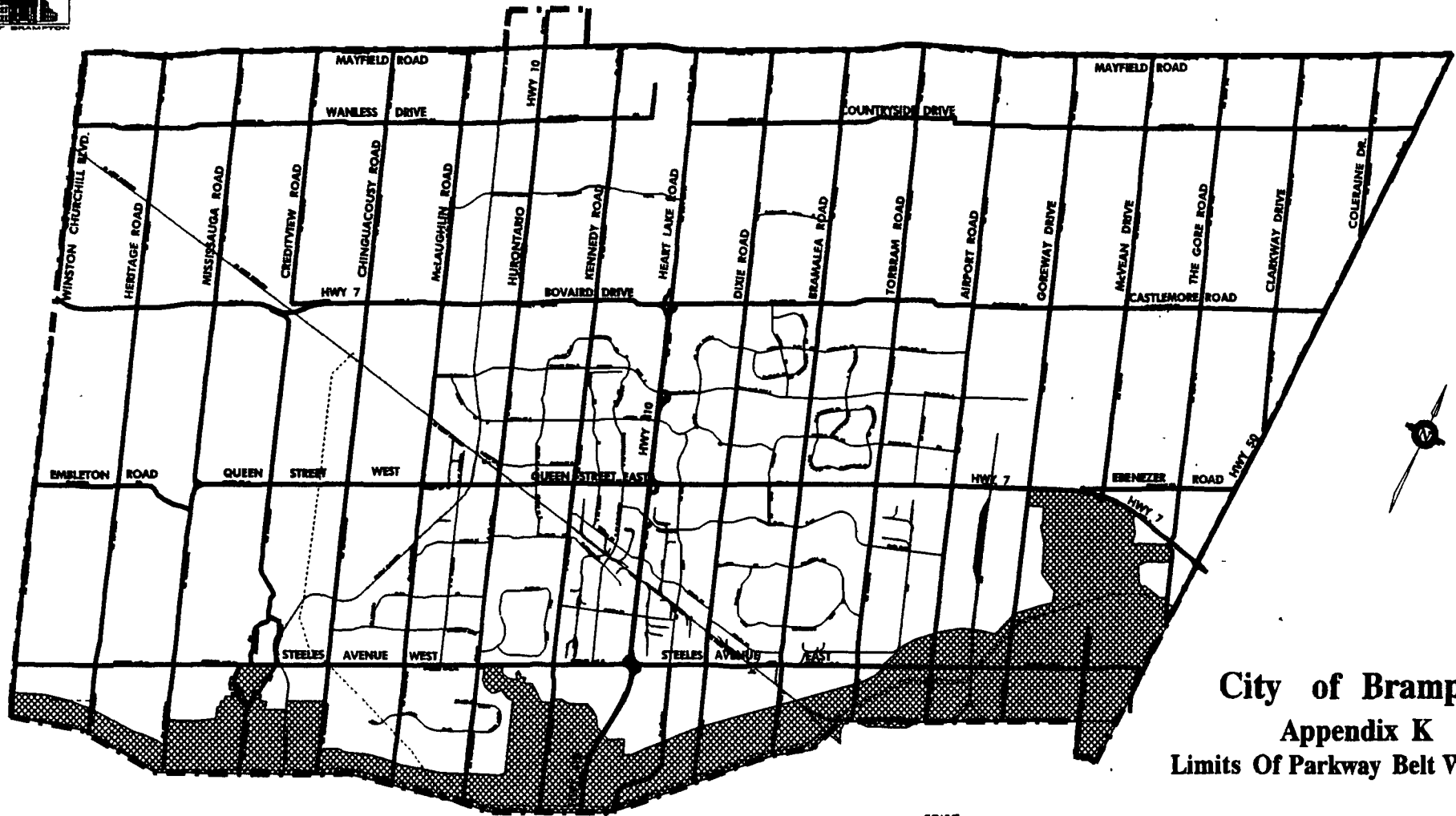
Public Open Space Hierarchy	Appropriate Allocation* of Total Tableland Requirement
Parkettes	9%
Neighbourhood Parks	23%
Community Parks	32%
Special Parks	15%
Link Parks	9%
Environmental Parks	12%
<b>TOTAL</b>	<b>100%</b>

\*The actual allocation in any given area of the City will depend on many factors and influences such as the presence of woodlots or other natural areas, the distribution of valleylands, the planned major road pattern and the extent of nonresidential uses.

## **APPENDIX K**

- **Parkway Belt West Area**





**City of Brampton**  
**Appendix K**  
**Limits Of Parkway Belt West Area**



JULY 6, 1993

## **APPENDIX L**

- **Road Improvements to Implement the Plan**

**TABLE 6.1  
 ROAD IMPROVEMENTS TO 2021**

Road	Section	Existing Lanes	Year 2021 Requirements
Creditview	Highway 407 to Wanless	2	4
Chinguacousy	Highway 407 to Queen	2	6
Chinguacousy	Queen to Wanless	2	4
McLaughlin	Bovaird to Mayfield	2	4
Hurontario	Highway 407 to Steeles	4	6
Kennedy	Orenda to Vodden	4	6
Highway 410	Highway 407 to Queen	6	8
Highway 410	Queen to Bovaird	4	8
Highway 410	Bovaird to Mayfield	0	6
Dixie	Highway 407 to Bovaird	4	6
Dixie	Bovaird to Countryside	2	4
Bramalea	Highway 407 to Steeles	4	6
Bramalea	Bovaird to Countryside	2	4
Torbram	Highway 407 to Steeles	4	6
Torbram	Bovaird to Countryside	2	4
Airport	Highway 407 to Bovaird	4	6
Airport	Bovaird to Countryside	2	4
Humberwest	Highway 407 to Bovaird	0	8
Humberwest	Bovaird to Sandalwood	0	6
The Gore	Highway 7 to Countryside	2	4

## **APPENDIX M**

**(Separately Bound)**

- **Background Reports and Component Studies**

## APPENDIX M

### SEPARATELY BOUND REPORTS AND STUDIES

. **Staff Reports listed in Appendix A, the primary of which are:**

- July 11/91 - Growth and Development Options
- September 16/91 - Stage 1: Population and Employment Forecasts
- March 27/92 - Stage 2: Urban Boundary
- May 29/92 - Urban Boundary Submissions, Land Use Refinement and Phasing Strategy
- June 19/92 - June 3 Council Resolution, General Submissions and Phasing Strategy
- April 7/93 - Stage 3: Policy Formulation, Draft Official Plan
- June 10/93 - Clarkway Special Study Area
- June 11/93 - Stage 4: Adoption and Approval.

. **Component Studies as follows:**

Projections of Population and Households, Brampton  
Clayton Research Associates, May, 1991

Population and Household Projections, Supplemental Report  
Clayton Research Associates, August, 1991

Residents Survey and Stakeholder Workshops  
Synergistics Consulting Ltd., August, 1991

Housing and Intensification Study  
Walker, Wright, Young Associates, October, 1991

Cityscape 2000: Workshop Proceedings  
December, 1991

Brampton Growth Forecasts, Implications of Urbanization  
Options, Hemson Consulting Ltd., February, 1992

Water and Sanitary Sewer Servicing Evaluation  
March, 1992

Agricultural Component (Volumes 1 and 2)  
Ag Plan Limited, April, 1992

Environmental Component (Volumes 1 and 2)  
Ag Plan Limited, April, 1992

Transportation Study, Phase 1 and 2 Report  
M.M. Dillon Ltd., April, 1992

Heritage Component, Downtown Assessment  
Unterman, McPhail, Cuming Assoc., June, 1993

Transportation Study, Phase 3 Draft Report  
M.M. Dillon, July, 1993

Economic Base Study (Volumes 1 to 5)  
Stamm Economic Research, July, 1993