



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 166-97

To adopt Amendment Number OP93 - 70 to the
Official Plan of the City of Brampton Planning Area

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

1. Amendment Number OP93 - 70 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.

2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number OP93 - 70 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 16th day of July, 1997.

APPROVED AS TO FORM BY LAW DEPT. BRAMPTON
DATE: <u> </u>

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

CHAPTER 40(a)
BRAM WEST
SECONDARY PLAN

AMENDMENT NUMBER OP93 - 70

to the Official Plan of the
City of Brampton Planning Area

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AMENDMENT NUMBER OP93 – 70

to the Official Plan of the
City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to refine the land use designations, for the lands shown outlined on Schedule E to this amendment, and to establish, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of Secondary Plan Area 40(a).

Development of the subject Secondary Plan Area will occur within an ecosystem context, with the Bram West Subwatershed Management Study (Gartner Lee Ltd.) forming the environmental basis of the Secondary Plan. The subject lands will be developed primarily for employment purposes (commercial and industrial), with residential designations adjacent to the west bank and east of the Credit River to Chinguacousy Road, accommodating a mix of housing types and supporting open space, recreation, education and community service uses. Associated infrastructure, environmental considerations and development constraints will be recognized and, to an extent, certain existing uses situated within the secondary plan area such as the historical hamlets of Churchville and Huttonville.

2.0 LOCATION

The lands subject to this amendment comprise an area of approximately 2,120 hectares (5,240 acres) in southwest Brampton, generally located between Winston Churchill Boulevard to the west, the Brampton/ Mississauga municipal boundary and Steeles Avenue to the south, the Credit River to the northeast, the Canadian Pacific Rail line and Chinguacousy/ Mavis Roads to the southeast. The lands are described as being Part of Lots 13 and 14, Concession 2 WHS, and Part of Lots 13, 14 and 15, Concessions 3 and 4 WHS, in the geographic Township of Toronto, now in the City of Brampton, and Part of Lots 1 through 9, Concessions 6 WHS, Part of Lots 1 through 7, Concession 5 WHS, Part of Lots 1 through 4, Concession 4 WHS, and Part of Lots 1 and 2, Concession 3 WHS, in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are specifically indicated on the Schedules to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (i) by deleting therefrom, in its entirety, section 4.13.2 Embleton Road Special Study Area thereof;
- (ii) by adding thereto, in Part I: Section 4.1.4 Residential: Special Policy Areas, the following text:

“Embleton Road/ Heritage Road:

The area designated Village Residential Special Policy Area on Schedule ‘A’ in the vicinity of Embleton Road and Heritage Road identifies a unique extension of the Huttonville Community with existing rural residential, “home-based” employment and agricultural uses. The purpose of the Special Policy Area designation is to preserve the unique character of this area and allow for further development of a similar nature.

Policies

4.1.4.10 The City shall establish an appropriate designation and suitable range of permitted uses in the relevant Secondary Plan document in order to ensure future development at a scale and character compatible with the existing residential, home-based employment, and agricultural uses.”

- (iii) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, from “SPECIAL STUDY AREA”, “RESIDENTIAL”, “VILLAGE RESIDENTIAL”, “BUSINESS INDUSTRIAL”, “OFFICE NODE”, “INDUSTRIAL”, and “OPEN SPACE” designations to, “RESIDENTIAL”, “VILLAGE RESIDENTIAL”, “VILLAGE RESIDENTIAL SPECIAL POLICY AREA”, “BUSINESS INDUSTRIAL”, “OFFICE NODE”, “INDUSTRIAL”, and “OPEN SPACE” designations in the locations shown on Schedule A to this amendment;
- (iv) by changing on Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the road widths of Heritage Road north of the Financial Drive Extension (from 36 metre arterial to 23 - 26 metre collector), Heritage Road south of the Financial Drive Extension (from 36 metre arterial to 30 metre collector), Financial Drive Extension (from 36 metre arterial to 30 metre arterial), and various “COLLECTOR” Roads (23 - 26 metre and 30 metre) in the locations shown on Schedule B to this amendment;
- (v) by changing on Schedule 'F' PUBLIC UTILITIES AND RESOURCES thereto, Major Potential Sanitary Trunk Sewers and Major Potential Watermain Trunks and Loops in the locations shown on Schedule C to this amendment;

- (vi) by changing on Schedule 'G' SECONDARY PLANS thereto, secondary plan area 40 as shown on Schedule D to this amendment;
- (vii) by deleting therefrom, in Part II: SECONDARY PLANS thereof, under the heading "Area 40: Bram West", the following: "No Secondary Plan in place" and substituting therefore the following: "Part II, Chapters 40(a) and 40(b) of the 1993 Official Plan shall constitute the Bram West Secondary Plan";
- (viii) by adding to Part II, SECONDARY PLANS thereof the following new chapter title: "Chapter 40: THE BRAM WEST SECONDARY PLAN";
- (ix) by adding to Part II, SECONDARY PLANS thereof, as Schedule 'SP40(a), Chapter 40(a)', Schedule E to this amendment;
- (x) by adding to Part II, SECONDARY PLANS thereof, as Schedule 'SP40(b)', Schedule F to this amendment; and,
- (xi) by adding to PART II, SECONDARY PLANS thereof as Chapter 40(a), the following text:

"Chapter 40(a): THE BRAM WEST SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP40(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP40(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter will constitute, in part, the Bram West Secondary Plan.

2.0 LOCATION

The subject lands comprise an area of approximately 2,120 hectares (5,240 acres) in southwest Brampton, and are generally situated between Winston Churchill Boulevard to the west, the Brampton/ Mississauga municipal boundary and Steeles Avenue to the south, the Credit River to the northeast, and the Canadian Pacific Rail line and Chinguacousy/ Mavis Road to the southeast

as outlined on Schedule SP40(a). The lands are described as being Part of Lots 13 and 14, Concession 2 WHS, Part of Lots 13, 14 and 15, Concessions 3 and 4, WHS, in the geographic Township of Toronto, now in the City of Brampton, and Part of Lots 1 through 9 , Concessions 6 WHS, Part of Lots 1 through 7, Concession 5 WHS, Part of Lots 1 through 4, Concession 4 WHS, and Part of Lots 1 and 2, Concession 3 WHS in the geographic Township of Chinguacousy, now in the City of Brampton as shown on Schedule SP40(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP40(a) are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from single detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations, or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.2 Housing mix range targets, as indicated on Table 1 following, shall apply to Secondary Plan Area Number 40(a).

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density	30 - 40%
Semi-Detached Density	30 - 40%
Medium Density	15 - 25%
Cluster/ High Density	5 - 15%
Total	100%

3.1.3 The overall density range for Secondary Plan Area 40(a) shall be 15 to 25 units per hectare (6.1 to 10.1 units per acre) of

gross residential area with a desirable average density of approximately 20 units per hectare (8.1 units per acre) of gross residential area.

3.1.4 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 40(a).

3.1.5 Prior to draft plan of subdivision or zoning approval, as appropriate, proponent(s) may be required to submit for the approval of the City a development concept for residential designations with difficult design features or limited access opportunities. Such a development concept shall address, as appropriate, how these designations will function, observing limited access opportunities and shadow impacts, if any, on adjacent low and medium density residential forms.

3.1.6 Residential designations adjacent to the Credit River Valley shall be shaped, oriented and developed in a manner that is compatible and complementary to this natural feature.

3.1.7 The Residential designations adjacent to the Credit River provides opportunities for the development of upscale “executive” housing. The City shall encourage such opportunities in all of the Residential designations in accordance with policy 3.1.6 of this chapter, and the relevant policies of the Official Plan. To ensure the construction of such housing, the City may impose stringent development standards within subdivision agreements, development agreements, and/ or implementing zoning by-laws.

Cluster and High Density Residential

3.1.8 In areas designated Cluster and High Density Residential on Schedule SP40(a), residential uses within the Cluster and High Density ranges defined in Part I of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.9.

3.1.9 The net density for Cluster and High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density, to a maximum of 150 units

per hectare (60 units per acre), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to density yields, and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

3.1.10 Any proposal for Cluster and High Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

Medium Density Residential

3.1.11 In areas designated Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.12.

3.1.12 Nonprofit housing projects within the Medium Density designations on Schedule SP40(a) may be developed at a Medium-High (Cluster) Density as defined in Part I of the Official Plan, without further amendment to this Plan. Such proposals to develop these lands at a Medium-High Density will have regard to policy 3.1.13 and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

3.1.13 Any proposal for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.

Special Policy Area 3 (Mavis Road Residential)

3.1.14 Special Policy Area 3 on Schedule SP40(b) is a triangular shaped medium density residential designation defined by Mavis Road, Highway 407 and Chinguacousy Road. Due to noise and access constraints, as well as a fragmented ownership

pattern, development of the subject area may be difficult for residential purposes. Therefore, despite the medium density residential designation, lands within Special Policy Area 3 may be developed in a flexible manner for all medium density residential types, a mix of medium and low density residential types or all low density residential types.

Low and Medium Density Residential

3.1.15 In areas designated Low and Medium Density Residential on Schedule SP40(a), residential uses within the Low and Medium Density ranges defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3, 3.1.16 and 3.1.17.

3.1.16 Although Table 1 specifies overall housing mix ranges for the entire Secondary Plan Area, there is an inherent mix of single detached, semi-detached and townhouse density types which applies exclusively to the Low and Medium Density Residential designation in order to achieve the overall housing mix ranges for the Secondary Plan Area. Table 2 following specifies the housing mix ranges for the Low and Medium Density Residential designation.

TABLE 2
Low and Medium Density
Residential Housing Mix

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density	30 - 50%
Semi-Detached Density	40 - 55%
Medium Density	5 - 20%
Total	100%

3.1.17 The density range for the Low and Medium Density Residential designation within Secondary Plan Area 40(a) shall be 18 to 24 units per hectare (7.3 to 9.7 units per acre) of gross residential area.

3.1.18 In areas designated Low and Medium Density Residential adjacent to the Canadian Pacific Railway Right-of-Way, medium

density residential forms are encouraged in order to satisfactorily address noise attenuation requirements.

3.1.19 Any proposal for Medium Density Residential development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent Commercial uses.

3.1.20 Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits.

A greater lot width than 12 metres may be required in the vicinity of major intersections.

Low Density Residential

3.1.21 In areas designated Low Density Residential on Schedule SP40(a), residential uses within the single detached density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.22.

3.1.22 The density range for the Low Density Residential designation on Schedule SP40(a) shall not exceed 12.4 units per hectare (5.0 units per acre) of net residential area.

3.1.23 The Low Density Residential designations abutting the Village Residential designations on Schedule SP40(a) shall be developed in a manner that is compatible with the scale and character of the existing Village settlements, subject to Section 5.3 of this chapter.

3.1.24 Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable.

Village Residential

3.1.25 In areas designated Village Residential on Schedule SP40(a), residential uses in accordance with the Village

Residential policies in Part I, Section 4.1 of the Official Plan are permitted, subject to Section 5.3 of this chapter.

Special Policy Area 4 (Churchville District)

3.1.26 Special Policy Area 4 on Schedule SP40(b) is a residential policy area in the northeast quadrant of Churchville defined by the Canadian Pacific Rail line, Steeles Avenue, Churchville Road and the existing village. When resolved, the basic development principles to be applied to the residential development of Special Policy Area 4 will be incorporated into this amendment. Such principles may address: whether the new development will be integrated with or separated from existing development in the village; interface and buffering concerns; road network accesses; and, other related development design issues. The subject lands currently remain within the Churchville Heritage Conservation District but they may be removed.

Affordable Housing

3.1.27 Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents and shall include a minimum of 25% of new residential units to be affordable in accordance with need, where practicable. Such opportunities shall be provided in accordance with the intent of the Provincial Policy Statement.

3.1.28 Affordable housing will be integrated into the overall community to ensure opportunities for affordable housing are widely available.

3.1.29 Proponents may be required to enter into an appropriate agreement with respect to the implementation of housing policies in the Provincial Policy Statement.

3.2 EMPLOYMENT

The Bram West Secondary Plan area has significant locational and infrastructure attributes to attract a variety of office, industrial and commercial uses and create a distinctive gateway

employment area. In this regard, consideration of permitted uses for any given area or site within the Bram West Secondary Plan area will be on the basis of distance of the site from the Central Area, the range and extent of uses considered necessary and appropriate to ensure the vitality and economic development of the area, and the intended role and function of sites within broader land use designations.

Neighbourhood Retail

3.2.1 The lands designated Neighbourhood Commercial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan. An automobile service station or gas bar will also be permitted subject to the relevant policies of the Official Plan.

Convenience Retail

3.2.2 Lands designated Convenience Commercial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan, and the following principles:

- i) no outdoor storage of goods or materials shall be permitted;
- ii) provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
- iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations.

Office Node Commercial

3.2.3 Lands designated Office Node Commercial on Schedule SP40(a) shall permit the range of uses and be developed in

accordance with the policies of Part I, section 4.2.5 and other relevant policies of the Official Plan.

Permitted uses typically 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.

Prestige industrial uses which are compatible with permitted uses within the Office Node Commercial designation and, where applicable, adjacent residential designations, may be permitted within the Office Node Commercial designation.

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

- To enhance streetscape amenity design, parking of vehicles shall not be permitted in visually prominent locations;
- To generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;
- To generate the desired scale and intensity of development, a Floor Space Index of 1.0 - 2.0 (FSI) may be required in accordance with the relevant policies of the Official Plan, and the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed; and,
- Retail uses may be restricted to a maximum percentage of floor space in certain circumstances;

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

particular, where applicable, the scale and character of uses shall be compatible with adjacent residential designations.

3.2.6 The City may request market feasibility and impact studies in conjunction with development application processing in the Office Node Commercial designation when a specific development proposal could imply significant market impacts.

Highway and Service Commercial

3.2.7 The lands designated Highway and Service Commercial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with Part I, Section 4.2, subsection 4.2.10, and other relevant policies of the Official Plan.

Permitted uses may include office, retail and service uses, restaurants, retail warehousing, hotels and motels, specialty food and grocery stores (to a maximum gross floor area of 557 m² (6,500 square feet)), and selected industrial uses which have a substantial (greater than 15% of the total gross floor area of a building) retail component and which operate in wholly enclosed buildings, have no outdoor storage and are compatible with surrounding commercial uses.

Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2.

3.2.8 Retail warehouses shall have a minimum Gross Leasable Area (GLA) of 1,858 m² (20,000 square feet), and where any lot or group of lots contains more than one retail warehouse, up to 10% of the GLA devoted to retail warehousing on the lot or group of lots may be contained within a building or part thereof, as the case may be, with a minimum GLA of 464.5 m² (5,000 square feet).

3.2.9 Lands in the Highway and Service Commercial designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- To generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- To ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed; and,
- Common access arrangements and linked parking areas may be required to serve multiple land uses.

3.2.10 The City may request market feasibility and market impact studies in conjunction with development application processing in the Highway and Service Commercial designation where a specific development proposal could imply significant market impacts.

Prestige Industrial

3.2.11 The lands designated Prestige Industrial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with Part I, Section 4.2, and other relevant policies of the Official Plan.

Permitted uses may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage.

Day nurseries and ancillary retail uses (up to 15% of the total gross floor area of a building) shall be permitted in association with the industrial uses of this designation.

Hotels and free-standing offices shall be permitted on those lands which abut or are directly adjacent to arterial roads accommodating an interchange with a 400 series highway.

3.2.12 Development of the lands within the Prestige Industrial designation shall be based on the following principles:

- i) A high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;
- ii) No outdoor storage shall be permitted;
- iii) Provision shall be made to minimize impacts upon adjacent residential uses through site design, landscaping and buffer treatments;
- iv) Natural features are to be utilized in site design to the extent practicable, and are to be supplemented by landscaping in order to create a parklike setting; and,
- v) To generate the desired scale and intensity of development, a Floor Space Index of 0.3 - 0.5 (FSI) may be required in accordance with the relevant policies of the Official Plan, and the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed.

Standard Industrial

3.2.13 The lands designated Standard Industrial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with Part I, Section 4.2, subsection 4.2.11 and other relevant policies of the Official Plan.

Permitted uses may include: industrial uses; corporate offices; ancillary retail uses (up to 15% of the total gross floor area of a building); office, retail and service uses (only within an industrial

mall, to a maximum of 464.5 square metres or 5% of the gross floor area of the building, whichever is less); restaurants (one per industrial mall, to a maximum of 464.5 square metres), and banquet halls in accordance with the policies of the Official Plan.

3.2.14 Lands within the Standard Industrial designation may be further divided into classes of industrial zones in the comprehensive zoning by-law on the basis of the following:

- the requirements of industry for road access;
- outside storage;
- the inter-relationship of different industrial firms; and,
- the need to minimize potential conflicts between different classes of land uses.

3.2.15 The development of lands within the Industrial designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining use areas, and uses in close proximity to the industrial use area will be minimized.

3.2.16 Outside storage areas will not be permitted on lands directly abutting arterial class roads, and may be permitted on other lands within the Standard Industrial designation subject to design considerations such as location and screening.

Employment Estates

3.2.17 The lands designated Employment Estates on Schedule SP40(a) shall permit the following 'home-based' employment uses independent of or in conjunction with residential uses: small scale industrial uses; home businesses; home office uses; convenience retail and service uses including a craft shop, studio, gallery, personal service use, and a florist; heritage and tourism related uses; limited cottage industries; and, greenhouses, nursery and agricultural uses.

3.2.18 Development of lands designated Employment Estates for employment uses shall be subject to development standards

addressing such matters as the number of employees, floor area restrictions, parking requirements, outdoor storage, landscaping, and integration with adjacent uses.

3.2.19 Only a limited number of new residential lots will be permitted within the Employment Estates designation. This interim development will be subject to a minimum lot size of 0.4 hectares (1 acre), created by consent or plan of subdivision, in accordance with Part I, Section 5.0 and other relevant policies of the Official Plan, subject to the following:

- i) Proposed lots must be logical, compatible with existing surrounding land uses, and have no detrimental impact on the ultimate development pattern of the area.

3.2.20 The City will undertake a review and reconsideration of appropriate development densities for the Employment Estates designation pending the availability of full municipal services and in consideration of the limited level of development that will have occurred during the interim period.

Community Centre

3.2.21 The lands designated Community Centre on Schedule SP40(a) shall permit schools, daycare facilities, convenience commercial uses, places of worship, libraries, fire/ police and related community service facilities; small scale office uses, uses permitted within the Employment Estate designation, and health or medical clinics. Low rise multiple dwelling uses and residential care facilities may be permitted within the Community Centre designation provided such uses are accessory to the permitted community service uses.

Special Policy Area 2 (CBC Transmitter)

3.2.22 Special Policy Area 2 on Schedule SP40(b) represents a zone of influence extended by the existence of a CBC AM transmitter situated on the Eighth Line of Halton, south of Highway 401. Within Special Policy Area 2, implementing zoning by-laws shall limit maximum building heights to 47 metres (154.2 feet) unless the subject CBC AM transmitter is no longer functional or in existence.

3.3 Open Space

Valleylands

3.3.1 Lands designated Valleyland on Schedule SP40(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

3.3.2 Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.

3.3.3 Valleyland designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/ valley corridor. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valleyland designation.

Community Park

3.3.4 Lands designated Community Park shall be developed in the general locations identified on Schedule SP40(a) in accordance with the Community Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the number, size and location of Community Parks through the subdivision or zoning approval process to

accommodate design or park dedication concerns, without further amendment to this plan.

3.3.5 The specific location or configuration of the Community Park – Secondary School campus will be reviewed at the time of subdivision plan processing to confirm the need for the facilities and, if realized, to attempt to arrange the facilities in a manner that would promote a reasonable land sharing arrangement.

Neighbourhood Park

3.3.6 Lands designated Neighbourhood Park shall be developed in the general locations indicated on Schedule SP40(a) in accordance with the Neighbourhood Park policies of Part I, section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the number, size and location of Neighbourhood Parks through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

Parkettes

3.3.7 Lands designated Parkette shall be developed in the general locations indicated on Schedule SP40(a) in accordance with the Parkette policies of Part I, section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, adjustments may be made to the number, size and location of Parkettes through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.8 Where Open Space facilities designated on Schedule SP40(a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

3.3.9 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space system such as valleylands.

3.3.10 In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.

Woodlot

3.3.11 Lands designated Woodlot on Schedule SP40(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. Studies relating to the preservation or treatment of woodlots, shall be submitted as part of the Environmental Implementation Report and shall be in accordance with the City's Woodlot Development Guidelines. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

3.3.12 Lands designated as Woodlot on Schedule SP40(a) are encouraged for retention in acknowledgement of the value of their features and functions to the watershed as outlined in the Bram West Subwatershed Management Study (Gartner Lee Ltd.). The City, in processing a development proposal that would privately retain all or part of a woodlot, may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Part I, Section 5.12 and other relevant policies of the Official Plan, or implement another suitable mechanism to retain the woodlot and/ or its function.

3.3.13 Should it be demonstrated that an identified woodlot cannot practicably be retained through the development process, such lands shall be considered to have an alternate land use designation consistent with that of the surrounding designations without the necessity of further amendment to this Plan. A proponent of development on a woodlot site shall be required to demonstrate how the woodlot site can be developed for suitable alternate land uses, and meet the objectives of Section 4.4.7 of the Official Plan.

Storm Water Management Facility

3.3.14 Storm Water Management Facilities are permitted in all land use designations on Schedule SP40(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

3.3.15 Storm Water Management practices within the Secondary Plan Area shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for storm water management within Bram West shall be determined by the Conservation Authority and the City in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

3.3.16 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.). They shall be prepared and included with the related Environmental Implementation Report, and will be subject to approval by the Conservation Authority and the City prior to draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage elements impacting provincial roads.

Special Policy Area 1 (Spill Zones)

3.3.17 Special Policy Area 1 indicated on Schedule SP40(b) indicates two spill zone areas on Levi and Mullett Creeks where broad but shallow floodplains exist. With site specific study, the potential exists to reduce the extent of these broad floodplains through culvert and/ or channel modifications to improve local drainage conditions.

Golf Courses

3.3.18 Golf Courses and related facilities are permitted in all land use designations on Schedule SP40(a) provided that such facilities are developed in a manner that is compatible with and capable of integration with adjacent land uses.

3.3.19 The establishment of a golf course or related use will be subject to zoning, site plan and all other necessary approvals.

Cemetery

3.3.20 Lands designated Cemetery on Schedule SP40(a) recognize existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.

3.3.21 The regulations set out in the Cemeteries Act shall apply when development may impact burial sites which are not registered cemeteries.

3.4 Institutional

School Sites

3.4.1 Lands designated Elementary School are required in the general locations indicated on Schedule SP40(a), in accordance with the Community Services and Education Facilities policies of Part I, section 4.8 and other relevant policies of the Official Plan.

If any school site or part thereof is not required by either the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board, then it may be released for public open space or an alternate purpose which is compatible and suitable for integration with abutting development, without further amendment to this plan.

3.4.2 Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.

3.4.3 School sites are designated on Schedule SP40(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by one School Board, then the other Board may utilize the site regardless of whether it is for the educational level implied by the designation.

3.4.4 Relevant draft plans of subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Landowners will be required to demonstrate at the draft plan of subdivision stage how school sites can be redeveloped for suitable alternate use should any particular school site be released or not required for school or park purposes.

3.4.5 Prior to approval of plans of subdivision, the City shall require landowners within the Secondary Plan Area to enter into agreements with each other and the School Boards for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP40(a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

3.4.6 Where considered acceptable by the City, school sites may be pre-zoned for alternative land use purposes compatible with and capable of integration with adjacent land use designations.

Places of Worship

3.4.7 Lands designated Place of Worship indicate sites to be reserved for such purposes subject to the following principles:

- included in the appropriate subdivision plan as a condition of draft approval and shall be held for use or acquisition for worship purposes for a period of 5 years from the date of registration of the subject subdivision plan;
- approximately 0.8 - 1.2 hectares (2 - 3acres) in size;
- restricted road access as approved by the City; and,
- zoned for worship purposes at the time of subdivision registration but if not acquired or used for such purposes within the 5 year reserve period, may be zoned to permit suitable alternate development without further amendment to this Plan.

Libraries

3.4.8 Libraries are not designated on Schedule SP40(a), however they are permitted in all land use designations, except for the Open Space Valleyland designation, as a free standing facility, an integrated development component, or within a recreation centre facility.

3.4.9 Retail centres may be sized at the draft plan of subdivision stage in order to account for a future library use and to compensate for the land and building area to be occupied by the library. Library sites are acknowledged as having an alternative use of low density residential for the purpose of land valuation.

Fire Stations

3.4.10 A future fire station is generally located on the west side of Mississauga Road, north of Financial Drive as show on on Schedule SP40(a). Fire stations are permitted in all land use designations except the Open Space:Valleyland designation, subject to the policies of Part I, section 4.8 of the Official Plan.

3.4.11 Fire station sites will be approximately 0.8 hectares (2.0 acre) in size and acknowledged as having an alternative use of low density residential for the purpose of land valuation.

4.0 Transportation Policies

4.1 Roads

4.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with Part I, section 4.3 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the Bram West Subwatershed Study (Gartner Lee Ltd.).

4.1.2 Schedule SP40(a) presents a preferred alignment for a 45 metre wide major arterial road which will have an interchange with Highway 407, between Winston Churchill Boulevard and Heritage Road. By adoption of the Plan, these alignments are

Council policy. The establishment of a right-of-way, or parts thereof, for this major arterial may be subject to the finalization and approval of a Class Environmental Assessment Study.

4.1.3 This Plan provides for the staged construction of Mavis (Chinguacousy) Road in accordance with Part I, Section 4.3 of the Official Plan. The right-of-way requirement for Mavis (Chinguacousy) Road, south of Steeles Avenue shall be sufficient to accommodate an 8 lane arterial road as determined by the City of Brampton and the Region of Peel.

4.1.4 The right-of-way requirement for Financial Drive shall be sufficient to accommodate a 4 lane arterial road as determined by the City of Brampton. The designated right-of-way width for Financial Drive shall be 30 metres. The timely and early construction of Financial Drive from the south City limit to Steeles Avenue is encouraged.

4.1.5 To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.

4.1.6 Other than those indicated on Schedule SP40(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.

4.1.7 The right-of-way requirement for Minor Collector Roads designated on Schedule SP40(a) shall be 23.0 metres and 26.0 metres for Major Collector Roads.

4.1.8 The Bram West Transportation Study (Marshall Macklin Monaghan) identified the importance of establishing an efficient local road network parallel to major routes, particularly in association with Mississauga Road, and Steeles Avenue in the vicinity of Mississauga Road. A conceptual local road network for this area is attached as Appendix A to this chapter. The local road network in this area shall generally be established in accordance with the intent of this attachment and the recommendations of Bram West Transportation Study.

4.1.9 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Public Transit

4.2.1 The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.

4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.

4.2.3 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

4.2.4 In response to the City's anticipated need for a transit facility in the general vicinity of Steeles Avenue and Mississauga Road, the Bram West Transportation Study (Marshall Macklin Monaghan) has identified locational and operational options for the development of either an on-street or off-street transit terminal, attached as Appendix B to this chapter. These options will be considered in the development of a transit terminal in Bram West.

In the context of the above, a transit terminal facility is a permitted use in the Office Node Commercial, Highway and Service Commercial, Prestige Industrial and Standard Industrial designations of this plan.

4.3 Pedestrian/Cyclist Links

4.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including tableland parks, school sites and valleylands.

4.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.

4.3.3 To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as Steeles Avenue shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical. Simultaneous compound changes in the grade and direction of underpass designs are not recommended.

5.0 Environmental, Servicing and Design Considerations

The Bram West Subwatershed Management Study (Gartner Lee Ltd.) shall be implemented within the Secondary Plan Area through the preparation of Environmental Implementation Reports. It is preferred that these Reports be prepared on a tributary basis covering large blocks of land, rather than on a subdivision basis, to benefit from economies of scale, better account for cumulative effects, identify central or combined storm water management facilities, and reduce agency review time.

5.1 Woodlots and Valleylands

5.1.1 The woodlots identified on Schedule SP40(a) are to be preserved to the greatest extent practicable, and considered as areas for rehabilitation and enhancement of ecological functions through the development of surrounding lands. In this regard, development proposals within or abutting woodlots shall be subject to Part I, Section 4.4 and other relevant policies of the Official Plan. Any studies relating to the preservation, treatment and disposition of woodlots shall be submitted as part of the Environmental Implementation Report prior to the draft approval of a related plan of subdivision or zoning. Any portions of a woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

5.1.2 Many natural features such as natural hazards, tributaries and woodlots, exist within the Bram West Secondary Plan Area.

Development adjacent to such features remaining shall be shaped, oriented and developed in a manner that is compatible and complementary to these natural features, to that extent practicable.

5.2 Tree Preservation

5.2.1 It is intended that significant, high quality tree specimens be retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the Secondary Plan Area.

5.2.2 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

5.3 Heritage Resource Preservation

5.3.1 Heritage resource management activities within the Bram West Secondary Plan Area shall be undertaken in accordance Part I, Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural or archaeological value, significance or interest.

5.3.2 Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.

5.3.3 Where a development proposal may impact a heritage resource, the City may require the preparation of a cultural heritage resource assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to

mitigate the development impacts on identified heritage resources.

5.3.4 The area identified as the Village of Huttonville and designated as Village Residential on Schedule SP40(a) is considered to be a unique and important heritage resource with strong historical associations with the Credit River. In order to ensure the consideration and preservation of scale and character of the existing Village, the City shall require that all applications for development (including alterations, redevelopment and infilling) be considered on the basis of the following: scale and character of proposed development to adjacent properties; location and relationship of proposed development to adjacent properties; and, the maintenance of existing vegetation, vistas, views and the streetscape, particularly in relation to the Credit River Valley.

5.3.5 Development within the boundaries of the Village of Churchville Heritage Conservation District shall be required to consider the guidelines of the "Village of Churchville Heritage Conservation District Plan" (Official Plan Amendment 187 to the 1984 City of Brampton Official Plan) as they relate to conservation, development, design and landscaping.

5.3.6 Those lands located within the boundaries of the Village of Churchville Heritage Conservation District shall be designated as a Site Plan Control Area by the City, and the Churchville Heritage Committee shall act as a commenting body with respect to relevant applications therein.

5.4 Noise Attenuation

5.4.1 In the case of Low and Medium Density residential uses adjacent to Provincial Highways and Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1,000 feet), unless otherwise authorized by the City.

A secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

5.4.2 In the case of either road noise attenuation treatment, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate a satisfactory safety fence between the arterial road and the local service road.

5.4.3 A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.

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

5.4.5 Residential development adjacent to the Canadian Pacific Railway will be subject to the Rail Noise policies of Part I, subsection 4.4.11 and other relevant policies of the Official Plan. Prior to subdivision approval for lands situated adjacent to the Canadian Pacific Railway right-of-way, noise and vibration impact studies shall be undertaken by the landowner, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Region and the City, in consultation with Canadian Pacific Railway are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to, retaining walls, berming, fencing and the imposition of building setbacks.

5.4.6 In design situations adjacent to a railway line, the City will not assume responsibility for the ownership or maintenance of a buffer block required through the approval of residential

development. Therefore, non-residential uses are a preferred land use solution adjacent to railway rights of way.

Secondarily, a high or medium density form of residential development may be appropriate which could be developed as a condominium form of tenure and avoid the buffer block ownership and maintenance issues. In this instance a condominium corporation may assume ownership and maintenance responsibilities for required buffer blocks.

Failing the above alternatives in the treatment of railway buffer blocks, proponents may opt for a financial solution, through the establishment of a perpetual maintenance fund, or a design solution such as the construction of a retaining wall, to the satisfaction of the City.

5.5 Potentially Contaminated Sites

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

5.6 Trans Canada Gas Pipeline Safety Features

5.6.1 In addition to any safety regulations or guidelines that may be applied to the Trans Canada Pipeline by the National Energy Board, the following supplementary measures shall be applied by Council to residential developments that abut the pipeline right-of-way or easements within the Secondary Plan Area;

- A minimum setback of 10 metres (32.8 feet) from the pipeline right-of-way limits for any permanent structure or excavation will be maintained;
- Prospective purchasers of homes or buildings within 200 metres (656 feet) of the pipeline right-of-way or

easement shall be notified of its presence in agreements of purchase and sale; and,

- No separate City owned buffer strips shall be required in addition to or as part of the 10 metre (32.8 feet) setback referred to in (i) above, but in all other respects that do not conflict with the preceding measures, the provisions of the 1979/11/26 Council Policy respecting Trans Canada Pipeline Safety Measures shall apply subject to any subsequent amendments thereto.

5.6.2 In conjunction with implementing zoning by-laws, the zoning of the pipeline right-of-way for open space purposes including pedestrian and bicycle pathways, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

5.7 Storm Water Management

5.7.1 In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule SP40(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

5.7.2 Storm water management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within Bram West shall be determined by the Conservation Authority and the City in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

5.7.3 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.), in conjunction with the related Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage elements impacting provincial roads.

The Storm Water Management Plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts, minimize erosion and siltation in the Credit River and associated tributaries during and after the construction period. The Storm Water Management Plan will be consistent with and implement the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.), and shall identify a monitoring program.

Detailed design submissions shall be consistent with the Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

5.7.4 The main watercourse and valleyland corridors of the Credit River, Levi Creek and Mullett Creek are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation and conveyance, and water quality. The functional importance of these features must be assessed along with other environmental and water management issues by the Environmental Implementation Report.

5.7.5 Prior to the alteration of any watercourse, the construction of any Storm Water Management Facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Conservation Authority and the City.

5.8 Sanitary Sewage and Water Supply

5.8.1 Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers, with the exception of those lands designated 'Employment Estates' where a limited amount of development may occur on the basis of private or commercial servicing alternatives.

5.8.2 The allocation of servicing capacity to the Fletchers Creek sub-trunk sewer on Chinguacousy Road and servicing options to that sub-trunk shall consider early servicing options for

lands north of the Canadian Pacific Railway tracks, between the Credit River and Chinguacousy Road.

5.8.3 The allocation of servicing capacity to the Levi and Mullett Creek sub-trunk sewers and servicing options to those sub-trunks shall consider early servicing options for lands north of Steeles Avenue and west of the Credit River.

5.8.4 Proponents of development may be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

5.8.5 The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.) and the Bram West Servicing Study (Rand Engineering).

5.8.6 In accordance with Part I, Section 4.11 and other relevant policies in the Official Plan, the City and the Region may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the Region's ability to finance and construct new services.

5.9 Urban Design Guidelines

5.9.1 The design requirements governing the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate.

5.9.2 All development within the Secondary Plan Area shall consult and give due consideration Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City.

5.9.3 Where Residential land use designations interface with Commercial or Industrial land use designations on Schedule SP40(a), the City will require buffering and mitigation measures to be implemented in accordance with Part I, section 4.4 and other relevant policies of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer and/ or other appropriate methods.

5.9.4 Designated retail centres (ie Neighbourhood Retail and Convenience Retail) shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of the larger such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the whole centre and no such portion shall be developed until the integrated plan for the whole retail centre has been approved by the City.

5.9.5 In order to maintain and enhance the visual opportunities and importance of certain features and attributes of the secondary plan area, the City may require the completion of a visual resource analysis and/ or a visual design concept for those lands adjacent to the Credit River Valley, Mississauga Road and Highway 407. Such submissions are recommended to be undertaken comprehensively in logical contiguous blocks to address visual design issues, and may set out setbacks, building height, building form, shadow impacts and other siting matters which may impact the visual integrity of these areas.

5.10 Public Utilities and Facilities

5.10.1 Public utility and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any land use designation provided they are appropriately integrated and all other necessary approvals are obtained.

6.0 Implementation and Interpretation

6.1 Development Phasing

6.1.1 The phasing policies of Part I, section 4.11 of the Official Plan shall apply to the development of the Secondary Plan Area. Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.

6.1.2 The intent of the City is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with Part I, section 4.11 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which sewer and water services, storm water management facilities, schools, roads or any other essential service are not available or committed.

6.1.3 In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in the Secondary Plan Area and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

6.1.4 The City will discourage and resist the conversion of any employment lands for residential purposes until such time as an appropriate commercial and industrial assessment ratio has been achieved.

6.2 Implementation Measures

Small Holdings

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

6.2.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP40(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

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

Cost Sharing

6.2.4 The City shall encourage the use of Cost Sharing Agreements or other suitable arrangements amongst landowners in order to implement development of the secondary plan area and equalize the cost of development for common studies, infrastructure, facilities and works, including the establishment of school sites.

Environmental Assessment Act

6.2.5 Various land uses, infrastructure and facilities proposed and designated in this Secondary Plan may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to necessary Environmental Assessment approvals.

Interpretation

6.2.6 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP40(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Bram West Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or




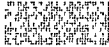








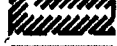








relative location without further amendment to this plan, provided the City is satisfied:

- that the fundamental effectiveness of the intended uses would not be reduced;
- that the intent and integrity of the overall plan is respected;
- that shortfalls or excesses are to be made up elsewhere in the plan;
- that the function and centrality of services is maintained; and,
- that the fundamental aspects of land use interrelationships are maintained.

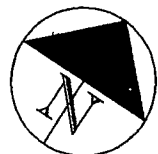
6.2.8 The provisions of Part I, section 5 and other relevant policies of the Official Plan shall also apply to the implementation and interpretation of this chapter."



GENERAL LAND USE DESIGNATIONS EXCERPT SCHEDULE 'A'

	RESIDENTIAL		CENTRAL AREA
	ESTATE RESIDENTIAL		PRIVATE COMMERCIAL RECREATION
	VILLAGE RESIDENTIAL		AGRICULTURAL
	REGIONAL RETAIL		PARKWAY BELT WEST / UTILITY*
	PRIMARY OFFICE NODE		PROVINCIAL FREEWAYS (407 / 410)
	OFFICE NODE		SPECIAL STUDY AREA
	INDUSTRIAL		SPECIAL POLICY AREA
	BUSINESS INDUSTRIAL		TRANSPORTATION CORRIDOR CONCEPTUAL ALIGNMENT
	COMMUNITY SERVICES		AREA SUBJECT TO AMENDMENT
	OPEN SPACE		DEFERRALS (D)
			REFERRALS (R)

OFFICIAL PLAN AMENDMENT No. _____



CITY OF BRAMPTON
Planning and Development

Date: 1997 03 26

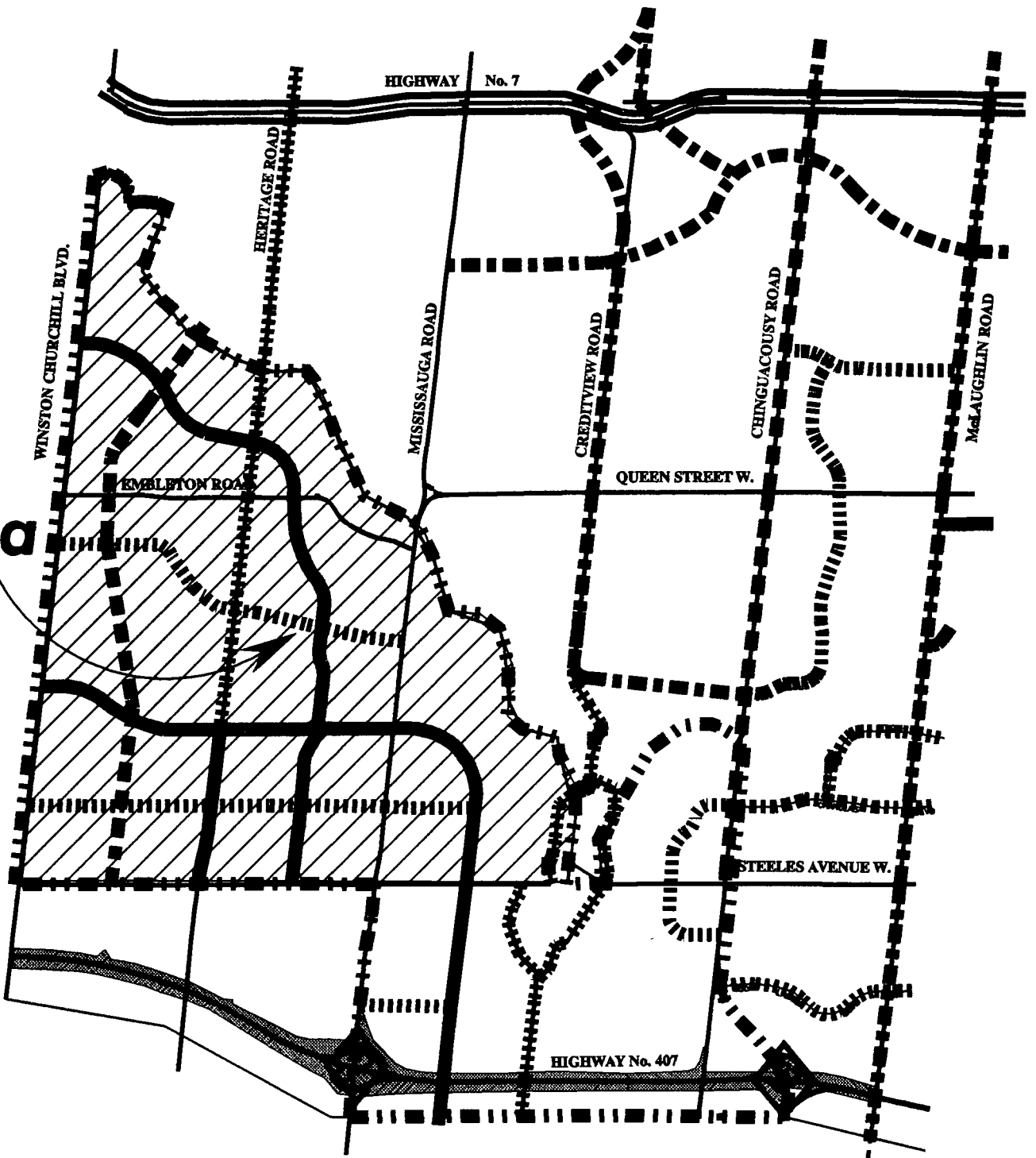
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Schedule A












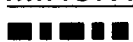




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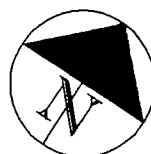
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**MAJOR ROAD NETWORK
RIGHT-OF-WAY WIDTHS
EXCERPT SCHEDULE 'B'**

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  FREEWAY | <u>COLLECTOR</u> |
|  HIGHWAY |  30 Metres (100 Feet) |
|  TRANSPORTATION CORRIDOR
CONCEPTUAL ALIGNMENT |  23 - 26 Metres (76 - 86 Feet) |
| <u>MAJOR ARTERIAL</u> |  Alternative Alignment |
|  40 - 45 Metres (130 / 150 Feet) |  Interchange |
|  36 Metres (120 Feet) |  REFERRALS |
| <u>MINOR ARTERIAL</u> |  DEFERRALS |
|  36 Metres (120 Feet) | |
|  30 Metres (100 Feet) |  Area Subject To Amendment |
|  30 Metres (100 Feet) | |
|  26 Metres (86 Feet) | |

OFFICIAL PLAN AMENDMENT No. OP93-70



CITY OF BRAMPTON
Planning and Development

Schedule B

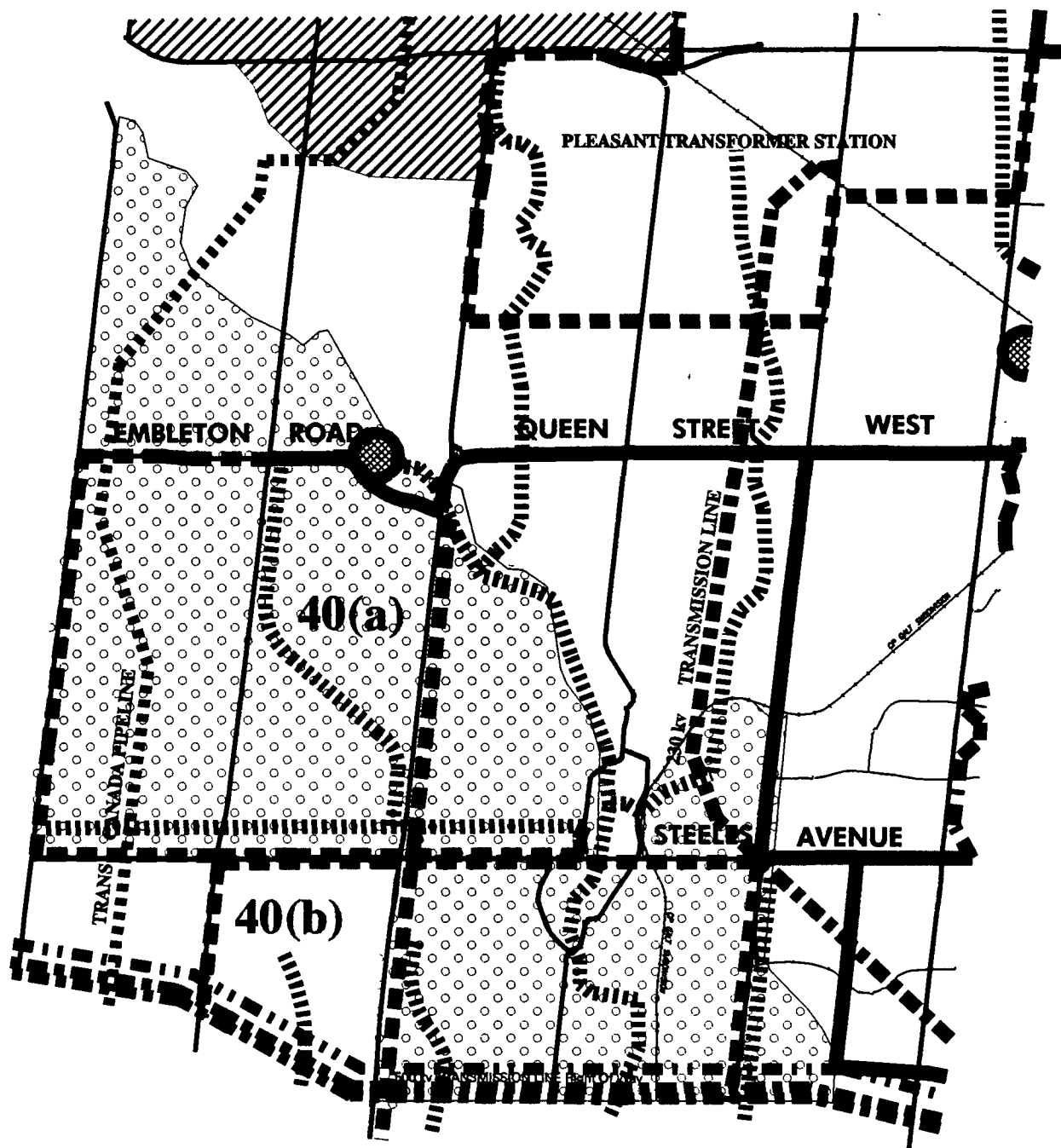
to By-law 166-97

Date: 1997 03 24





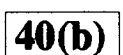
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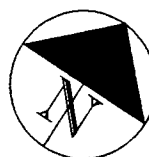
Map no.



PUBLIC UTILITIES AND RESOURCES 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
-  LICENSED PITS AND QUARRIES
-  SHALE RESOURCES
-  EXISTING OR FORMER WASTE DISPOSAL SITE
-  AREA SUBJECT TO AMENDMENT
-  AREA SUBJECT TO AMENDMENT

OFFICIAL PLAN AMENDMENT No. 0P93-70



CITY OF BRAMPTON
Planning and Development

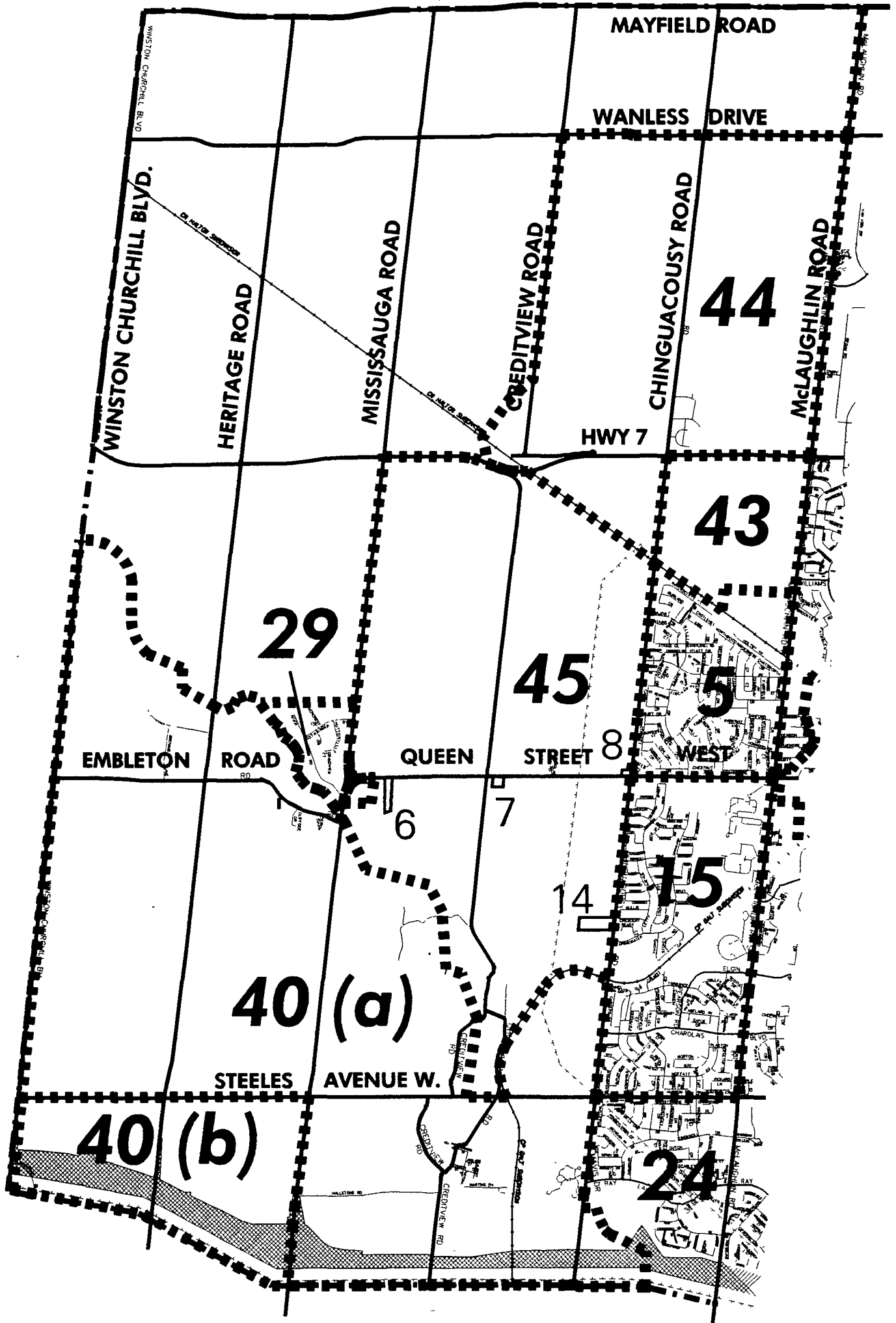
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Schedule C to By-Law 166-97

File no. bramptn.dgn

Map no.



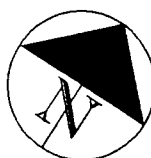
**SECONDARY PLAN AREAS
EXCERPT SCHEDULE 'G'**

OFFICIAL PLAN AMENDMENT No.

OP93-70

Schedule D

to By-Law 166-97



CITY OF BRAMPTON
Planning and Development

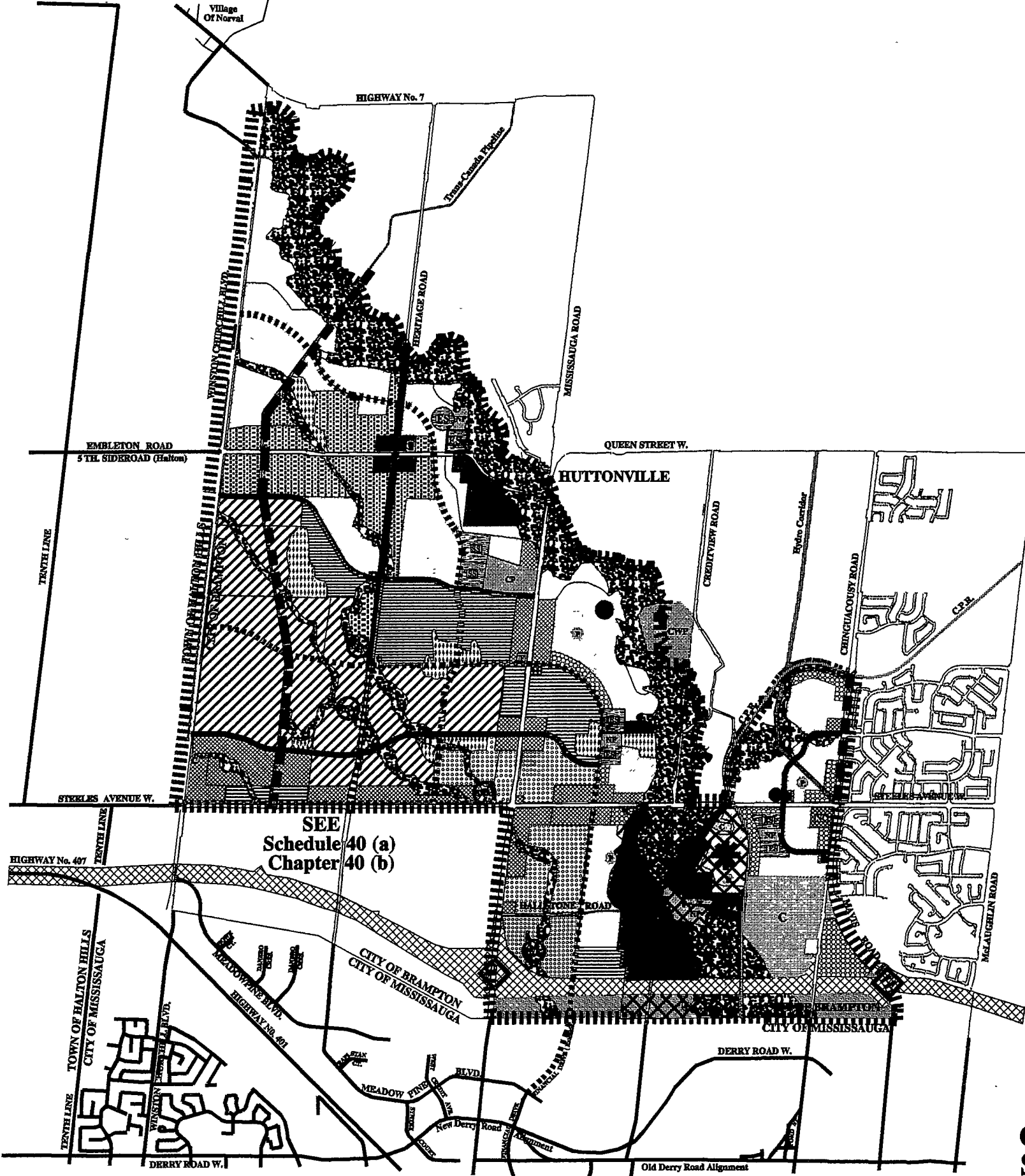
Date: 1997 07 08

Drawn by: C.R.E.

File no. sec 93-70

Map no.

Schedule SP 40 (a) BRAM WEST SECONDARY PLAN AREA No. 40 (a)



SEE
Schedule 40 (a)
Chapter 40 (b)

RESIDENTIAL LANDS:

- Low Density
- Low / Medium Density
- Medium Density
- Cluster / High Density
- Village Residential
- Community Centre
- Residential Policy Area

EMPLOYMENT LANDS:

- Standard Industrial
- Prestige Industrial
- Employment Estates
- Highway & Service Commercial
- Office Node Commercial
- Neighbourhood Commercial
- Convenience Commercial
- Churchville Heritage Conservation District
- Secondary Plan Boundary

OPEN SPACE:

- Valleyland
- City Wide Park
- Community Park
- Neighbourhood Park
- Parkette
- Cemetery
- Woodlot
- SWM Facility (Quantity)

INFRASTRUCTURE:

- Parkway Belt West
- Trans-Canada Pipeline
- Ontario Hydro Power Corridor
- Canadian Pacific Railway

INSTITUTIONAL

- Secondary School
- Elementary School
- Place Of Worship (Reserve)
- Fire Station

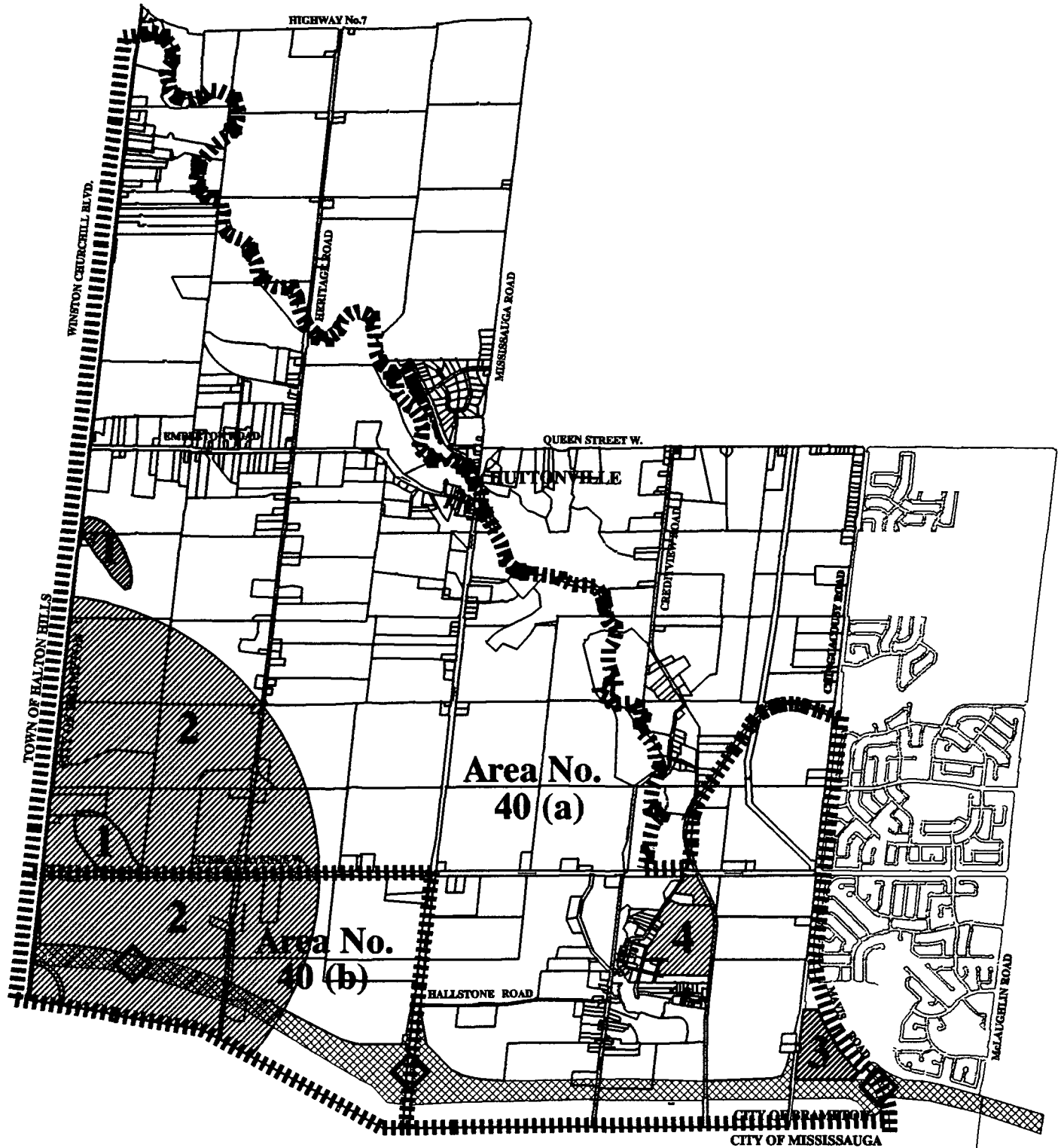
ROAD NETWORK

- Highway 407
- Major Arterial (45-50 metres)
- Minor Arterial (36 metres)
- Major Collector Roads (26-30 metres)
- Minor Collector Roads (23-26 metres)
- Interchange



**OFFICIAL PLAN AMENDMENT No.
Schedule E**

July 21, 1997
gatestamm6.dgn



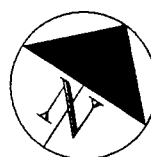
Schedule SP 40 (b)
BRAM WEST
SECONDARY PLAN
AREA No. 40 (a) & (b)
SPECIAL POLICY AREAS

LEGEND

- | | | | |
|-------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------|--------------------------------|
|  | Highway 407 |  | Secondary Plan Boundary |
|  | Interchange |  | Special Policy Areas |



OFFICIAL PLAN AMENDMENT No. OP93-70



CITY OF BRAMPTON
 Planning and Development

Date: 1997 07 07

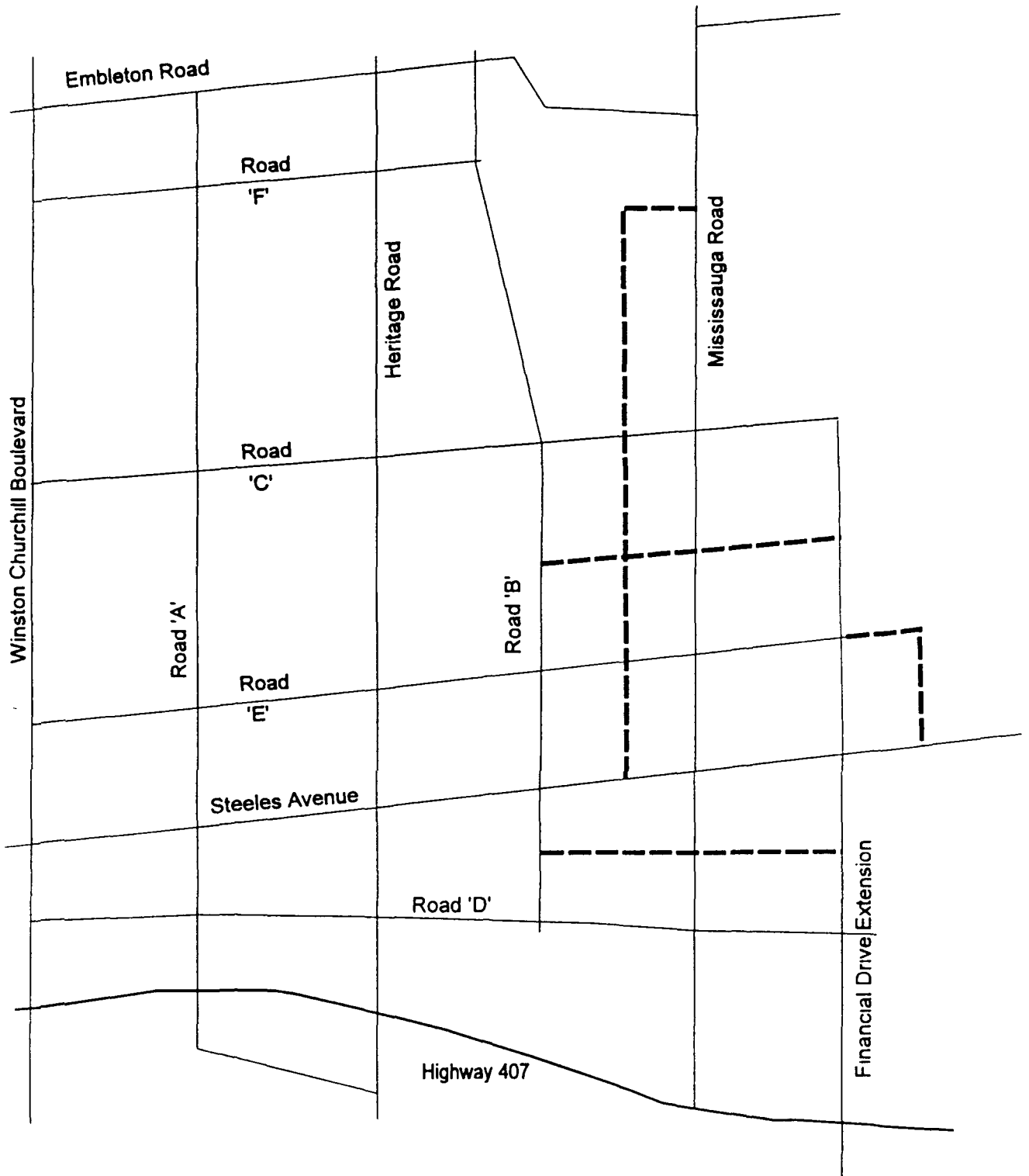
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File no. gate7.dgn

Map no.

Schedule F

to By-Law 166-97



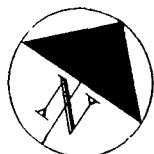
Legend.  Local Road

Local Roads
Conceptual Layout

**APPENDIX A
TO BRAMWEST SECONDARY PLAN**

OP93-70

By-Law 166-97



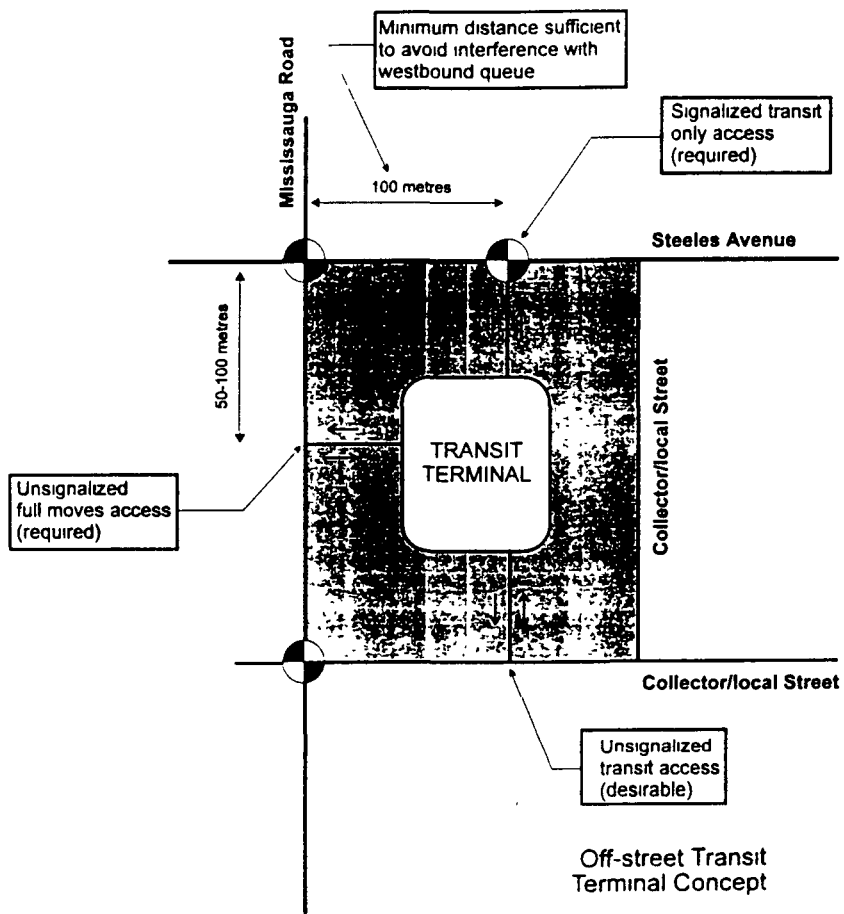
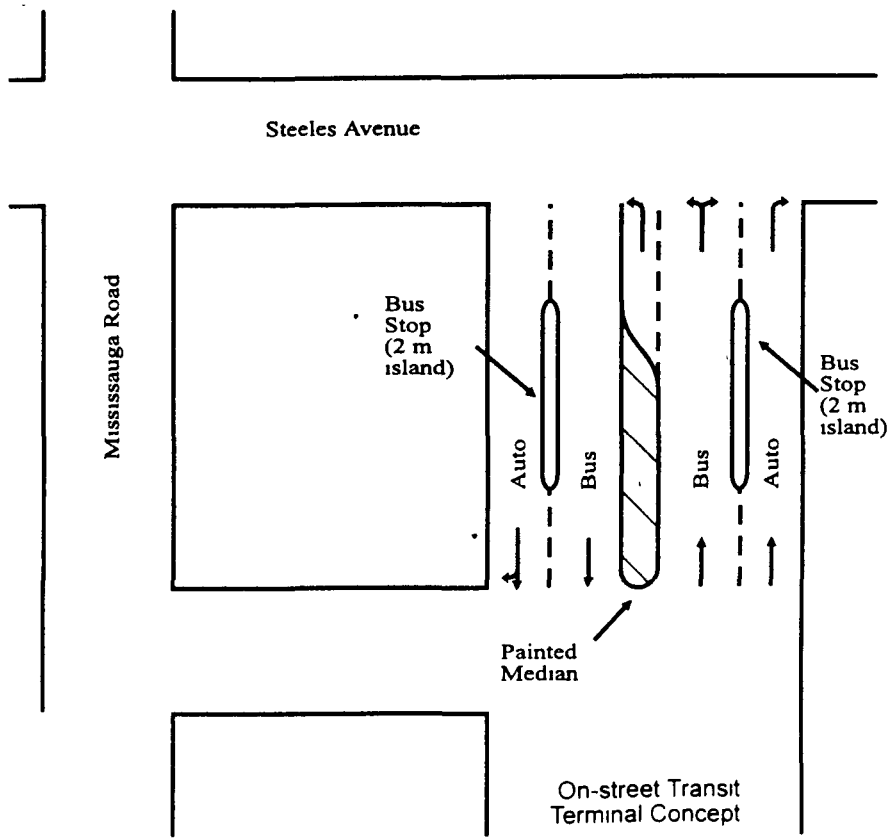
CITY OF BRAMPTON
Planning and Development

Date: 1997 07 08

Drawn by

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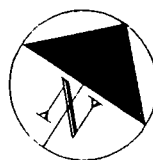
Map no



**APPENDIX B
TO BRAMWEST SECONDARY PLAN**

OP93-70

By-Law 166-97



CITY OF BRAMPTON
Planning and Development

Date: 1997 07 08

Drawn by.

File no. Sg20.dgn

Map no