



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

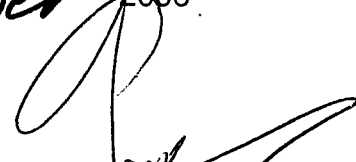
Number 346-2006

To adopt Amendment Number OP93- **270**
To the Official Plan of the City
of Brampton Planning Area

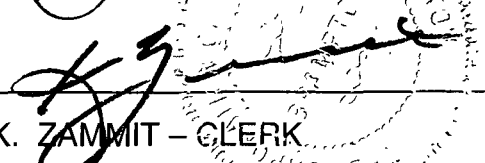
The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, RSO 1990, c.P.13, hereby ENACTS as follows:

- Amendment Number OP93- **270** to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.

READ a FIRST, SECOND, and THIRD TIME and PASSED on OPEN COUNCIL, this 14th day of, October 2006.

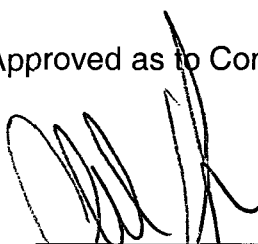


 SUSAN FENNEL - MAYOR
 G. MANNING - ACTING MAYOR

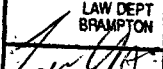


 K. ZAMMIT - CLERK

Approved as to Content:



Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services

APPROVED AS TO FORM LAW DEPT BRAMPTON

DATE <u>Oct 16/06</u>

AMENDMENT NUMBER OP93 - 270

to the Official Plan of the
City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to revise certain land use designations, road alignments and policies of Chapter 40(a) of the Bram West Secondary Plan in order to implement a land use plan and policy structure based on updated planning, market and growth management considerations.

This amendment to Chapter 40(a) of the Bram West Secondary Plan is based on a number of background component studies completed for the City in the areas of community design, municipal finance, economic development and transportation planning and supplemented by extensive public consultation. This amendment proposes a balanced approach to protecting the environment and the natural heritage system of Bram West consistent with the principles of sustainable development.

The land use designations and policies contained in this amendment are intended to implement the following Community Vision for the Bram West Secondary Plan:

- The sustainable protection of its rich, natural environment, including the Credit River, streams, woodlots, trees, wetlands and other features that constitute the natural heritage system;
- The establishment of a prestige gateway streetscape along the Mississauga Road Corridor to enhance Brampton's identity and image on a GTA wide basis;
- The development of an efficient and effective transportation and transit system to support the full development of the secondary plan;
- The promotion of a balanced community structure, including the proper allocation of employment and residential uses in contextually appropriate locations;
- The establishment of executive housing enclaves that have the requisite environmental features and amenities;
- The preservation and protection of heritage resource areas, including the community attributes of the Churchville and Huttonville settlement areas;
- The development of a park and pathways system that is integrated with natural areas; and,
- The provision of economic development opportunities to attract prestige industries, office campuses and commercial enterprises that are developed to the highest standards of community design.

2.0 LOCATION

The subject lands comprise an area of about 1,700 hectares (4,200 acres) in southwest Brampton, and are generally bounded in part by Winston Churchill Boulevard, Heritage Road and Mississauga Road to the west, the Brampton/Mississauga municipal boundary and Steeles Avenue to the south, the Credit River, Steeles Avenue and the Orangeville

Railway Development Corporation Rail line to the north, and Chinguacousy/Mavis Road to the east as outlined on Schedule SP40(a). The lands are generally 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 3 and Part of Lots 8 through 10, Concessions 6 WHS, Part of Lots 1 through 7, Concession 5 WHS, Part of Lots 1 through 5, 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).

The lands subject to this amendment are specifically indicated on Schedule SP40(a) to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (1) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations of "INDUSTRIAL", "BUSINESS INDUSTRIAL", "VILLAGE RESIDENTIAL", "VILLAGE RESIDENTIAL SPECIAL POLICY AREA" and "OPEN SPACE" to "RESIDENTIAL", "INDUSTRIAL" and "BUSINESS INDUSTRIAL" as shown on Schedule A to this amendment;
- (2) by adding, deleting or revising on Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, "MINOR ARTERIAL", and "COLLECTOR ROAD" alignments in the locations shown on Schedule B to this amendment;
- (3) by adding to Schedule 'D' ENVIRONMENTAL thereto, a wetland designation, and deleting therefrom another wetland designation, as shown on Schedule C to this amendment;
- (4) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(a): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-___;

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

- (1) by adding to the legend on Schedule SP40(a), the following designations as shown on Schedule D to this amendment: "Executive Residential", "Specialty Office & Service Commercial", "Wetland", "Senior Elementary School" and "Orangeville Railway Development Corporation";

- (2) by deleting from the legend on Schedule SP40(a) the following designations as shown on Schedule D to this amendment: “Office Node Commercial” and “Canadian Pacific Railway”;
- (3) by changing the lands on Schedule SP40(a) as shown to Schedule D to this amendment;
- (4) by adjusting on Schedule SP 40(a) the Village of Churchville Heritage Conservation District Boundary and the Village Residential designation as shown on Schedule D to this amendment;
- (5) by adding to Schedule SP 40(a) a wetland designation on the west side of Mississauga Road north of the Financial Drive extension as shown on Schedule D to this amendment;
- (6) by adding to Schedule SP40(b), Special Policy Areas 7 to 12 as shown on Schedule E to this amendment;
- (7) by renumbering Sections 3.0 through 6.0 as Sections 4.0 through 7.0 respectively, and all of the policies and references within these sections in a precise and consistent manner;
- (8) by adding to Section 3.0 the new heading Goals & Objectives and the following new policies as Sections 3.1 to 3.3:

“3.0 GOALS & OBJECTIVES

3.1 Planning Principles

The planning principles of this Chapter are based on the principles of sustainable development and support an ecosystem approach to land use planning.

An ecosystem approach to planning recognizes the dynamic, interrelationship of all elements of a biophysical community, and the long term management and monitoring policies that address not only individual but cumulative impacts to achieve a sustainable, healthy ecosystem. Therefore, the Bram West Secondary Plan recognizes and will ensure the implementation of the recommendations of the approved subwatershed process.

The Planning Vision for Bram West is as follows:

Bram West is planned to be a balanced, sustainable community that will be supported by superior infrastructure and services based on

accountable decision making, full public participation and responsible growth management.

Bram West's natural heritage system will be protected by following a sustainable approach to land use planning and implementing alternative storm water management practices.

Bram West will continue to celebrate and preserve its unique cultural and natural heritage, including such features as the Credit River and the historic settlement areas of Churchville and Huttonville.

Bram West's multi-dimensional, full service urban economy will provide residents with ample live-work opportunities, contributing to a cleaner environment and an overall sustainable lifestyle.

Bram West's communities will be complete, compact and connected and be developed with a variety of housing forms including a significant executive housing component designed to take advantage of the area's major environmental elements like the Credit River.

Bram West's employment areas are planned to be dynamic and highly accessible in order to maximize their development potential in the GTA marketplace and to achieve their employment targets.

Together with Section 3.3 (Fundamental Goals & Objectives) of the Official Plan, the goals and objectives described below, which are founded on the above-noted vision, provide the structure for the planning and development of the Bram West Secondary Plan as outlined on Schedule SP40(a). These goals and objectives will be implemented in accordance with the policies of the Interpretation and Implementation sections of this Chapter.

3.2 Goals

The goals of the Bram West Secondary Plan are:

- 3.2.1 To preserve, protect and restore the natural environment, to the extent practical;
- 3.2.2 To incorporate valleylands, stream corridors, watercourses, riparian habitat and other sensitive environmental features to the extent practically feasible as part of the urban fabric while accounting for planned land uses;;
- 3.2.3 To coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to

support that growth, in accordance with the City of Brampton Growth Management Program;

- 3.2.4 To promote a balanced community structure including the proper allocation of both residential and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity in keeping with the City's Strategic Plan;
- 3.2.5 To designate appropriate areas for the development of executive housing that is compatible with, and will benefit from, the visual and environmental features of the natural landscape of Bram West;
- 3.2.6 To maximize quality employment opportunities in Bram West by attracting office, prestige industrial and research & development users;
- 3.2.7 To designate lands for the development of corporate head office buildings along the Mississauga Road Corridor from Highway 407 north to Steeles Avenue West;
- 3.2.8 To designate lands for the development of signature prestige industrial and business park areas as appropriate;
- 3.2.9 To establish an upscale industrial and office precinct with the highest standard of civic design and architecture which maximizes employment and enhances the financial position of the municipality;
- 3.2.10 To establish a prestige gateway streetscape along the Mississauga Road corridor to enhance Brampton's urban identity and image on a GTA area wide basis;
- 3.2.11 To develop an effective and efficient transportation network and transit system to service not only Bram West but all of West Brampton.
- 3.2.12 To develop excellence in community living based on the application of the following principles:
 - (i) a well-balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;
 - (ii) an effective transition between residential and employment areas through the use of valleys, stream corridors and arterial roads as interfaces;
 - (iii) the achievement of excellence in civic design in both the public and private realm;
 - (iv) an interconnected system of open space and recreational areas;

- (v) abundant public access and visibility to the rich natural heritage and environmental features of the Bram West area;
- (vi) a range of recreational and community facilities that facilitate shared use where practical;
- (vii) integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
- (viii) an attractive and ordered built form as well as human scale walkable communities through the use of appropriate building heights, massing, setbacks, streetscapes, landscapes, gateways and architectural treatments;
- (ix) preservation, to the greatest extent practical, of the area's cultural heritage and built-up resources including the community attributes of the Churchville and Huttonville settlement areas, in the long term development of Bram West; and,
- (x) a balanced transportation system, including roads, public transit, pathways, and transportation demand management measures that provides efficient transportation links.

3.2.13 Continue to apply appropriate environmental protection principles throughout the planning process.

3.2.14 The implementation of the Pathways Master Plan, especially as it relates to key linkages to the Credit River Valley and other open space corridors in the Bram West Area.

3.2.15 To minimize public/tax based capital and operating costs associated with the development of Bram West.

3.2.16 Implement the Bram West Secondary Plan by:

- (i) coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program;
- (ii) achieving financial sustainability through the provision of municipal services in an efficient and financially prudent manner and by promoting development that is self-supporting;
- (iii) providing a block plan process that will coordinate, on a sub-area basis, the completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals; and,
- (iv) undertaking on-going public consultation as part of the development approval process.

3.3 Objectives

Considering the goals enunciated in the Official Plan (Part I) and those set out in Section 3.2 of this Chapter, the following objectives constitute the basis for the formulation of this part of the Bram West Secondary Plan:

- (i) to preserve, protect and restore the natural environment to the extent practical, most particularly the existing woodlots, valleys, floodplains and aquatic resources of the Credit River and the key environmental features, functions and linkages associated with Levi and Mullet Creeks;
- (ii) to ensure that municipal services required for development of any portion of the Secondary Plan Area, including components of the transportation system, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;
- (iii) to ensure that adequate utility networks are/or will be established to serve the anticipated development and that they can be phased in a way that is cost-effective and efficient.
- (iv) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- (v) to promote sustainable and financially efficient development using the strategic implementation of the following measures: growth management, Development Charges and cost sharing agreements as and where appropriate;
- (vi) to create a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities;
- (vii) to create an urban environment that provides for safe, functional and attractive residential neighbourhoods;
- (viii) to create an effective and attractive interface between residential and employment land uses;
- (ix) to provide for a superior standard of community design regarding the interface between employment uses and the interface of employment areas with primary streets and gateways;
- (x) to provide an integrated parks and open space system with a clear functional relationship to the overall community and the neighbourhoods served;
- (xi) to provide opportunities for recreational and natural links to the Credit River and Levi Creek floodplains and valleys, while protecting and preserving significant natural features of the valley system;

- (xii) to establish urban design guidelines which achieve the development of attractive, safe and pedestrian-scale built forms within the community;
 - (xiii) to establish a consistently high quality of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
 - (xiv) to ensure that new development occurs in an orderly and efficient manner with sensitivity to the existing settlement areas of the Churchville Heritage Conservation District and the Village of Huttonville;
 - (xv) to preserve existing built and cultural heritage features wherever feasible including scenic views, heritage buildings and archaeological resources;
 - (xvi) to enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing road network in conjunction with the construction of new links and improvements within the Secondary Plan;
 - (xvii) to promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,
 - (xviii) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto.”
- (9) by deleting in Section 3.0, Development Principles thereof, the heading Upscale Executive Housing Special Policy Area and policies 3.1.1a to 3.1.1f and renumbering all of the policies in this subsection in a precise and consistent manner;
- (10) by adding to Section 3.0, Development Principles thereof, under the heading Housing Mix, Density and Plan Integration the following new policy as Section 3.1.7:
- “3.1.7 The planning and design of sensitive land uses in Concession 5 W.H.S. will have regard for the employment lands to the west of Heritage Road in Concession 6 W.H.S.”
- (11) by revising Section 3.0, Development Principles thereof, under the heading Special Policy Area 3 (Mavis Road Residential), the last sentence of Section 3.1.13 to read as follows:
- “Notwithstanding the medium density residential designation, lands within Special Policy Area 3 may be developed in a flexible manner for a mix of high and medium density residential building types.”

- (12) by adding to Section 3.0, Development Principles thereof, under the heading Special Policy Area 3 (Mavis Road Residential) the following new policy as Section 3.1.14:

“New development within Special Policy Area 3 shall be sensitive in terms of physical layout, urban design and streetscape to Meadowvale Cemetery to ensure a compatible interface between the Cemetery and the lands within Special Policy Area 3.”

- (13) by adding to Section 3.0, Development Principles thereof, under the heading Special Policy Area 8 (Financial Drive Lands) the following policy as Section 3.1.19:

“Special Policy Area 8 on Schedule SP40(b) represents lands on the west side of Financial Drive south of Steeles Avenue that are designated Low/Medium Density Residential. The purpose of the Special Policy Area designation is to ensure that the residential development on these lands is consistent in density, built form and streetscape with the executive residential development within the Streetsville Glen subdivision on the east side of Financial Drive. Development shall occur in a manner that minimizes impacts on natural areas associated with Levi Creek.”

- (14) by replacing in Section 3.0, Development Principles thereof, the words: “12.4 units per hectare (5.0 units per acre)” in Section 3.1.20 with the following: “19.5 units per hectare (8.0 units per acre)”

- (15) by adding to Section 3.0, Development Principles thereof, the heading Executive Residential and inserting the following policies as Sections 3.1.23 to 3.1.27, inclusive and by renumbering all of the following subsections in a precise and consistent manner:

“3.1.23 The lands designated Executive Residential and Low Density shall reflect the Upscale Executive Housing policies, principles and standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:

- (i) development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
- (ii) establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;

- (iii) creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,
- (iv) provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

3.1.24 The “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” should be consulted for the extensive and detailed guidelines, which expand on the above principles to ensure that the design attributes of the Bram West Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

3.1.25 The areas designated Executive Residential on Schedule SP40(a) are considered to have appropriate characteristics to accommodate a successful executive housing community. These areas shall be developed in accordance with the policies, principles and standards set out in Part I, Section 4.1 of the Official Plan and Section 3.1.1 of this Chapter.

3.1.26 In areas designated Executive Residential on Schedule SP40(a), the following policies shall apply:

- (i) primarily single detached structural units shall be permitted. A restricted number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
- (ii) limited development of the following complementary uses shall also be permitted:
 - private education facilities;
 - libraries;
 - day care centres;
 - health centres; and
 - public recreation facilities.
- (iii) a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);
- (iv) a minimum lot frontage for detached units of 15 metres (50 feet);
- (v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond shall be provided and

identified through the block plan process in appropriate locations;

- (vi) anchor areas within the designation, which give the Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater;
- (vii) the opportunity for lot frontages greater than 70 feet abutting the edge of the Credit River valley will be explored, and the final determination of the housing mix and density for the balance of the Executive Residential lands will be determined, through the Block Plan stage of approval; and,
- (viii) the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

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

- (i) residential density;
- (ii) lot width and lot frontage;
- (iii) garage widths and projections;
- (iv) setbacks;
- (v) architectural design;
- (vi) building massing and streetscape; and,
- (vii) treatment of gateways and edges.

(16) by adding to Section 3.0, Development Principles thereof, after the Executive Residential Section, the following as Section 3.1.28;

“3.1.28 All matters pertaining to the cost of providing an enhanced public realm within the lands subject to the Riverview Heights proposal bounded by Embleton Road and the Credit River to the north, Lot 2 to the south, Mississauga Road to the east and Heritage Road to the west in Concession 5 W.H.S. will be addressed through the Block Plan stage of approval.

The items to be addressed in determining the cost of providing an enhanced public realm shall include lands subject to gratuitous conveyance and other areas under the Planning Act, the extent of lands to be acquired, the standard of amenities and their long term cost to the municipality.”

- (17) by amending in Section 3.0, Development Principles thereof, the first sentence of Section 3.1.25 by replacing the words “a minimum 25%” with the words “an appropriate number”;
- (18) by adding to Section 3.0, Development Principles thereof, under the heading Special Policy Area 12 (Finger Lands) the following policy under the Residential Section:

Special Policy Area 12

3.1.18 Special Policy Area 12 on Schedule SP40(b), known as the Finger Lands, is located between the two branches of Levi Creek west of Mississauga Road and is designated Low/Medium Density Residential on Schedule SP40(a).

Primary access to the Finger Lands will be from Heritage Road. Secondary access will be from the north/south collector that crosses the valley corridor to provide residents road and pedestrian access to community uses located to the north. The location of the future north-south collector road crossing the valley corridor to service the Finger Lands will be determined at the block plan stage through an Environmental Assessment or a comparable planning study for this sub-area.

An additional Neighbourhood Park may be required in Special Policy Area 12 without an amendment to this Chapter. The need, size and location of the Neighbourhood Park will be determined at the Block Plan stage of approval.

Prior to the draft approval of the first residential subdivision within the Finger Lands, the lands fronting the west side of Mississauga Road shall be zoned for the range of Office Centre permissions prescribed by this Chapter. This zoning by-law shall be in force prior to the draft approval of the residential lands within this Special Policy Area.”

- (19) by deleting in Section 3.0, Development Principles thereof, Section 3.1.27 in its entirety and renumbering all of the following subsections in a precise and consistent manner;
- (20) by adding to Section 3.0, Development Principles thereof, under the heading Neighbourhood Retail, after Section 3.2.1, the following policy as Section 3.2.2;

“The size of the Neighbourhood Commercial site on the west side of Mississauga Road located at Lots 2 and 3 will be limited to a maximum of 16 acres notwithstanding the range set out by the Brampton Official Plan but its role and function will continue to be that of a Neighbourhood Retail Centre with its gross leaseable area determined in accordance with current performance standards related to parking, setbacks and landscaping.”

- (21) by adding to Section 3.0, Development Principles thereof, the heading Special Policy 9 after Section 3.2.2 and adding the following policy as Section 3.2.3;

“3.2.3 Special Policy Area 9 on Schedule SP40(b) comprises a five acre parcel of land fronting Heritage Road and includes a long-standing apple factory and sales outlet that is characteristic of current agricultural and horticultural activities of the area. Uses permitted within Special Policy Area 9 shall be limited to the existing enterprise and any ancillary convenience retail uses that would be compatible and/or enhance the existing character of the area and subject to a high quality built form.”

- (22) by replacing in Section 3.0, Development Principles thereof, the heading Office Node Commercial and Sections 3.2.3 to 3.2.6 with the heading Office Centre and the following policies as Sections 3.2.3 to 3.2.11 and by renumbering all of the policies in this subsection in a precise and consistent manner;

“Office Centre

3.2.3 Lands designated Office Centre on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the policies of Part I, Section 4.2.10 and other relevant policies of the Official Plan. Permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services. In addition, open space uses such as parkettes and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on lands designated Office Centre.

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

- (i) to enhance streetscape amenity design, parking of vehicles shall be consistent with the approved urban design guidelines for these lands;
- (ii) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- (iii) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be achieved;
- (iv) the City may require the submission of a development concept or tertiary plan and related background studies to demonstrate how the designated area can be comprehensively developed;
- (v) accessory retail and business support services uses shall be restricted to a maximum percentage of floor space within the office building;
- (vi) outdoor storage and outdoor display areas shall not be permitted; and,
- (vii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure included within the approved urban design guidelines for these lands.

3.2.5 The City requires that office buildings within the Office Centre designation shall be developed in a manner that minimizes the impact on the natural areas associated with Levi Creek 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 shall encourage building designs through site plan approval with respect to lands within the Office Centre designation that front on Mississauga Road. Such building designs will promote an office character including building mass and vertical definition.

3.2.7 Notwithstanding Section 3.2.3 of this Chapter, the existing permission for highway commercial uses on the property at the northeast corner of Steeles Avenue and Mississauga Road will be recognised in the Secondary Plan subject to the highest standard of urban design consistent with the primary gateway character of the Mississauga Road Corridor in accordance with Section 3.2.4 of this Chapter and the Minutes of Settlement agreed to by the City of Brampton and Imperial Oil. Expansion of the subject lands for highway commercial uses beyond the existing HC2 zone boundaries shall not be permitted.

- 3.2.8 Notwithstanding Section 3.2.3 of this Chapter, the existing gas bar with accessory convenience commercial store located on 1.9 acres at the southeast corner of Steeles Avenue West and Mississauga Road shall be permitted in recognition of the historical use of the property for highway commercial uses and to permit expansion of the subject lands for limited range of highway commercial uses within the existing HC2 zone boundaries.

In conjunction with the redevelopment of the gas bar at the southeast corner of Mississauga Road and Steeles Avenue West, a drive-through shall be permitted subject to the following conditions that shall form part of an approved site plan agreement:

- (i) the drive-through facility is located on the east side of the gas bar property and oriented towards Steeles Avenue; and,
- (ii) redevelopment of the subject site will be subject to a high standard of urban design with respect to built form, streetscape and landscape consistent with a Primary Gateway location such as full pitched roofs, stone and brick work and key elements of the Flower City strategy.

3.2.9 Special Policy Area 7

- (i) lands within the southern half of Special Policy Area 7 shall be primarily developed for office uses in order to maximize higher order employment opportunities in the Mississauga Road Corridor of the Bram West Secondary Plan.
- (ii) setbacks and coverages for the Office Centre designation in Special Policy Area 7 will be established in the implementing zoning by-law in order to maximize the employment targets set out in Appendix A of this Plan.
- (iii) the final land use disposition for the northern portion of Special Policy Area 7 will be determined as part of block planning for this sub-area. At that time, the opportunity for introducing uses under the Specialty Office & Service Commercial designation of this Plan will be considered to facilitate an appropriate transition between adjacent land uses.”

Special Policy Area 10

3.2.10 Special Policy Area 10 on Schedule SP40(b) is designated Office Centre and applies to 16 acres located in the southeast quadrant of Steeles Avenue West and Mississauga Road, with about 770 feet of frontage along Steeles Avenue West. The intent of Special Policy Area 10 is to allow a broader range of uses on the property than is otherwise permitted in the Office Centre designation given the locational characteristics of the lands and the existing and planning context of land uses surrounding the subject site.

Additional permitted uses shall include restaurants and retail and service commercial uses which provide support to the Bram West employment lands to the west and north, as well as the surrounding residential area to the east and south. Among the permitted retail commercial uses, requirements with respect to built form and minimum or maximum size, shall apply as follows:

- (i) in order to facilitate a built form that is compatible with a Primary Gateway location, retail warehouses shall not be permitted within the Special Policy Area;
- (ii) a combined maximum Gross Floor Area (GFA) of 20,000 sq.ft. (1858 sq. m.) for one or more specialty food or grocery stores;
- (iii) an automotive retail store shall have a minimum GFA of 20,000 sq.ft (1,858 sq. m.).

Also permitted are limited compatible recreational uses and regional-serving entertainment uses in accordance with Section 4.2.2.2 of the Official Plan. Outdoor storage of finished goods shall not be permitted within Special Policy Area 10.

Lands within Special Policy Area 10 shall be developed in accordance with Section 3.2.4 of this Chapter and the following additional urban design principles:

- (i) to generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural, landscape and safety design elements shall be implemented, where required;
- (ii) service and loading areas shall be incorporated into building designs, or effectively screened from view

- through appropriate fencing or landscaping to minimize the impact on adjacent residential areas;
- (iii) common access arrangements and linked parking areas may be required to serve multiple land uses; and,
 - (iv) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, especially on the surrounding residential areas and shall be minimized through landscaping and screening measures.

Special Policy Area 11

3.2.11 Notwithstanding Section 3.2.3 of this Chapter, Prestige Industrial use may be permitted on the lands at the northwest corner of Financial Drive and Highway 407 that are designated Special Policy Area 11 on Schedule SP40(b), subject to conditions of site plan approval that may include, but are not limited to, the following:

- a minimum lot area of 5 acres;
- a minimum building setback of 21 metres from a residential zone;
- maximum building heights of 13.7 metres, except for an office or hotel;
- loading spaces will be setback a minimum of 60 metres from a residential zone;
- no overhead or loading doors or inlet ventilation louvers located on a wall facing a residential zone;
- no truck parking or truck idling next to a residential zone;
- noise generated from industrial operation shall not exceed noise guidelines limit set out in the Ministry of Environment Guidelines NPC-205;
- outdoor lighting adjacent to a residential zone may be restricted;
- no outdoor storage of materials or goods; and,
- the hours of industrial operation may be restricted”

(23) by replacing in Section 3.0, Development Principles thereof, Sections 3.2.7 to 3.2.11 with the following policies as Sections 3.2.12 to 3.2.14 and by renumbering all of the policies in this subsection in a precise and consistent manner:

“3.2.12 The two designated Highway and Service Commercial sites located at the southeast corner of Financial Drive and Steeles Avenue and the northeast corner of Hallstone Road and Mississauga Road as shown on Schedule SP40(a) shall be

developed in accordance with Part I, Section 4.2 and other relevant policies of the Official Plan.

3.2.13 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:

- (i) To generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- (ii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- (iii) where parking is provided in the front yard, or abutting an arterial road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (iv) 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,
- (v) common access arrangements may be required to serve multiple land uses.

3.2.14 Gas bar and related convenience commercial uses are permitted as within the Highway & Service Commercial designation of this Chapter. For the site designated at the northeast corner of Hallstone Road and Mississauga Road, development shall be of a high standard with built form, streetscape and landscape features consistent with a Primary Gateway location. For the site designated at the southeast corner of Steeles Avenue and Financial Drive, development shall be of a high standard with superior architectural massing and design that is compatible with the residential character of the immediate area. Commercial units shall be arranged in smaller buildings of residential proportions with residential-type roof treatments. Innovative and discrete sign treatments shall be encouraged and corporate façade treatments shall be reviewed for compatibility purposes.”

(24) by adding to Section 3.0, Development Principles thereof, the heading Specialty Office & Service Commercial after Section 3.2.11 and the following policies as Sections 3.2.15 to 3.2.16:

“3.2.15 The lands designated Specialty Office & 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 include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west.

Live/work units shall be permitted in the Specialty Office & Service Commercial designation in appropriate locations provided that matters of access, parking, urban design and land use compatibility are addressed at the block plan stage. The location and number of these live/work units will also be determined as part of block planning.

Outdoor storage of finished goods shall not be permitted within lands designated Specialty Office & Service Commercial.

Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Section 4.2.2.2 of the Official Plan and shall exclude a massage or body rub parlour.

3.2.16 Lands within the Specialty Office & Service Commercial designation shall be encouraged to develop for a mix of uses in a street oriented manner in accordance with the following development and urban design principles in order to contribute to a distinctive gateway character for Mississauga Road:

- (i) from a streetscape perspective, large lots/blocks are encouraged along Mississauga Road;
- (ii) to generate an integrated, attractive, walkable and human scale urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, building massing, architectural, landscape and safety design elements shall be implemented;
- (iii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping to minimize the impact on adjacent residential area;
- (iv) parking areas should be located at the rear of principle buildings and where parking is provided in the front yard, or next to Mississauga Road, landscaping shall be required to provide adequate screening and improve the

- visual amenity of the area while having regard for personal safety;
 - (v) to ensure comprehensive and integrated development, the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
 - (vi) the assembly of parcels shall be encouraged to provide limited access points to Mississauga Road;
 - (vii) common access arrangements and linked parking areas may be required to serve multiple land uses; and,
 - (viii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, especially on the surrounding residential areas and shall be minimized through landscaping and screening measures.”
- (25) by replacing in Section 3.0, Development Principles thereof, Sections 3.2.12 and 3.2.13 with the following policies as Sections 3.2.17 to 3.2.19:

“3.2.17 The lands designated Prestige Industrial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part I, Section 4.2.10 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 incidental outdoor storage of goods and materials subject to the locational and screening criteria contained within the implementing zoning by-law. Public open space and stormwater management facilities may also be permitted. In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services.

The development of food industry uses shall not be precluded on lands designated Prestige Industrial within the 600 Metre Buffer Zone illustrated on Schedule SP40(a) provided that the development is consistent with the policies of the Prestige Industrial designation.

Ancillary retail uses (up to 15% of the total gross floor area of an industrial building, and up to 20% of the total gross floor area of an office building) shall be permitted in association with the industrial uses of this designation.

3.2.18 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) Outdoor storage as a primary use shall not be permitted;
- (iii) Limited accessory outside storage areas shall not directly abut arterial class roads and lands designated for Office Centre uses, and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;
- (iv) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- (v) provision shall be made to minimize adverse impacts on adjacent residential uses that exist, or which are planned for the area, through site design, landscaping and buffer treatments;
- (vi) 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 "park-like" setting;
- (vii) the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
- (viii) accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within a building in accordance with the zoning requirements of the implementing zoning by-law; and,
- (ix) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimised consistent with the landscape and screening measure contained within the approved urban design guidelines for these lands.

3.2.19 Notwithstanding Section 3.2.17 of this Chapter, the development of sensitive land uses as defined by the Ministry of Environment's D6 Guidelines shall not be permitted within the 600 Metre Buffer Zone illustrated on Schedule SP40(a).

- (26) by adding to Section 3.0, Development Principles thereof, the heading Business Park after Section 3.2.14 and the following policies as Sections 3.2.20 to 3.2.24:

“Business Park

3.2.20 The lands designated Business Park on Schedule SP40(a), shall permit the range of uses and shall be developed in accordance with Part I, Section 4.2 and other relevant policies of the Official Plan. Permitted uses shall include all of the permitted uses within the Prestige Industrial designation listed within Section 3.2.16 of this Chapter. Limited outdoor storage of goods and materials shall be permitted subject to the locational and screening criteria contained within the implementing zoning by-law.

3.2.21 Lands within the Business Park 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;
- the type and extent of outside storage; and,
- the need to minimize potential conflicts between different classes of land uses.

3.2.22 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on uses adjoining, and in proximity to, the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

3.2.23 Outside storage areas shall not directly abut arterial class roads and lands designated for Prestige Industrial purposes, and shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law. The visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure included within the approved urban design guidelines for these lands.

3.2.24 Notwithstanding Section 3.2.20 of this Chapter, the development of sensitive land uses as defined by the Ministry of Environment’s D6 Guidelines shall not be permitted within the 600 Metre Buffer Zone illustrated on Schedule SP40(a).”

(27) by adding to Section 3.0, Development Principles thereof, the heading Service Commercial after Section 3.2.13 and the following policies as Section 3.2.25 to Section 3.2.29:

“Service Commercial

3.2.25 The lands designated Service Commercial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.2 and other relevant policies of the Official Plan.

Permitted uses within the Service Commercial designations in the employment areas abutting Steeles Avenue may include: all of the permitted uses within the Prestige Industrial designation of this Chapter, and shall also permit offices, restaurants, retail and service commercial uses which provide a support service to the adjacent employment area and which have no outdoor storage of finished goods, along with retail warehouses, garden centre sales establishments and motels.

In addition, gas bars may be permitted on a site specific basis subject to incorporating a high standard of urban design in keeping with the business park image of the surrounding employment lands and any prevailing development design guidelines for automotive service uses.

Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Section 4.2 of the Official Plan, and shall exclude a massage or body rub parlour.

Sensitive land uses as defined by the Ministry of Environment’s D6 Guidelines shall not be permitted within the 600 Metre Buffer Zone around the Maple Ladge Farms facility as illustrated on Schedule SP40(a).

3.2.26 Lands within the Service Commercial designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character for the Steeles Avenue Corridor:

- (i) to facilitate the comprehensive development of individual landholdings and from a streetscape perspective, larger lot/block sizes are encouraged along arterial roads;
- (ii) to generate an attractive, walkable and human-scale urban environment, superior site, building massing, architectural, landscape and safety design elements shall be used;
- (iii) service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping;

- (iv) where parking is provided in the front yard, or abutting an arterial road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (v) to ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
- (vi) common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (vii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure contained within the approved urban design guidelines for these lands.”

3.2.27 Development of the Service Commercial designation on the east side of Heritage Road with frontage on the south side of Embleton Road and at the intersection of the east-west and north-south Collector Roads west of the Community Park designation in Concession 5 W.H.S. shall be of a scale and range of uses designed to be sensitive to the adjacent residential area. Commercial uses shall be primarily convenience retail or personal service and may include live-work units, subject to addressing access, parking and urban design matters to the satisfaction of the City. No outdoor storage of finished goods, gas bars or car washes are permitted.

3.2.28 Notwithstanding Section 3.2.27, the existing tree and plant nursery at the southeast corner of Embleton Road and Heritage Road may be converted to a year-round operation subject to addressing access, parking and urban design matters to the satisfaction of the City of Brampton.

3.2.29 Notwithstanding Section 3.2.25 of this Chapter, the development of sensitive land uses as defined by the Ministry of Environment’s D6 Guidelines shall not be permitted within the 600 Metre Buffer Zone illustrated on Schedule SP40(a).”

- (28) by adding to Section 3.0, Development Principles thereof, under the heading Standard Industrial, the following as Section 3.2.15:

“The following shall be permitted within the lands designated Standard Industrial that are part of the Maple Lodge Farms poultry

and egg processing plant and ancillary uses that are located in the West Half of Lots 1, 2, and 3 Concession 6 W.H.S. and the adjoining lands to the north, which are also subject to the Corridor Protection Area overlay designation:

- (i) industrial, poultry slaughtering and processing, nutrient recycling, composting, energy from waste facility, thermo-electric generation, wastewater treatment plant and corporate offices, provided that such uses are related to the existing Maple Lodge Farms operation; and,
 - (ii) notwithstanding Section 3.2.14, ancillary retail uses shall be permitted to a maximum of 15% of the gross total area of all buildings within the Standard Industrial designation in Lots 1, 2 and 3.”
- (29) by deleting in Section 3.0, Development Principles thereof, the references to “Highway and Service Commercial and replacing it with “Medium Density” in Sections 3.3.6 to 3.3.8 and Section 3.3.10;
- (30) by deleting in Section 3.0, Development Principles thereof, Section 3.3.9 in its entirety;
- (31) by adding to Section 3.0, Development Principles thereof, under the heading School Sites, the following policies as Sections 3.4.7 to 3.4.9:

“3.4.7 The Dufferin-Peel Catholic District School Board has recognized the potential to relocate a secondary school site that is presently designated on Schedule SP40(a) in the general location of Lot 3, Concession 5 W.H.S. to an appropriate location on the west side of Heritage Road.

The designated secondary school site shall continue to be protected in Concession 5 W.H.S. until the Dufferin-Peel Catholic District School Board has decided to relocate the school to another suitable location in consultation with the City of Brampton. Should the school site in Concession 5 W.H.S. be relocated, the lands shall revert to a Low/Medium Density Residential designation.

3.4.8 The Dufferin-Peel Catholic District School Board has identified the need for an elementary school site in the event that all or part of Lionhead Golf Course is developed for residential uses. A school site will be permitted on these lands without requiring an amendment to this Chapter. The school site shall be identified at

the Block Plan stage of approval, with further refinement occurring at the draft plan of subdivision stage.

3.4.9 The Peel District School Board has identified the need for a public elementary school site in the northern part of Community Block Plan Area 40-1. A site for a public elementary school site will be permitted in this location without requiring an amendment to this Chapter. The school site shall be identified at the Block Plan stage, with further refinement occurring at the draft plan of subdivision stage.”

- (32) by replacing in Section 3.0, Development Principles thereof, under the heading Fire Stations in Section 3.4.10, the words “north of Financial Drive” with “south of Financial Drive”;
- (33) by adding to Section 4.0, Transportation, thereof, the following new policy as Section 4.1.5:

“The north/south collector road in Concession 5 W.H.S. is designated as a four lane minor collector with a 23-26 metre right of way with limited access permissions to be determined at the block plan stage of development approval. The function of the north/south road is to divert local area traffic away from Heritage Road so that its existing character is protected in accordance with the Bram West Vision Statement.

The intersections of the internal north-south collector road with Heritage Road in Concession 5 W.H.S. is to be determined at the block plan stage by an Environmental Assessment or similar planning study.

An Environmental Assessment or similar planning study to establish the alignments for Financial Drive and Heritage Road shall be undertaken concurrently and shall consider all feasible alignment options.”

- (34) by adding to Section 4.0, Transportation, thereof, the following new policy as Section 4.1.10:

“Prior to the release of lands for development within Chapter 40(a) in accordance with the City’s Growth Management and Development Approval Programs, financing mechanisms related to the North-South Transportation Corridor and Bram West Parkway shall be addressed to the satisfaction of City Council.

- (35) by replacing in Section 4.0, Transportation thereof, in Section 4.2.4, the words “Office Node Commercial” and “Highway & Service

Commercial” with “Office Centre” and “Specialty Office & Service Commercial”;

- (36) by adding to Section 5.0, Environmental, Servicing and Design Considerations thereof, after the first paragraph, the following:

“The results of the Gateway West Subwatershed Study update will be implemented through subsequent amendments to the Bram West Secondary Plan and/or block plan and Environmental Implementation Report processes.”

- (37) by adding to Section 5.0, Environmental, Servicing and Design Considerations thereof, under the heading Village of Churchville, the following policy as Section 5.3.5 and renumbering all of the policies in this subsection in a precise and consistent manner;

“5.3.5 The Village of Churchville Heritage Conservation District is a designated Heritage Conservation District under Part V of the Ontario Heritage Act. The Heritage Conservation District contains a collection of built heritage resources and equally importantly, represents a cultural heritage landscape that is itself worthy of protection and preservation.

Development within the Village will be subject to the provisions of the Village of Churchville Heritage Conservation District Plan as may be amended from time to time. Development adjacent to the Heritage Conservation District will be compatible with the Village and shall not detract from the objectives of the District Plan.”

- (38) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, Section 5.3.5 and replacing it with the following policy:

“The area identified as the Village of Churchville and designated as Village Residential on Schedule SP40(a) is intended to reflect those lands located within the Village of Churchville Heritage Conservation District, including an area of dense buffer landscaping described in Section 5.3.6 (Streetscape Guidelines) following. Development within the boundaries of the Churchville Heritage Conservation District (including new development, alterations, redevelopment and infilling) shall be required to be consistent with the guidelines of the Village of Churchville Heritage Conservation District Plan as they relate to conservation, development, design, landscaping and public works.”

- (39) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, the heading Site Plan Control Area and the ensuing paragraph;
- (40) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, the following words: “within or” and the “boundaries of” in the first sentence under the heading Architectural Design Guidelines;
- (41) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, the following words: “Conservation District” and the “heritage character of the area” in the last sentence under the heading Architectural Design Guidelines;
- (42) by adding in Section 5.0, Environmental, Servicing and Design Considerations thereof, the following words: “Conservation” to the second sentence after the word Heritage and the words: “those areas adjacent to the Heritage Conservation District” in the last sentence under the heading Architectural Design Guidelines;
- (43) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, in the first bullet point under the heading Streetscape Guidelines, the following words: “is required within the Village” and by adding the following words after the word Streetlighting: “may be appropriate for those roads (such as Hallstone Road) that act as gateways to the Village.”
- (44) by adding to Section 5.0, Environmental, Servicing and Design Considerations thereof, under the heading Streetscape Guidelines, the following policy after the last bullet point:

“The draft approval of plans of subdivision shall be conditional upon the approval of Architectural Design Guidelines by the City. The approved Guidelines shall be referenced in the applicable subdivision agreements for these developments and where possible, the provisions of the Architectural Design Guidelines will be reflected in applicable zoning by-law provisions for the massing and height of structures.”

- (45) by deleting in Section 5.0, Environmental, Servicing and Design Considerations thereof, Section 5.3.6 and replacing it with the following policy:

“The City will take steps to ensure that development on lands adjacent to the Heritage Conservation District is compatible with the scale and architecture of the District and does not detract from the unique landscape of the District, as expressed through the Village of Churchillville

Heritage Conservation District Plan. To ensure consideration of the Village of Churchville Heritage Conservation District Plan in the development approval process, the City will require that Architectural Design Guidelines be developed and implemented as described below for all development adjacent to the Village of Churchville Heritage Conservation District;”

- (46) by replacing in Section 5.0, Environmental, Servicing and Design Considerations thereof, under the heading TransCanada Gas Pipeline Safety Features, Section 5.6.1 with the following:

“In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplemental measures shall be applied to all future developments that abut the pipeline right-of-way within the Bram West Secondary Plan Area:

- (i) All permanent structures and excavations shall be located at least 7 metres from the limits of TransCanada’s right-of-way. Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limit of the right-of-way; and,
 - (ii) TransCanada PipeLines Limited operates one high pressure natural gas pipeline within its right-of-way which crosses the City and is identified on Schedule SP40(a). Any development application within 200 metres of TransCanada’s facilities shall be circulated for review and comment to TransCanada Pipelines.”
- (47) by amending Section 5.0, Environmental, Servicing and Design Considerations thereof, by deleting and replacing Section 5.9 with the following policies and renumbering all of the policies in this subsection in a precise and consistent manner:

“5.9 Community Block Plan

5.9.1 In accordance with Part III of the Official Plan, Community Block Plans implement the policies of Secondary Plans on a sub-area basis by co-ordinating completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals.

5.9.2 The sub-areas shown on Schedule “H” of the Official Plan have been determined based on existing physical edges such as road and

rail corridors, land ownership patterns and specific civic design objectives.

5.9.3 Community Block Plans shall be prepared and adopted through Community Block Plan Amendments in accordance with Section 5.5 of the Official Plan.

5.9.4 The implementation of the Bram West Secondary Plan as it relates to block planning and growth management shall conform to the approved Growth Plan and future planning for the lands in Concession 6 W.H.S. that are subject to Corridor Protection shall also be undertaken in accordance with the policies of the Growth Plan.

5.9.5 Block Planning for the areas north or south of the mid-block woodlot located in Lot 3 west of Mississauga Road may proceed independently or together with the balance of the Community Block Plan Area 40-3. Should the proponents north of the woodlot continue with Block Planning independently, then from a community design perspective, both sides of Financial Drive shall be addressed should this alignment be located south of the woodlot.

5.9.6 Prior to the approval of a Community Block Plan, all interested utilities and telecommunications providers will confirm if services can be provided to support the proposed development, and will determine appropriate locations for large equipment or utility cluster sites. The design and placement of major service installations or infrastructure necessary to service the applicable Block Plan area will also be established prior to the approval of a Community Block Plan.

5.9.7 Design

The following design policies, in conjunction with the City of Brampton Development Design Guidelines, the Upscale Executive Housing Workbook and the Bram West Community Design Study – Urban Design Guidelines (Brook McIlroy Inc., October 2002), shall be addressed in the Community Block Plan. These design policies set out the general criteria for the development of both the public realm and private lands to create a sustainable, attractive, safe and pedestrian friendly environment:

5.9.7.1 Principles of sustainability shall be addressed such as providing a mix of uses, a variety of housing forms, walkable communities,

transit supportive densities and designs, enhanced public realm, and respect for natural and cultural heritage;

5.9.7.2 In addition to Primary Gateways, Secondary Gateways should be developed at the intersection of primary streets where entrances to the community will be characterized by their role and locale. The Secondary Gateways at the intersection of Chinguacousy Road and Steeles Avenue West and the Secondary Gateway at the intersection of Highway 407 and Mavis Road will express entry into residential areas of the highest profile within the community;

5.9.7.3 Major creeks, stream corridors, woodlots and others sensitive environmental features should be incorporated into the design of the new community, as visible and accessible natural elements;

5.9.7.4 Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;

5.9.7.5 Streets and buildings should be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;

5.9.7.6 The layout of the streets, configuration of lots and siting of buildings shall ensure that:

- (i) there are a variety of frontage arrangements adjacent to primary public streets;
- (ii) unobstructed road frontage adjacent to public open spaces will be encouraged subject to Section 5.9.7 of this Chapter;
- (iii) streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;
- (iv) service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
- (v) pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,
- (vi) the safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.

5.9.8 Development will reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation;

5.9.9 The visual presence of the Hydro One Corridor shall be minimized through thoughtful design and layout of land uses in proximity, such as development blocks, roads, stormwater management ponds and channels; and,

5.9.10 Through the block plan process, opportunities for creating a public edge abutting the Credit River Valley will be explored and identified, where appropriate from the perspective of creating public access/visibility to major environmental and scenic elements of the valley. These streets shall be located on tableland in accordance with the setback requirements of Credit Valley Conservation. Homes, parks, vistas and stormwater management facilities may be permitted adjacent to the edges of the valley to a limited extent and where appropriate.

5.10 Block Plan Elements

5.10.1 The Block Plan elements identified in Section 5.5 of the Official Plan shall be further refined as follows:

5.10.2 Community Structure

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

- (i) distribute land uses within the Block Plan so as to promote integration and compatibility of land uses;
- (ii) promote mixed-use environments at major focal points in the community;
- (iii) create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,
- (iv) incorporate existing natural and cultural features.

5.10.3 Open Space System

5.10.3.1 The Bram West Community Design Study (Brook McIlroy, October 2002) and the City of Brampton Development Design Guidelines are intended to guide the planning and development of the open space system. The Community Block Plan process will build on these guidelines. The open space component of the Community Block Plan process will:

- (i) Establish a design vision for parks, open space and community facilities;
- (ii) recommend a system of public parks, open spaces, linkages and roads to serve the community based on the assessment of anticipated population, the locations of significant natural features and proposed public and community facilities;
- (iii) provide recommendations on the size, location and configuration of parks, open space and community facilities;
- (iv) locate parks and open space areas with respect to streets, views, pathways and other connections to contribute to their accessibility, regular use and safety through natural surveillance opportunities;
- (v) link existing and proposed open space to create a continuous, co-ordinated Open Space System extending through the community;
- (vi) confirm the extent of continuous and unobstructed road frontage to parks and open spaces subject to Section 5.9.7 of this Chapter;
- (vii) use Green Connector Roads and the Pedestrian/Bikeway System to connect open space, community facilities, and destinations of public interest;
- (viii) connect the Open Space System to adjacent open space systems and the city-wide system of open space;
- (ix) promote community accessibility and movement through a system of pedestrian trails and bikeways within the natural valleylands in a sustainable manner;
- (x) identify limits of all stormwater management features proposed within and outside of the public park system;
- (xi) identify locations of landmark landscape features for detailed design consideration; and,
- (xii) provide an implementation strategy.

5.10.4 Street Network

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

- (i) the establishment of a hierarchy of primary streets within the community and ensuring easy connectivity of the street network in order to facilitate easy movement and orientation through the community;

- (ii) the design of street patterns which create and reinforce major focal points within the community;
- (iii) the design of street patterns that promote and reinforce public transit and connectivity to primary public transit corridors;
- (iv) the design of street network to reinforce pedestrian and bicycle activity through integration with the Open Space System;
- (v) the design of street alignments which facilitate accessibility and visibility to existing features and the Open Space System;
- (vi) guidelines for the relationship of buildings to streets, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages;
- (vii) alternatives to reverse frontage situations;
- (viii) the location and design treatment of landmark architectural features;
- (ix) requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- (x) requirements for traffic calming measures.

5.10.5 Streetscape

5.10.5.1 The streetscape component of the Block Plan process shall express the image and character of the community through the relationship of the built form to the street and the role and significance of the overall hierarchy of the road network.

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

- (i) width of street right-of-way;
- (ii) roadway pavement width;
- (iii) boulevard widths, boulevard landscaping / tree locations;
- (iv) pedestrian sidewalks;
- (v) bicycle paths, if applicable;
- (vi) transit infrastructure, if applicable;
- (vii) streetlight locations;
- (viii) appropriate building setbacks and projections; and,
- (ix) relationship to garages.

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

5.10.6 Edges and Gateways

5.10.6.1 Edges have a significant role in determining the interface with adjacent land uses and blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (window streets).

5.10.6.2 Schedule SP40(a) identifies the following Primary Gateways:

- Mississauga Road Corridor between Steeles Avenue and Highway 407;
- Highway 407 Corridor between Bram West Parkway and Winston Churchill Boulevard; and,
- Queen Street and Mississauga Road.

5.10.6.3 Development within the Primary Gateway Areas should reflect high quality treatments and site design and should generally employ street edge building design.

5.10.6.4 Schedule SP40(a) identifies Secondary Gateways at significant intersections and locations within the Bram West Secondary Plan. Secondary Gateways will incorporate a high grade of streetscape treatment.

5.10.6.5 Secondary Gateways are located at the intersections of:

- Winston Churchill Boulevard at the Credit River Valley;
- Winston Churchill Boulevard at Embleton Road;
- Winston Churchill Boulevard at Financial Drive;
- Winston Churchill Boulevard at Steeles Avenue;
- Chinguacousy Road and Steeles Avenue West; and,
- Highway 407 and Mavis Road.

At all gateway locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

5.10.6.6 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

Developers shall contribute financially towards gateway features that are to be provided within Bram West. The design and financial obligations will be determined through the block planning process.

5.10.7 Transitional Buffers

5.10.7.1 Wherever possible, natural features and roads shall be designed to provide transitional buffers between conflicting land uses.

5.10.7.2 In circumstances where conflicting land uses directly abut, transitional buffers shall be introduced to improve the image of otherwise hard edge conditions. Buffers between conflicting land uses shall be developed generally within the private right-of-way where recreational or walkway connections are being considered. These buffers shall provide landscape treatments, and where appropriate, integrate public access to create attractive and useable buffers between uses.

5.10.7.3 Minimum widths, building setbacks and landscape treatment requirements with respect to transitional buffers, where appropriate, shall be in accordance with the guidelines set out in the Bram West Community Design Study (Brook McIlroy, October 2002).

5.10.8 Built Form

5.10.8.1 In order to achieve high quality streetscapes a superior standard of built form is required. In residential areas this will include:

- (i) diversity in lot widths and lot depths;
- (ii) gradual transition of height, setback, scale and massing along individual streetscapes;
- (iii) streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture;
- (iv) built form, treatments and site design at gateway locations that enhance the role of these areas as focal points;
- (v) innovative housing forms and housing types appropriate for the mix of residential development; and,
- (vi) garage placement.

In non-residential areas this will include:

- (i) built form, treatments and site design at gateway locations that enhance the role of these areas as focal points;
- (ii) the design and location of building elements, such as major entrances, windows, and building projections to support a superior and consistent image from the roadway;
- (iii) architectural detailing including articulation of building walls or changes to the building material and colour, where appropriate;
- (iv) applying the most substantial treatment to the building façade fronting the public street; and,
- (v) roof forms that are compatible with the rooflines, massing and height of adjacent buildings.

5.11 Community Design Guidelines

5.11.1 The Community Design Guidelines shall be prepared to the satisfaction of the City, as part of the finalization of the Block Plan in stage two of the Block Plan process. The Community Design Guidelines represent a further refinement of the community vision for Bram West as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

- (i) the locations and design of all community and neighbourhood entry features, decorative centre medians, islands, meandering sidewalks etc.;
- (ii) the locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
- (iii) the intended building architecture including comprehensive design guidelines on the desired character and quality of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.

5.11.2 Where Residential land use designations interface with Office Centre or Prestige Industrial land use designations on Schedule SP40(a), the City will require buffering and mitigation measures to be implemented in accordance with Section 5.16 of this Chapter and Part I, Section 4.4 and other relevant policies of the Official Plan.

5.11.3 The Community Design Guidelines may be provided in one comprehensive document or in two companion documents, one of which addresses building architecture and the other addresses all of the other aforementioned visual components of the prescribed area.

5.11.4 The Community Design Guidelines shall be in compliance with the Community Block Plan. The Guidelines shall be prepared based on the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and/or such other guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.

Generally, the Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.

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

5.12 Growth Management

5.12.1 The intent of the City and the Region of Peel is that essential services will be provided in conjunction with the development of a Secondary Plan Area. In accordance with the policies of Part I of the Official Plan and the City of Brampton's Growth Management Program, the City may refuse approvals, or the Region of Peel may deem approvals premature, for any development for which adequate sewer and water services, stormwater management facilities, schools, roads or any other essential service are not available or committed.

5.12.2 Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City, the Region of Peel and other agencies to achieve a cost effective and functional sequence of development.

5.12.3 The growth management component of the Community Block Plan will ensure that growth and development is staged and

sequenced in a manner that ensures coordination between the development that occurs and the infrastructure required to support that growth. This part of the Plan will be undertaken in accordance with the City's growth management objectives and guidelines for the relevant sub area as well as the overall City and in accordance with Sections 4.11 and 5.5 of the Official Plan and shall address the following matters:

- (i) coordination of the planned arterial and collector road network improvements with the level and distribution of development such that components of the transportation system required for any portion of the sub area are committed or operational prior to, or coincident with development;
- (ii) provision of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;
- (iii) the efficient utilization of public investments in sanitary sewer and water supply infrastructure;
- (iv) accommodations to allow the early and efficient delivery of transit service;
- (v) appropriate staging for implementing the recommendations of the Environmental Implementation Report including construction of stormwater management facilities; and,
- (vi) staging and sequencing issues associated with other public objectives such as the timely provision of recreation facilities for new residents.

5.12.4 At the time when the by-law to adopt this official plan amendment is approved by City Council, no additional planning approvals will be granted for residential development that falls within the Fire Demand Zone of Station 212 of the Bram West Secondary Plan until the City of Brampton has made satisfactory arrangements to acquire the property for the construction of this fire station.

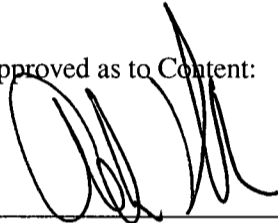
5.12.5 In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates 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."

- (48) by amending Section 6.0, Implementation and Interpretation thereof, by adding to Section 6.2, Implementation Measures, the following policy as Section 6.2 5 under the heading Sustainable Development:

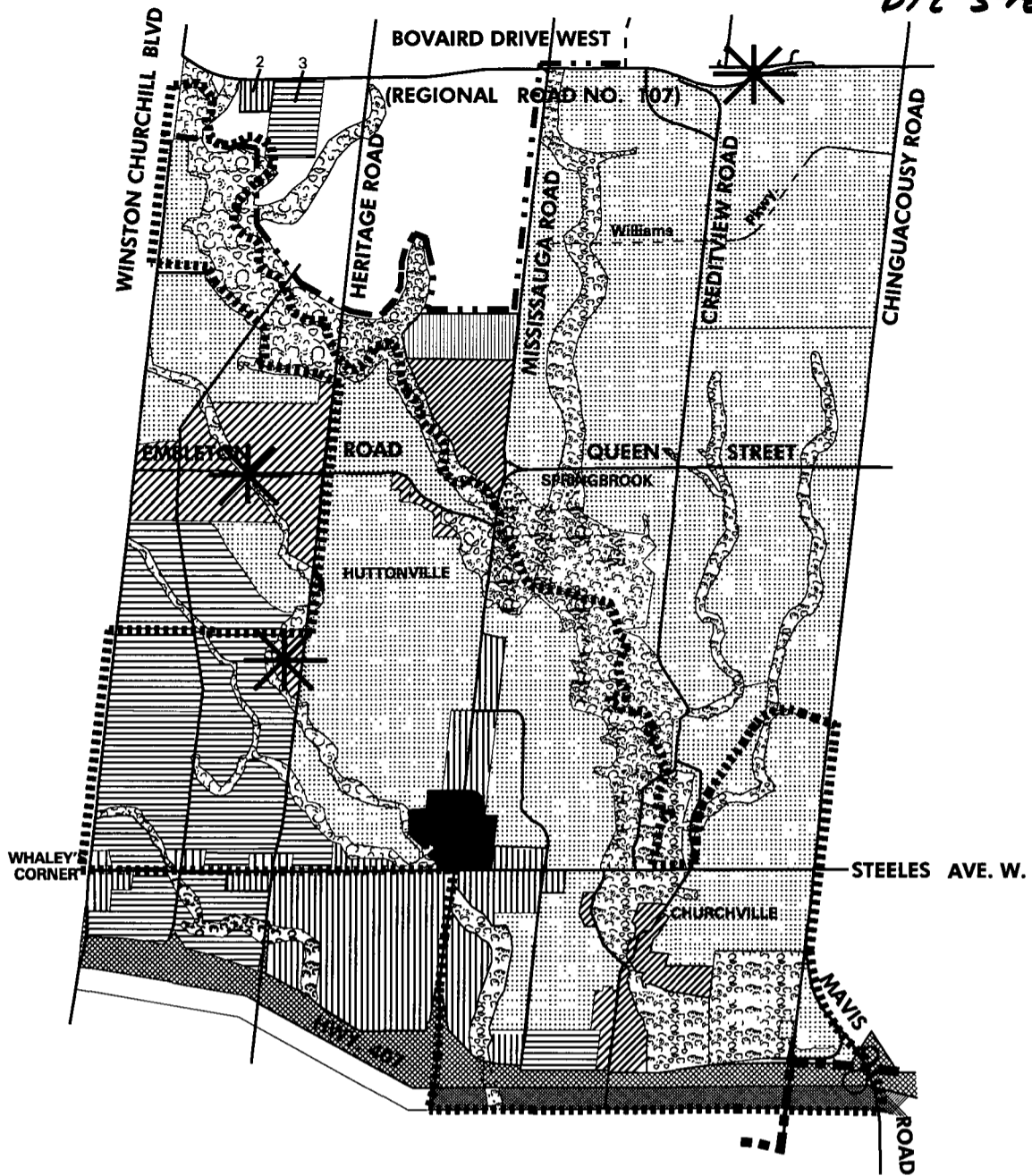
“Sustainable Development

6.2.5 The City in processing a development proposal that comprehensively addresses sustainable development principles including, but not limited to, providing a mix of uses, a variety of housing forms, energy-efficient buildings, transit-supportive densities, walkable, safe and accessible communities that facilitate social interaction, enhanced public realm and protection of the natural and cultural heritage, may enact a zoning by-law authorizing increases in height and density and/or a broader range of uses, as appropriate, consistent with sustainable development principles.”









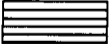






Approved as to Content:



Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services



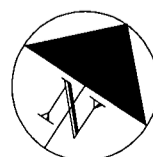
**EXTRACT FROM SCHEDULE 'A'
GENERAL LAND USE DESIGNATIONS**

- | | | | |
|---|---------------------|---|--|
|  | RESIDENTIAL |  | PARKWAY BELT WEST / UTILITY |
|  | ESTATE RESIDENTIAL |  | PROVINCIAL FREEWAYS (407 / 410 / 427) |
|  | VILLAGE RESIDENTIAL |  | SPECIAL STUDY AREA |
|  | OFFICE NODE |  | SPECIAL POLICY AREA |
|  | INDUSTRIAL |  | URBAN BOUNDARY |
|  | BUSINESS INDUSTRIAL |  | L.B.P.I.A. OPERATING AREA |
|  | OPEN SPACE | | |
|  | AGRICULTURAL | | |
| | |  | AREA SUBJECT TO THIS AMENDMENT |

REFERRALS (R)

DEFERRALS (D)

**SCHEDULE A TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270**



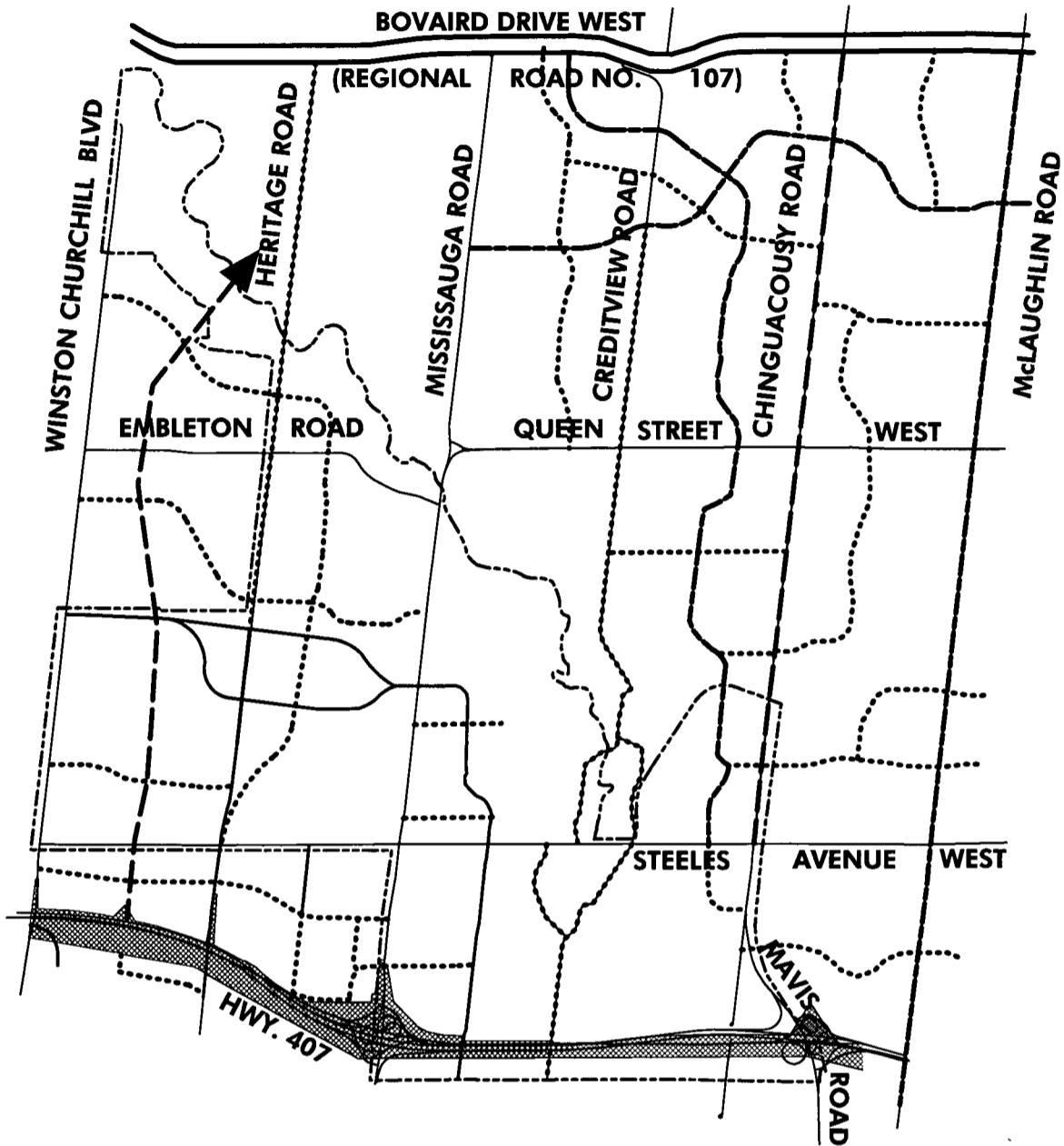
CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

Date: 2006 09 15


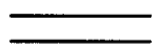
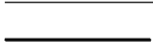


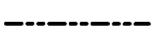

Drawn by: C.R.E.
Revised by: MGV

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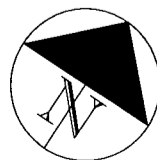
Map No:



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

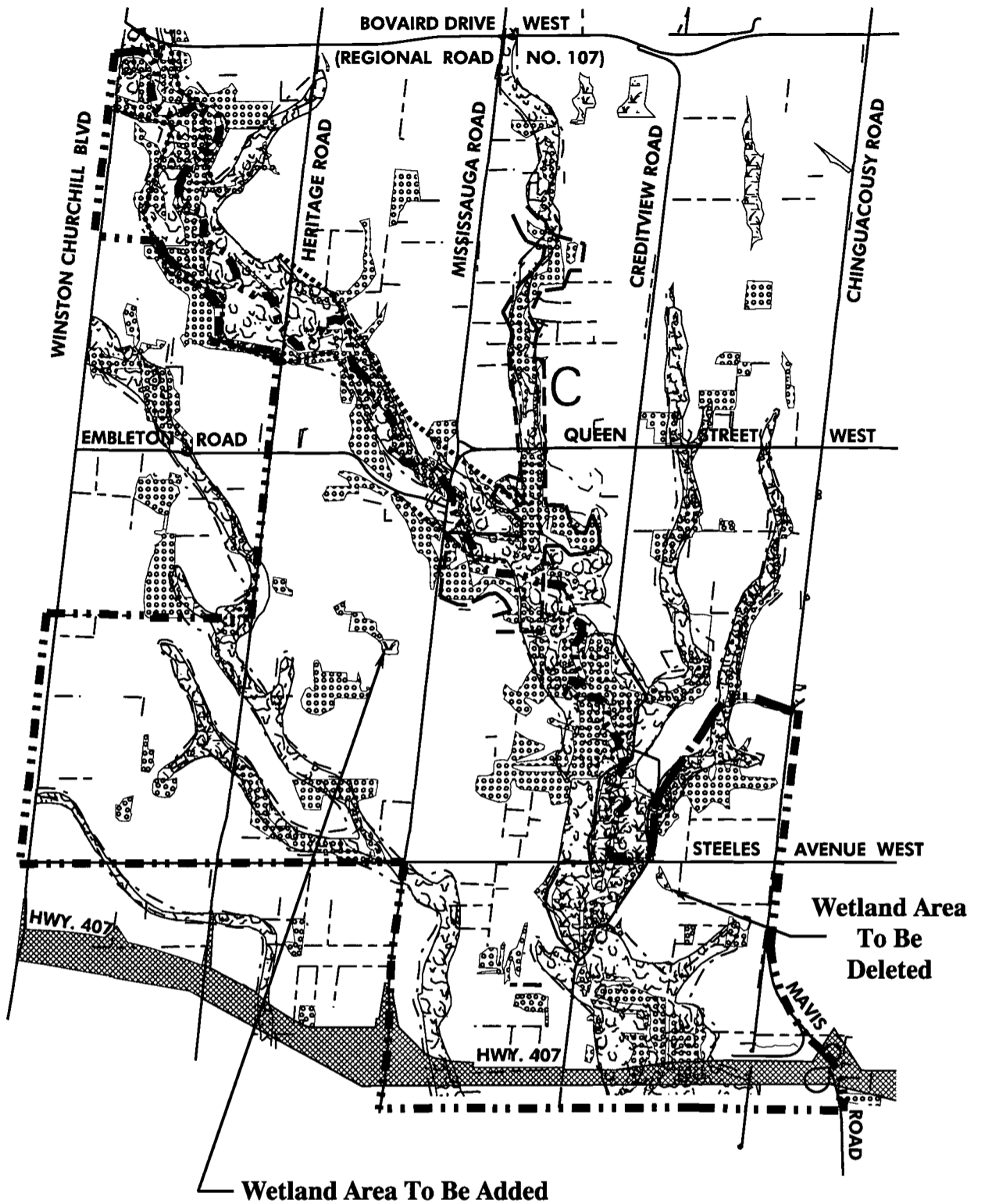
 FREEWAY	<u>COLLECTOR</u>
 HIGHWAY	 30 Metres (100 Feet)
<u>MAJOR ARTERIAL</u>	 23 - 26 Metres (76 - 86 Feet)
 40 - 45 Metres (130 / 150 Feet)	 Area Subject To This Amendment
<u>MINOR ARTERIAL</u>	
 36 Metres (120 Feet)	

**SCHEDULE B TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270**



CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

Date: 2006 09 15
File No. bwshedb-Sept06
Drawn by: CRE
Revised by: MGV
Map No.



**EXTRACT FROM SCHEDULE 'D'
ENVIROMENTAL FEATURES**

 VALLEYLANDS / FLOODPLAINS

 WOODLOTS

 HEDGEROW

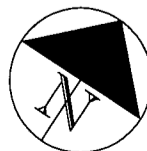
 STEEP SLOPE AREAS

 SENSITIVE AREAS
A. Brampton Esker
B. Heart Lake
C. Huttonville Ravine

 WETLAND AREAS

 AREA SUBJECT TO THIS AMENDMENT

**SCHEDULE C TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270**



CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

Date: 2006 02 14

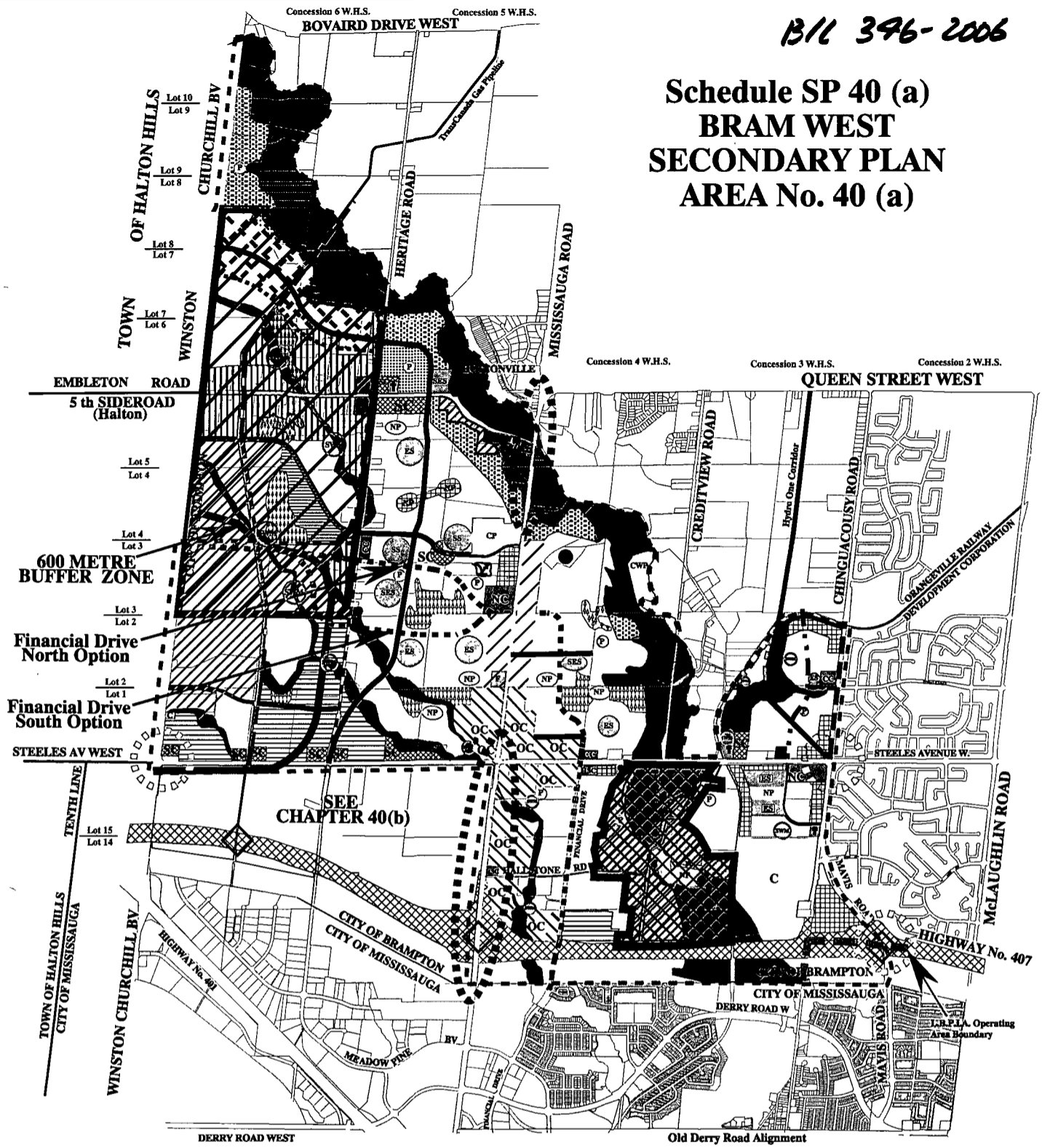
File: wetland_feb-06.dgn

Drawn by: CRE
Revised by: :MGV

Map No.

B/C 396-2006

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



RESIDENTIAL:

- "Upscale Executive Housing Special Policy Area"
- Executive Residential
- Low Density
- Low / Medium Density
- Medium Density
- Village Residential
- Cluster / High Density
- Churchville Heritage Conservation District

EMPLOYMENT:

- Prestige Industrial
- Standard Industrial
- Hwy & Service Commercial
- Neighbourhood Commercial
- Service Commercial
- Convenience Commercial
- Business Park
- Specialty Office & Service Commercial
- Office Centre
- Office Centre One
- Community Centre
- Employment Estates

OPEN SPACE:

- Valleyland
- City Wide Park
- Community Park
- Neighbourhood Park
- Parkette
- Cemetery
- Woodlot
- Wetland

INSTITUTIONAL:

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

INFRASTRUCTURE:

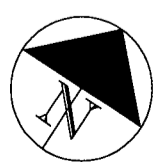
- SWM Facility (Quantity)
- Parkway Belt
- TransCanada Gas Pipeline
- Hydro One Corridor
- Orangeville Railway
- Development Corporation

ROAD NETWORK:

- Highway No. 407
- Major Arterial (45-50 metres)
- Minor Arterial (36 metres)
- Major Collector Roads (26-30 metres)
- Minor Collector Roads (23-26 metres)
- Interchange
- Local Access
- Primary Gateway
- Secondary Gateway
- Corridor Protection Area
- Area Subject To This Amendment

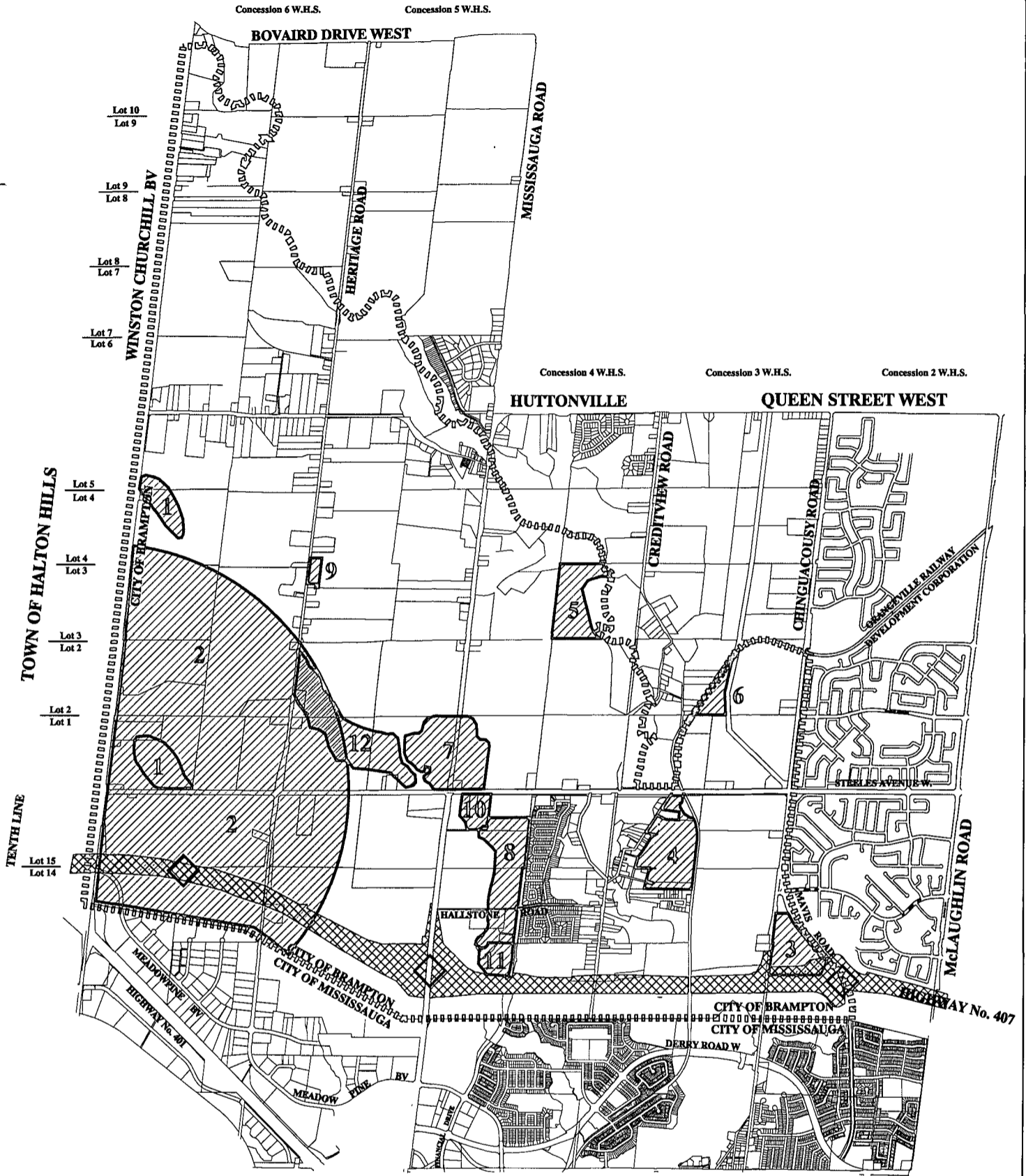


**SCHEDULE D TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270**
BRAM WEST SECONDARY PLAN
SCHEDULE SP40 (a)
AREA No. 40 (a)



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Date: 2006 9 15 Drawn by: MGV
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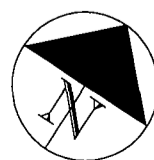


**Schedule SP 40 (b)
BRAM WEST
SECONDARY PLAN
AREA No. 40 (a) & (b)
SPECIAL POLICY AREAS**

- | | |
|---|--|
|  Highway No. 407 |  Bram West Secondary Plan Area Boundary |
|  Interchange |  Special Policy Area |



**SCHEDULE E TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270**



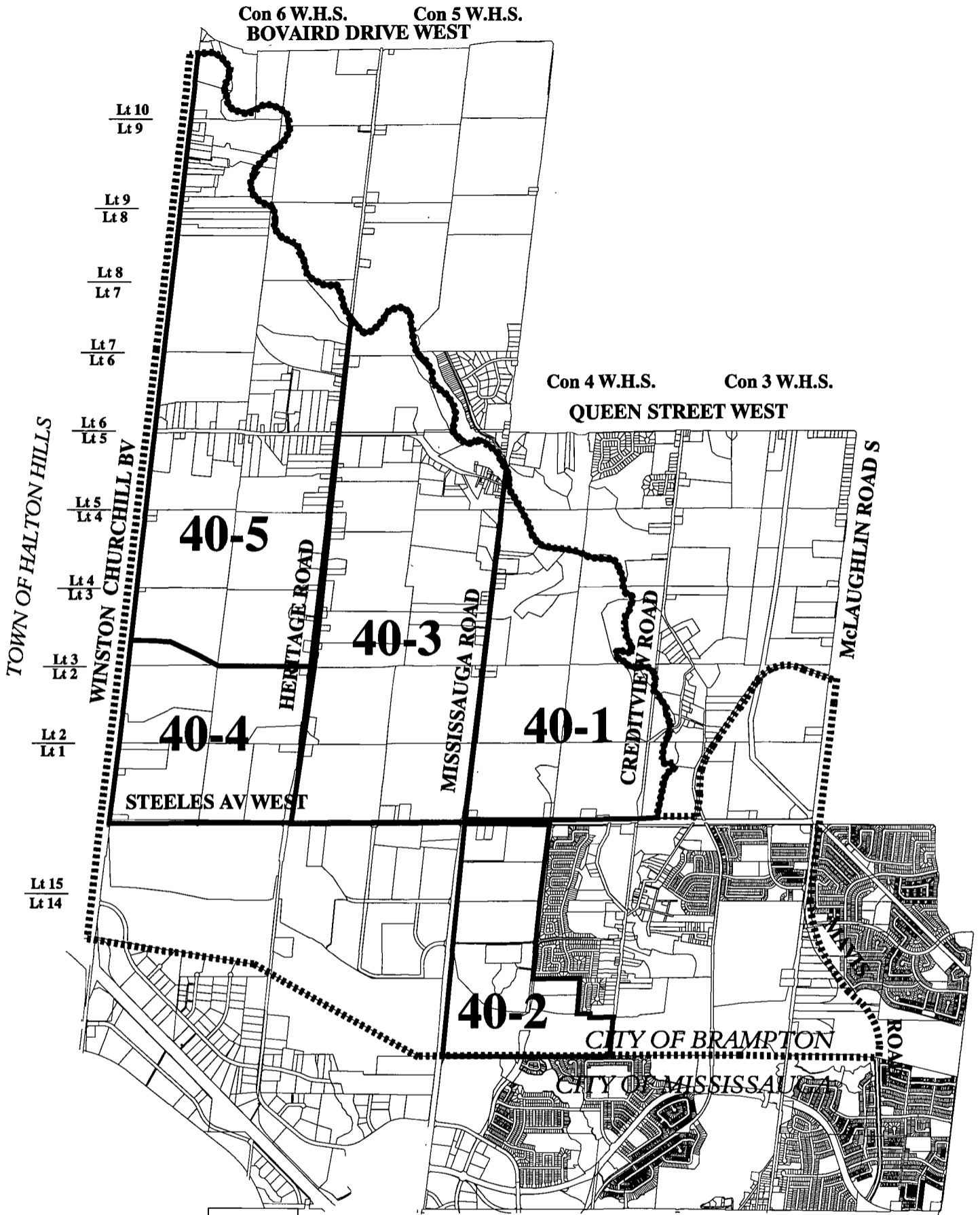
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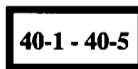
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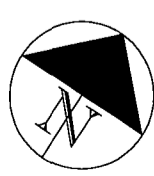
Map No.



 Bram West Secondary Plan Area Boundary
 40-1 - 40-5 Sub - Area Boundary

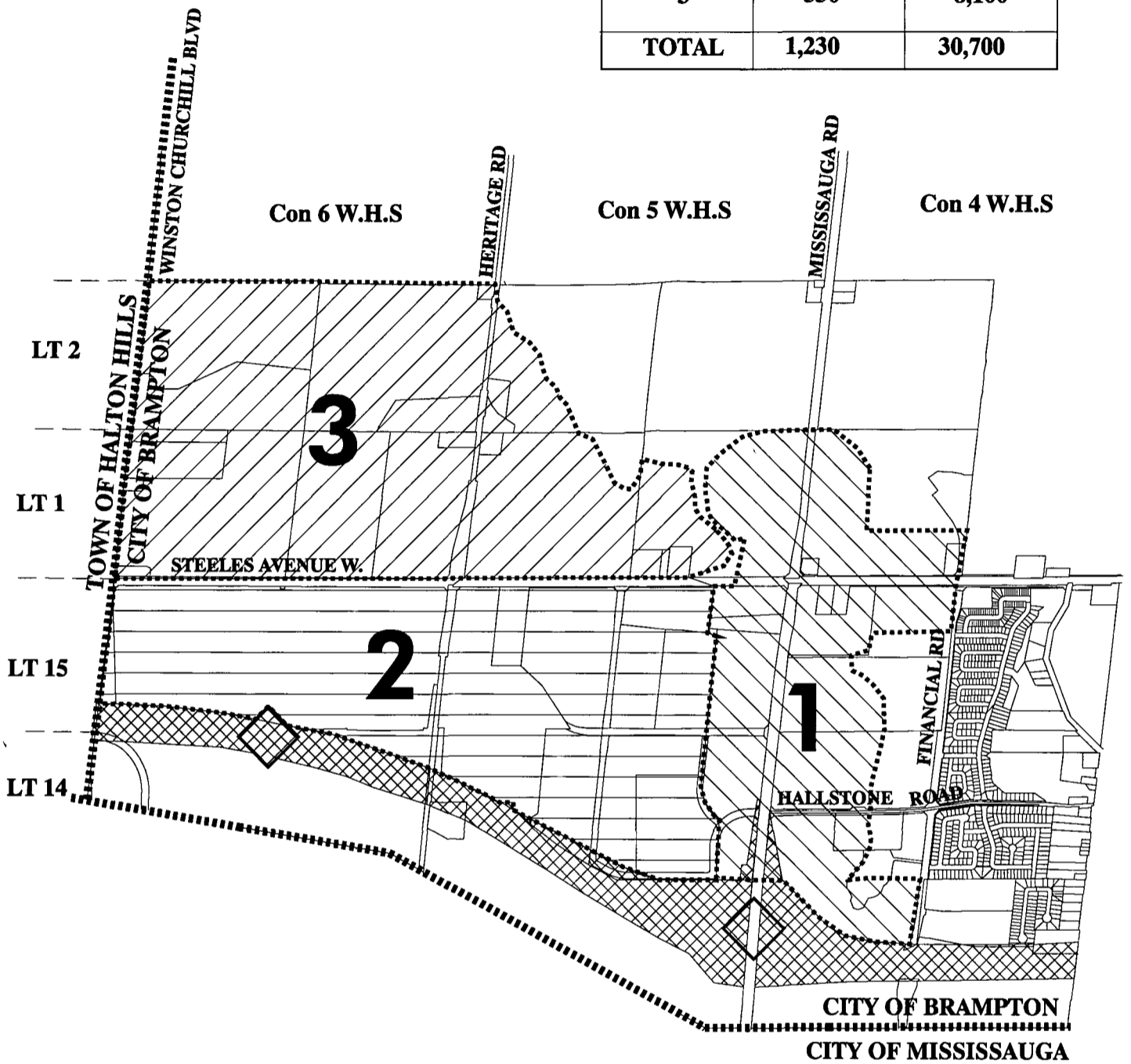


APPENDIX A TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 270
APPENDIX C
BRAM WEST SECONDARY PLAN
SCHEDULE SP40 (a) & 40(b) SUB-AREAS



CITY OF BRAMPTON
 PLANNING, DESIGN & DEVELOPMENT
 Date: 2006 9 18 Drawn by: JK/MGV
 subarea2_Sept06.dgn Map No.

Employment Area	Gross Area (Acres)	Employment Targets
1	250	14,600
2	450	8,000
3	530	8,100
TOTAL	1,230	30,700

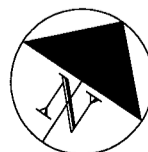


LEGEND

- 1,2,3 Employment Target Areas
- City Boundary
- Highway 407
- Interchange



**APPENDIX B TO OFFICIAL PLAN
AMENDMENT No. OP93-270
APPENDIX D
EMPLOYMENT TARGETS FOR EMPLOYMENT AREAS
CHAPTER 40(a) AND CHAPTER 40(b)
BRAMWEST SECONDARY PLAN**



CITY OF BRAMPTON
Planning and Development

Date: 2006 09 15

Drawn by: MGV

File no. BramWest_ApdxB-Sept06.dgn