



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

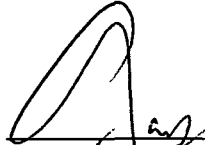
Number 347-2006

To adopt Amendment Number OP93-271
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 OP93-271 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 11 day of, October 2006

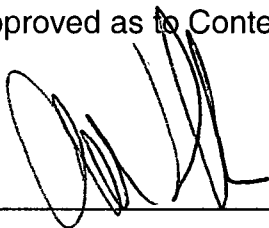


 SUSAN FENNEL - MAYOR
 C. MASHURK - ACTING MAYOR

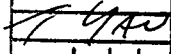


 K. ZAMMIT - CLERK

Approved as to Content:



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

APPROVED AS TO FORM LAW DEPT BRAMPTON

DATE <u>Oct 11/06</u>

AMENDMENT NUMBER OP93 - 271

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 and policies of Chapter 40(b) of the Bram West Secondary Plan based on the findings of the Community Design Study prepared for the City of Brampton by Brook McIlroy and Hemson Consulting.

This amendment proposes a balanced approach to protecting the environment and the natural heritage system of Bram West.

The land use designations and policies contained in this amendment are intended to implement the following Community Vision for the Bram West Secondary Plan as it relates to Chapter 40(b):

- 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 protection of its rich, natural environment, including the Credit River, streams, woodlots, trees, wetlands and other features that constitute the natural heritage system;
- 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, offices and commercial activities that are designed and built to a superior standard of community design.

2.0 LOCATION

The subject lands comprise an area of about 355 hectares (875 acres) in southwest Brampton, and are generally situated between Winston Churchill Boulevard to the west, the Brampton/Mississauga municipal boundary to the south, Mississauga Road to the east and Steeles Avenue to the north, as outlined on Schedule SP40(a). The lands are described as being Part of Lots 13, 14, and 15 Concessions 5 and 6, WHS, in the geographic Township of Toronto, 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" and "BUSINESS INDUSTRIAL" to "BUSINESS INDUSTRIAL" and "INDUSTRIAL" as shown on Schedule A to this amendment;
- (2) by adding or deleting on Schedule 'B', MAJOR ROAD NETWORK RIGHT OF WAY WIDTHS thereto, "COLLECTOR ROAD" alignments in the locations shown on Schedule B to this amendment;
- (3) by adding to the list of amendments pertaining to Secondary Plan Area Number 40(b): Bram West Secondary Plan as set out in Part II: SECONDARY PLANS thereof, Amendment Number OP93-~~271~~

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

- (1) by changing the land uses on Schedule SP40(a) as shown on Schedule C to this amendment;
- (2) by renumbering Sections 3.0 through 6.0 as Sections 4.0, 5.0, 6.0 and 7.0 respectively, and by renumbering all of the policies within these sections, and by renumbering all of the references within policies to various sections of this Chapter, in a precise and consistent manner;
- (3) 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 principles used to prepare the detailed policies of this Chapter are based on the significant amount of employment growth expected to be attracted to Bram West over the next thirty years and the opportunity for locating prestige industries, business parks and office buildings of superior quality in appropriate locations within the lands outlined on Schedule SP40(a).

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 outlined below provide the framework for the planning and development of the subject part of the Bram West Secondary Plan as outlined in Schedule SP40(a). These goals and objectives will be implemented in accordance with the policies in Section 6.0 of Chapter 40(b).

3.2 Goals

The goals of Chapter 40(b) of the Bram West Secondary Plan are as follows:

- 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 develop a superior employment area based on the application of the following principles:
 - (i) maximize quality employment opportunities in Bram West by attracting office, prestige industrial and research & development users.
 - (ii) a predominantly prestige industrial community with an appropriate mix of office uses, business parks, and commercial uses;
 - (iii) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; In this regard, prestige industrial and office uses will be located in the most highly visible sites, while business park uses will occupy less visible sites at the centre of major street blocks;
 - (iv) the promotion of the highest quality architecture and urban design in both the public and private realm while taking into account the intended functions of buildings;

- (v) integration of new development with existing industries and road patterns in and adjacent to the new employment community;
- (vi) preservation of the area's built and cultural heritage resource;
- (vii) an interconnected system of open spaces; and,
- (viii) a balanced transportation system, incorporating roads, public transit, pathways and transportation demand management elements, that provides efficient transportation links, including the planning for the Bram West Parkway/North-South Transportation Corridor.

3.2.5 Implement the subject part of the Bram West Secondary Plan in accordance with Section 4.11 of the Official Plan by:

- (i) coordinating the phasing of development with the provision of municipal services in accordance with the City of Brampton 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; and,
- (iii) 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 the subject part of the Bram West Secondary Plan:

- (i) to preserve, protect and restore the natural environment to the extent practical, while recognising the need for flexibility to accommodate efficient development patterns;
- (ii) to ensure that municipal services required for development of any portion of the Secondary Plan, including components of the transportation system, such as the Bram West Parkway, are provided in an orderly, cost effective and timely manner, in accordance with Section 4.10 of the Official Plan and the City of Brampton Growth Management Program;
- (iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;

- (iv) to promote financially self-supporting development using the strategic implementation of the following measures: growth management, Development Charges and cost sharing agreements, as and where appropriate;
- (v) to create a predominantly prestige industrial community, with a mix of business park, office buildings and commercial uses at appropriate locations;
- (vi) to establish high quality urban design for the public and private realms while taking into account the intended function of buildings through the adherence to the principles, policies and requirements of Chapter 40(b);
- (vii) to establish urban design guidelines which encourage the development of characteristically prestige and attractive built forms;
- (viii) to provide for a high quality of community design regarding the interface of employment uses with transitional and incompatible uses including stream corridors, and stormwater ponds;
- (ix) to provide for a high quality 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;
- (xi) to provide opportunities for recreation and natural links to Levi Creek and Mullet Creek, while protecting and preserving significant features and functions of the valley system;
- (xii) to preserve existing built and cultural heritage features wherever feasible including scenic views, heritage buildings and archaeological resources;
- (xiii) to enhance the overall 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;
- (xiv) 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,
- (xv) 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.

- (4) by adding to Section 3.0, Development Principles, after Section 3.1.4(a) the following policy as Section 3.1.5 and by renumbering all of the following sections in a precise and consistent manner:

“3.1.5 Notwithstanding Section 3.1.1 of this Chapter, the lands located at the southwest corner of Steeles Avenue and Mississauga Road and designated Office Centre on Schedule SP40(a) shall permit an expanded range of uses including banks, financial institutions, business support services, professional and medical offices, a motel and a day nursery, subject to a superior standard of urban design consistent with the primary gateway character of the Mississauga Road Corridor. Restaurants, other than freestanding restaurants or drive-through restaurants, may be permitted up to a maximum of 10% of the Gross Leasable Area of the commercial space within the site. Personal service shops, community clubs or religious institutions shall not be permitted.”

- (5) by deleting in Section 3.0, Development Principles, the heading Highway & Service Commercial and Sections 3.1.5 to 3.1.8 and by also renumbering all of the policies within these subsections in a precise and consistent manner;
- (6) by replacing in Section 3.0, Development Principles thereof, the words “Office Node Commercial” in subsection (iii) of Section 3.1.10, with the following: “Office Centre One”;
- (7) by adding to Section 3.0, Development Principles, the number “10” to the first sentence of Section 3.1.9 as follows: “Section 4.2.10”;
- (8) by deleting in Section 3.0, Development Principles, the heading Standard Industrial and Sections 3.1.11 to 3.1.14 and by also renumbering all of the policies within this subsection in a precise and consistent manner;
- (9) by changing in Section 3.0, Development Principles, the first sentence in Section 3.1.19 as follows:

“Outside storage areas shall not directly abut arterial class roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law”;

- (10) by adding to Section 4.0, Transportation Policies thereof, the following new policy to Section 4.1, Roads, as Section 4.1.8:

“Prior to the release of lands for development within Chapter 40(b) in accordance with the City of Brampton 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.”

- (11) 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:

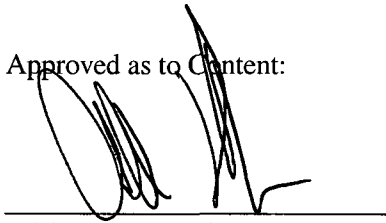
- All permanent structures and excavations shall be located at least 7 metres from the limits of TransCanada’s right-of-way. Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limit of the right-of-way; and,
- TransCanada 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.”

- (12) by adding to Section 5.0, Environmental, Servicing and Design Considerations thereof, under the heading Urban Design Guidelines, the following new policy to Section 5.9, as Section 5.9.5:

“Developers shall contribute financially towards gateway features that are to be provided within Bram West.”

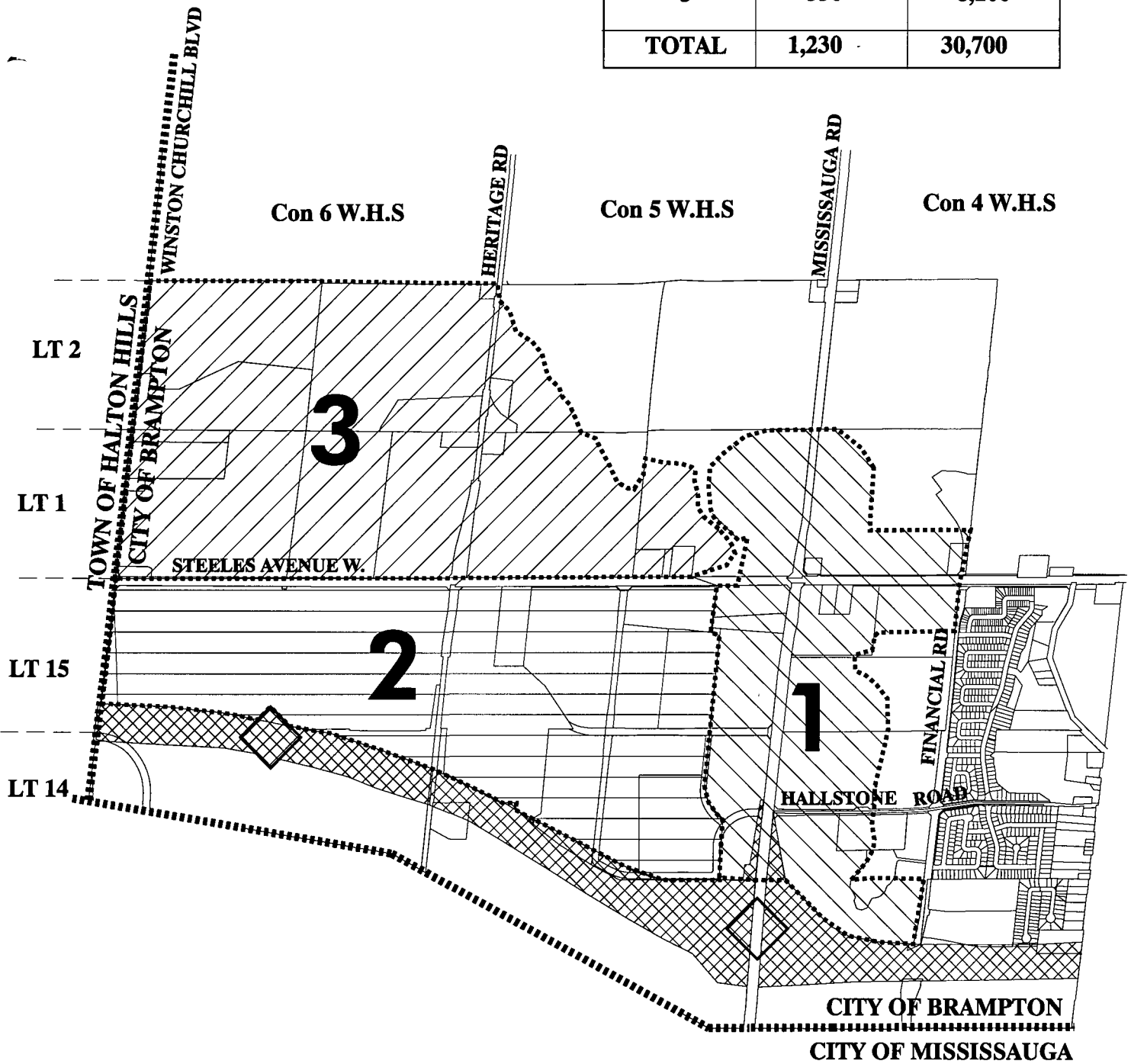
- (13) by deleting in Section 3.0, Development Principles, Section 5.9.3 and by also renumbering all of the subsequent subsections in a precise and consistent manner;

Approved as to Content:



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

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



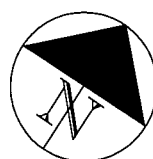
LEGEND

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



APPENDIX A TO OFFICIAL PLAN
AMENDMENT No. OP93-271

EMPLOYMENT TARGETS FOR EMPLOYMENT AREAS
CHAPTER 40(a) AND CHAPTER 40(b)
BRAMWEST SECONDARY PLAN

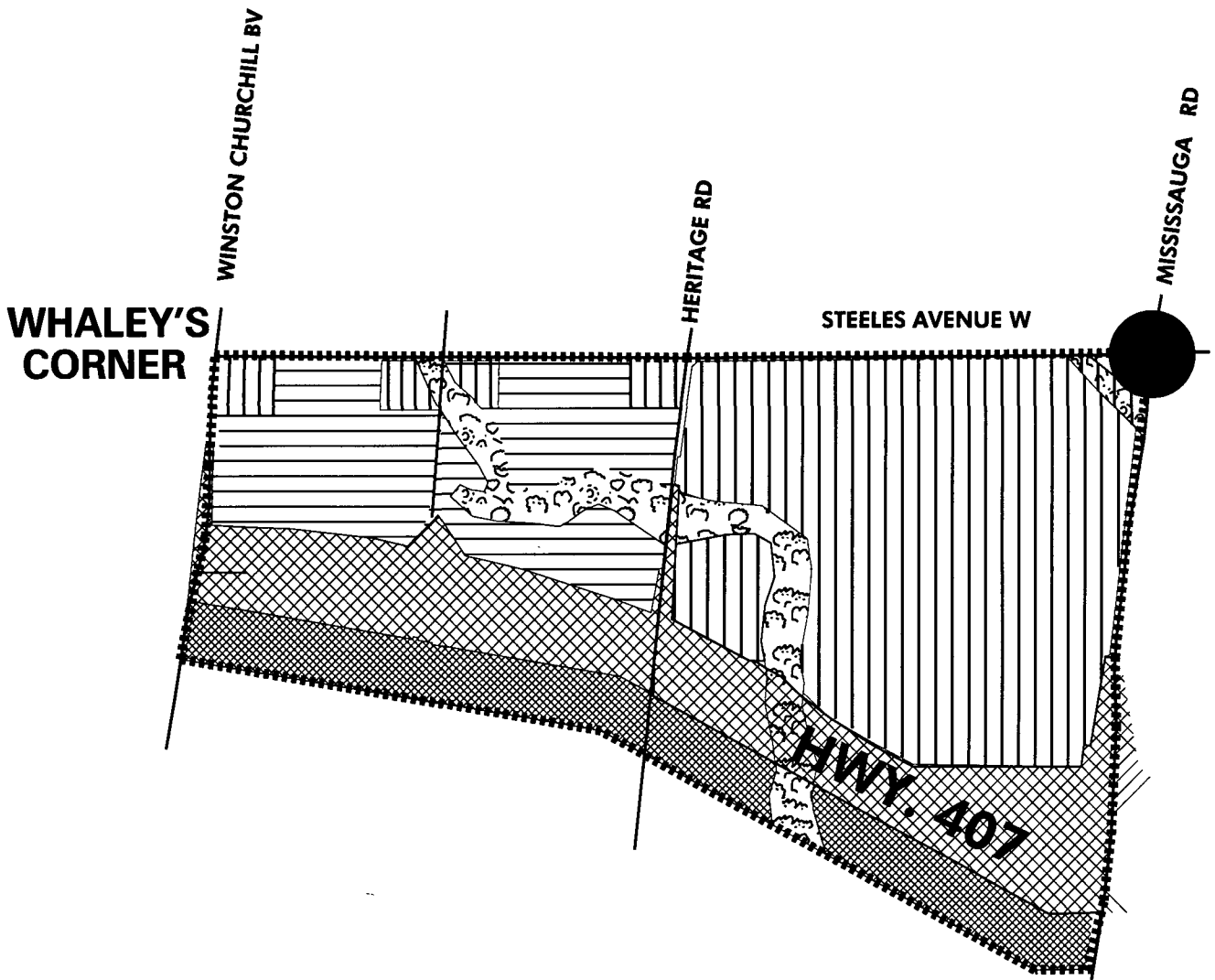


CITY OF BRAMPTON
Planning and Development


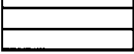

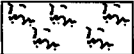
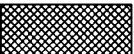


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Drawn by: MGV

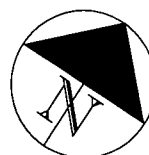
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EXTRACT FROM SCHEDULE 'A' GENERAL LAND USE DESIGNATIONS

	OFFICE NODE
	INDUSTRIAL
	BUSINESS INDUSTRIAL
	OPEN SPACE
	PARKWAY BELT WEST / UTILITY
	PROVINCIAL FREEWAYS (407 / 410 / 427)
	AREA SUBJECT TO THIS AMENDMENT

**SCHEDULE A TO OFFICIAL PLAN
AMENDMENT NUMBER OP93- 271**



CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

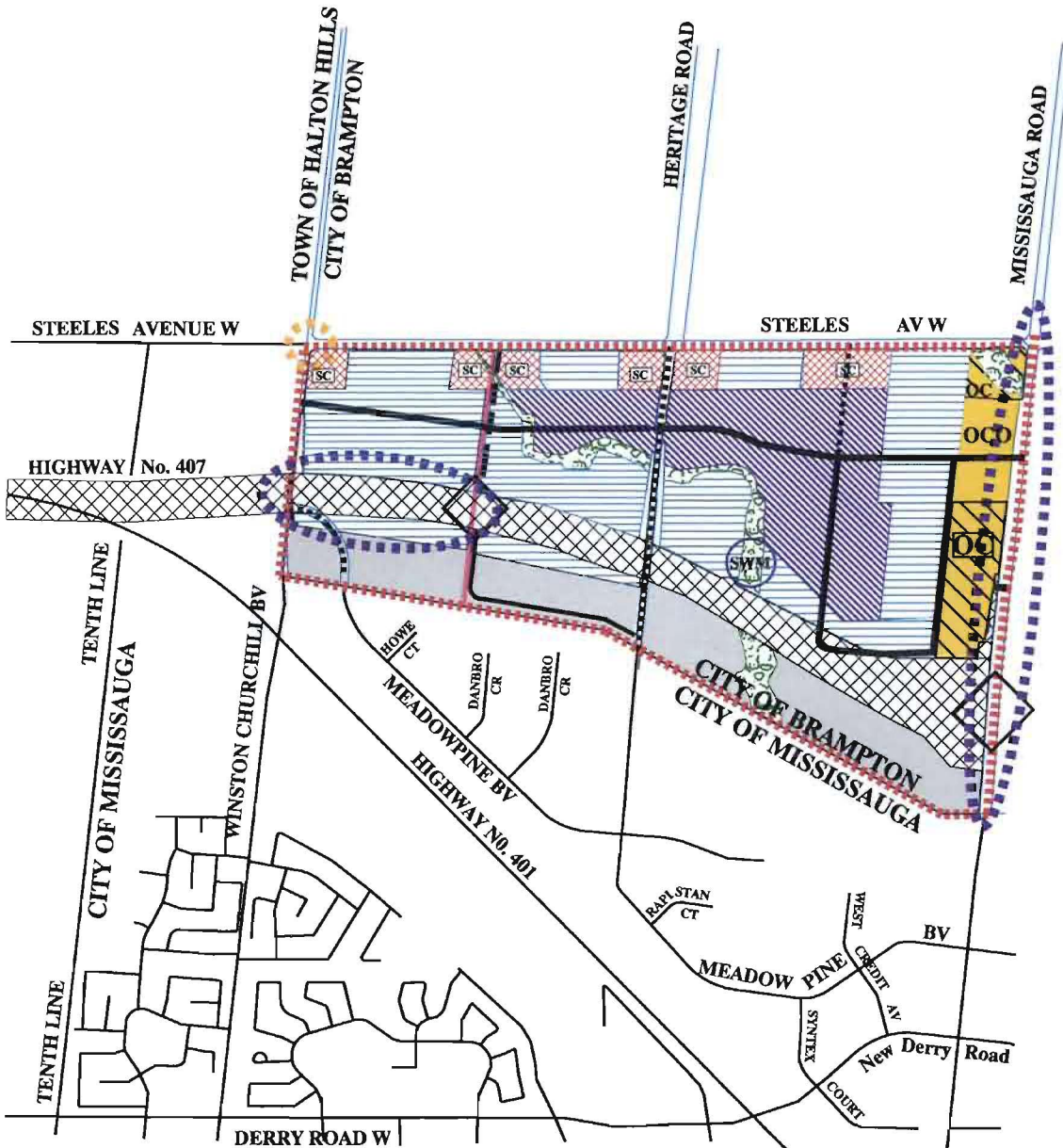
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Revised by:MGV

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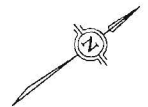
Map no.

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



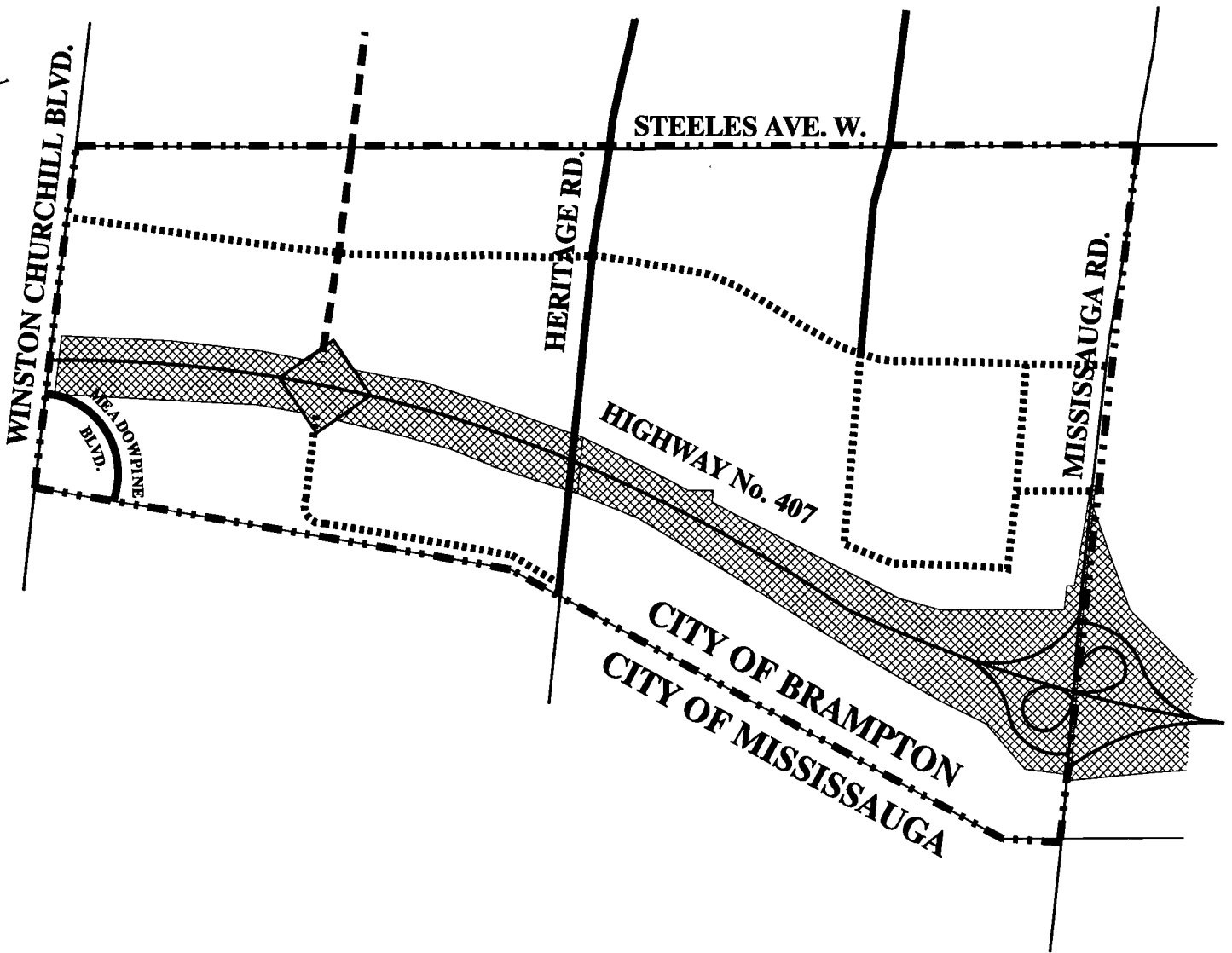
RESIDENTIAL:		OPEN SPACE:		INSTITUTIONAL:	
	"Upscale Executive Housing Special Policy Area"		Valleyland		Secondary School
	Executive Residential		City Wide Park		Senior Elementary School
	Low Density		Community Park		Elementary School
	Low / Medium Density		Neighbourhood Park		Place Of Worship (Reserve)
	Medium Density		Parkette		Fire Station
	Village Residential		Cemetery		
	Cluster / High Density		Woodlot		
	Churchville Heritage Conservation District		Wetland		
			SWM Facility (Quantity)		
EMPLOYMENT:		INFRASTRUCTURE:		ROAD NETWORK:	
	Prestige Industrial		Parkway Belt		Highway No. 407
	Standard Industrial		TransCanada Gas Pipeline		Major Arterial (45-50 metres)
	Hwy & Service Commercial		Hydro One Corridor		Minor Arterial (36 metres)
	Neighbourhood Commercial		Orangeville Railway Development Corporation		Major Collector Roads (26-30 metres)
	Service Commercial				Minor Collector Roads (23-26 metres)
	Convenience Commercial		Interchange		Local Access
	Business Park		Primary Gateway		
	Specialty Office & Service Commercial		Secondary Gateway		
	Office Centre		Corridor Protection Area		
	Office Centre One		Area Subject To This Amendment		
	Community Centre				
	Employment Estates				

SCHEDULE C TO OFFICIAL PLAN AMENDMENT NUMBER OP 93



September 15, 2006
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B11 347-2006



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

 FREEWAY

MAJOR ARTERIAL

 40 - 45 Metres (130 / 150 Feet)

 Interchange

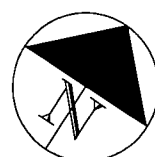
COLLECTOR

 30 Metres (100 Feet)

 Area Subject To Amendment

 23 - 26 Metres (76 - 86 Feet)

**SCHEDULE B TO OFFICIAL PLAN
AMENDMENT NUMBER OP93-271**



CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

Date: 2006 03 01

Drawn by: A.d.

File no. BRAMW_OPA_SCHED_B

Map no.