



## Report

Planning, Design & Development Committee

Standing Committee of the Council  
of the Corporation of the City of Brampton

**Date:** August 11, 2008

**File:** P26 S48

**Subject:** **INFORMATION REPORT**  
City of Brampton Initiated Official Plan Amendment  
Countryside Villages Secondary Plan (Area 48)  
Ward 9 and 10

**Contact:** David Waters, Manager, Land Use Policy (905-874-2074)

### OVERVIEW:

- **The Countryside Villages Secondary Plan is about 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west.**
- **On June 13, 2007 Council endorsed a Planning Vision for the secondary plan, which is in keeping with the overall principles of the sustainable City Concept in the new Official Plan.**
- **The Planning Vision is for a distinct community incorporating the concepts of “new urbanism” where neighbourhoods are planned to be pedestrian friendly and transit supportive.**
- **The Planning Vision proposes a significant employment area between Dixie Road and Heart Lake Road that includes both office and industrial uses that takes full advantage of the access and exposure offered by Highway 410.**
- **To the east of Dixie Road, the Countryside Villages Secondary Plan is planned for predominantly housing with commercial, open space and institutional uses to support future residents.**
- **Countryside Villages will be planned to accommodate a minimum of 50 persons and jobs per hectare, which is in keeping with the Growth Plan requirement for greenfield areas.**
- **The purpose of the statutory public meeting is to present the City’s draft secondary plan for Countryside Villages in the form of a proposed Official Plan amendment to the public for comment.**

## **RECOMMENDATIONS**

1. THAT the staff report dated August 11, 2008 and entitled "Information Report –City of Brampton Initiated Official Plan Amendment, Countryside Villages Secondary Plan (Area 48)" and attachments (File: P26 S48) be received;
2. THAT staff be directed to report back to Planning, Design & Development Committee with the results of the statutory public meeting and the agency comments from the circulation of the draft official plan amendment.

## **BACKGROUND**

The Countryside Villages Secondary Plan (Area 48) is about 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west and represents an extension of the Springdale community to the south (see Figure 1).

The majority of the lands are designated residential in the Brampton Official Plan, and the lands bounded by Mayfield Road to the north, Heart Lake Road to the west, Countryside Drive to the south and Dixie Road to the east are designated Industrial. There is no approved secondary plan in place for Countryside Villages.

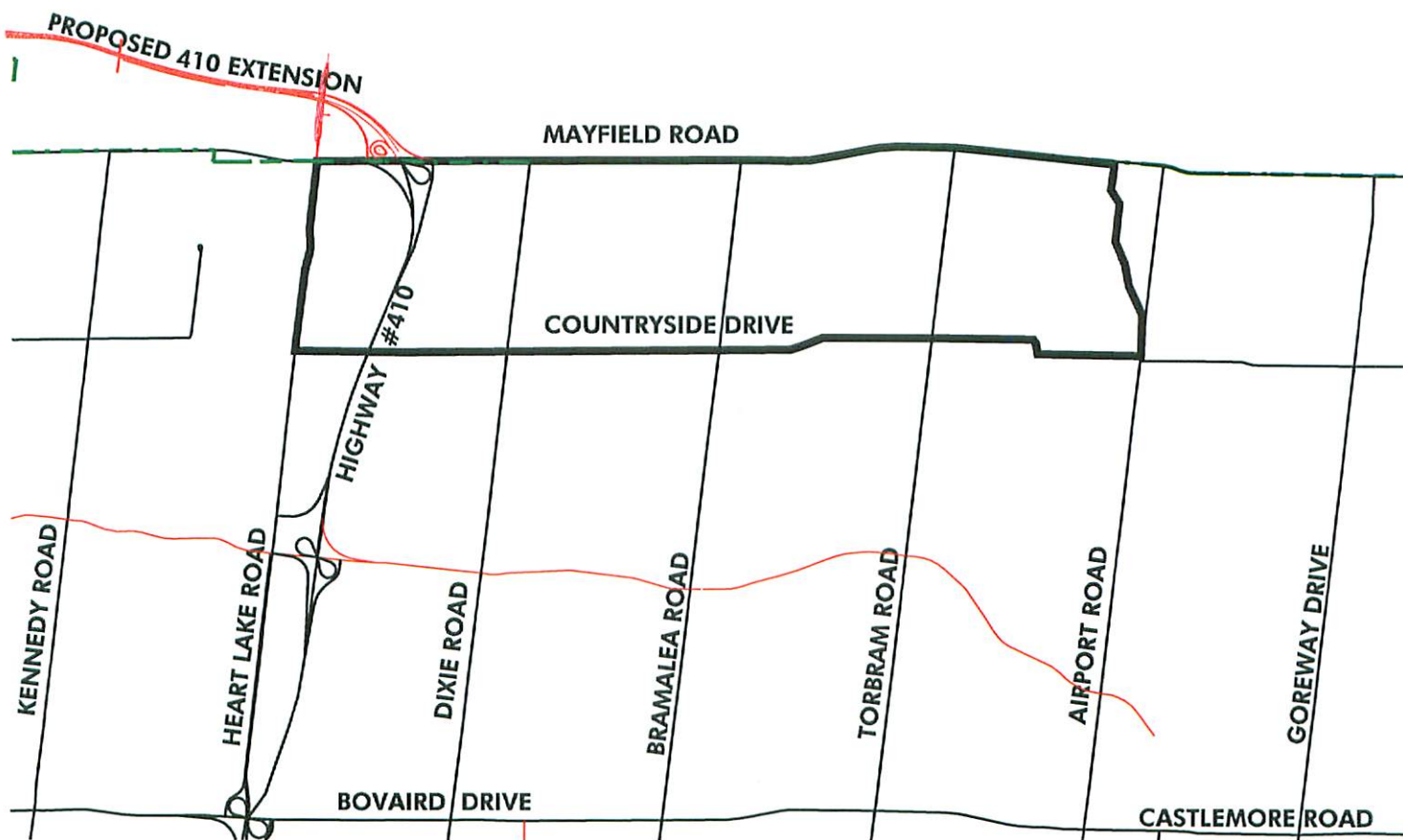
The lands to the north of Mayfield Road in the Town of Caledon are designated for industrial and commercial uses as part of the Mayfield West Secondary Plan. This is an important consideration given the fact that the component studies undertaken for Countryside Villages address land use, transportation and infrastructure related issues in the general vicinity of the municipal boundary between Brampton and Caledon.

The lands known as Countryside Villages have been designated for residential and employment uses in the Brampton Official Plan since 1997. Since the early 1990's, urban development to the south in Secondary Plan Area 28 has proceeded in accordance with the policy framework established by the 1984 Official Plan for the Sandringham-Wellington Secondary Plan (Area 28). As such, urban development has now advanced to the northern limit of Secondary Plan Area 28 (i.e. Countryside Drive).

Staff are presenting a draft Official Plan Amendment for the Countryside Villages Secondary Plan for public input and agency review.

### **Planning Vision**

In February 2006, the City's Development Allocation Strategy for 2006 identified an allocation of 350 units for Countryside Villages in 2008 under the City-wide Growth Management Program. Based on the foregoing, the largest landowner in Countryside Villages (Metrus Development) began drafting a Planning Vision which was initially presented to City staff in February 2006 and renamed from Springdale North to Countryside Villages.



 **SECONDARY PLAN BOUNDARY**



The Planning Vision sets out the framework for a new community in terms of the following major structural elements:

- protecting and enhancing natural heritage features;
- transit supportive design;
- creating a main street in the centre of the community;
- connectivity linking the centre of the community with its neighbourhoods;
- green space and natural features as a focus;
- a variety of housing types and land uses, including a major employment area at the western edge of the community;
- neighbourhoods centres located at the intersection of collector roads which include a mix of uses to serve area residents;
- a street network balancing function and urban design; and,
- centrally located amenities /intensity of uses in key areas/corridors.

This framework is based on the concept of “new urbanism” where neighbourhoods are planned to be pedestrian friendly and transit supportive. This Vision is consistent with the principles of the sustainability focus in the new Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental protection.

For the lands designated Industrial in the Official Plan that represent the western edge of Countryside Villages, the Planning Vision proposes a significant employment area that includes both office and industrial uses that takes full advantage of the access and exposure offered by Highway 410.

It should be noted that in accordance with Bill 51 that came into force in December 2006, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, is now a matter of Provincial interest which requires local plans to be consistent with this direction.

On June 13, 2007, City Council endorsed the Planning Vision for Countryside Villages, which is in keeping with the overall principles of the sustainable City Concept of the new Official Plan. Council also endorsed the recommendation that staff from Works & Transportation, Community Services, and Planning Departments develop a City-wide policy on the principles of Alternative Development Standards (ADS) for engineering and parks planning purposes, including rear laneways, turning circles and reduced right-of-way widths that are key characteristics of new urbanism development. Direction was also given to staff that ADS be implemented as part of secondary planning for Countryside Villages and that such a policy be presented to Council for endorsement.

## **CURRENT SITUATION**

Planning for the Countryside Villages Secondary Plan began in January 2006. An open house was held in January 2008 to advise area residents and landowners that secondary planning was underway, provide a general understanding of the planning process and receive initial public input on a preliminary land use concept.

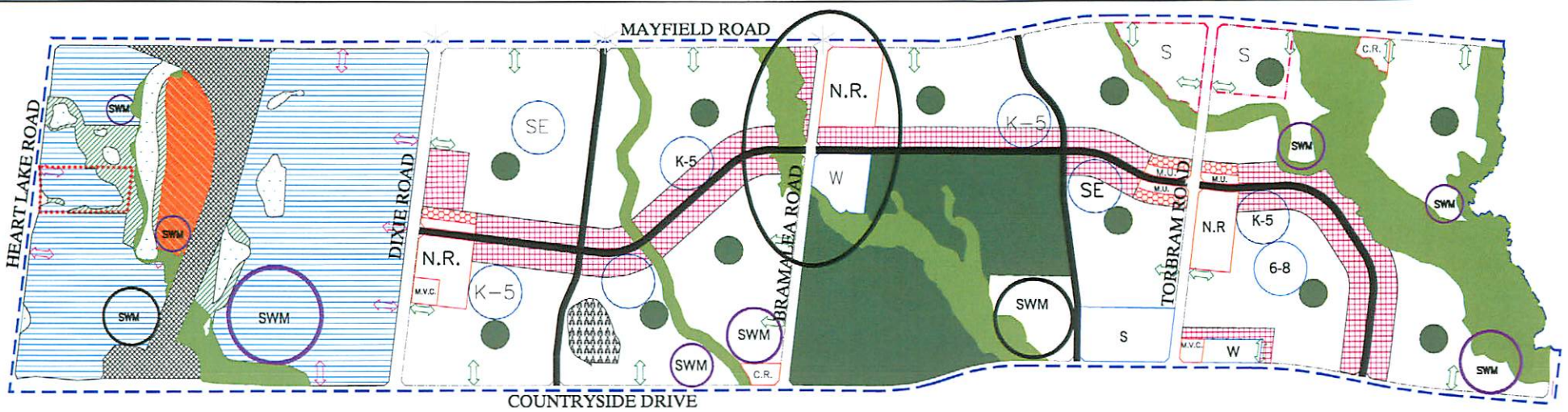
Draft component studies were completed in February 2008 and circulated for review. An Issues Identification Meeting was held in April 2008 to allow City staff and the commenting agencies the opportunity to provide preliminary input on the component studies and the proposed land use concept prepared by the Landowner's Group. This enabled the Landowners' Group, in conjunction with the City, to examine land uses, road alignments, and community facilities (i.e. school sites, park blocks and other institutional sites) in addition to adding a special policy area for a proposed private school east of Heart Lake Road.

This has resulted in the preparation of a land use concept and draft Official Plan Amendment for the Countryside Villages Secondary Plan for public input and agency circulation.

## **PROPOSED LAND USE PLAN**

A draft official plan amendment has been prepared and is currently under review by the City. Key land use, open space and road network components of the proposed official plan amendment for Countryside Villages that are illustrated on the draft land use plan (see Figure 2) include:

- an open space network that includes neighbourhood parks, local parks, existing and enhanced natural features consisting of valleylands, wetlands, watercourses and woodlots and a proposed expansion of up to 50 acres to the existing City-wide park ;
- a retail hierarchy that includes Neighbourhood Retail, Convenience Retail, Motor Vehicle Commercial and live/work opportunities;
- a significant employment area between Heart Lake Road and Dixie Road that includes both office and industrial buildings to take full advantage of the access and exposure offered by Highway 410;
- community uses that include elementary, middle and secondary school sites and proposed and existing sites for places of worship
- range of housing types and densities including mixed uses that are intended to promote the development of a transit friendly community; and,
- a natural heritage system that is comprised of valley corridors, woodlots, wetlands and related uses.



- |                     |                     |                      |                          |                                                       |                     |                                                                                                                                                                      |                                      |
|---------------------|---------------------|----------------------|--------------------------|-------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| <b>RESIDENTIAL:</b> |                     | <b>COMMERCIAL:</b>   |                          | <b>NATURAL HERITAGE AND ENVIRONMENTAL MANAGEMENT:</b> |                     | <b>INSTITUTIONAL:</b>                                                                                                                                                |                                      |
|                     | Low/Medium Density  |                      | Motor Vehicle Commercial |                                                       | Valleyland          |                                                                                                                                                                      | Public Junior Elementary School Site |
|                     | Medium Density      |                      | Convenience Retail       |                                                       | Wetland             |                                                                                                                                                                      | Public Middle School Site            |
|                     | Live/Work           |                      | Neighbourhood Retail     |                                                       | Woodlot             |                                                                                                                                                                      | Separate Elementary School Site      |
| <b>EMPLOYMENT:</b>  |                     |                      | Mixed Use                |                                                       | Terrestrial Feature |                                                                                                                                                                      | Secondary School Site                |
|                     | Industrial          |                      | Village Core             |                                                       | SWM Facility        |                                                                                                                                                                      | Place of Worship                     |
|                     | Office Centre       | <b>ROAD NETWORK:</b> |                          |                                                       | City Wide Park      |                                                                                                                                                                      | Potential Secondary School Site      |
|                     | Special Policy Area |                      | Highway 410              |                                                       | Neighbourhood Park  |                                                                                                                                                                      | Area Subject To This Amendment       |
|                     |                     |                      | Collector Road           |                                                       |                     | The land use designation and collector road locations are conceptual only and will be further refined through the block plan and environmental assessment processes. |                                      |
|                     |                     |                      | Gateway                  |                                                       |                     |                                                                                                                                                                      |                                      |
|                     |                     |                      | Potential Road Access    |                                                       |                     |                                                                                                                                                                      |                                      |

**CITY OF BRAMPTON**

Date: 2008 08 11 Drawn By: CJK  
File no.sp48\_110808\_Draftv1



**FIGURE 2 - DRAFT COUNTRYSIDE VILLAGES SECONDARY PLAN Schedule SP48(A)**

PLANNING, DESIGN AND DEVELOPMENT DEPARTMENT

There are some outstanding issues already identified by City staff that will require resolution before the proposed land use concept and Official Plan amendment can proceed to Council for adoption. They include:

- a request by TRCA that opportunities be explored to provide a connection between the woodlot and the valley lands to the east, that Tributary C of the West Branch of the West Humber River be protected, that confirmation be provided on location of trails within the valleys or buffers, that the third creek discharging into the West Humber River not be realigned, and that development be modified to avoid the need for the road crossing the valley at Bramalea Road;
- the distribution of commercial uses will require further examination in order to establish a hierarchy of retail sites throughout the secondary plan area in keeping with the Council endorsed Planning Vision for Countryside Villages;
- The Peel District School Board has stated the need to provide a secondary school site in SP48 to service the population within the secondary plan and beyond the limits of the secondary plan to the east. To address this need, the proposed land use plan identifies two potential sites within SP48 with an underlying residential designation. Discussions are underway between Metrus and the Peel Board to find a suitable site, including looking at sites external to SP48;
- Two places of worship are identified on the land use plan, however, one reflects an existing place of worship that serves the existing Brampton community. This may not satisfy the needs with respect to the new criteria for new places of worship.

A road network is required to support the development of Countryside Villages, which includes new collector roads and widening of existing arterial or concession roads. The planning and implementation of the collector roads will need to be undertaken in accordance with the requirements for Schedule C projects as defined in the Municipal Class Environmental Assessment.

## **Draft Official Plan Amendment**

### **Major Policy Objectives**

City policies and relevant sections of the Provincial Policy Statement and Region of Peel Official Plan policies provide the broad policy framework for the land use and development policies of the Countryside Villages Secondary Plan. The planning rationale for Countryside Villages is founded on the Planning Vision, which is for a distinct community incorporating the concepts of "new urbanism" where neighbourhoods are planned to be pedestrian friendly and transit supportive.

The draft Official Plan amendment (attached hereto as Appendix A) establishes a new secondary plan known as the Countryside Villages Secondary Plan (Area 48) which:

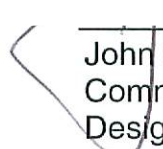
- establishes a comprehensive set of policies and a detailed land use plan, including a natural heritage system and supporting road network, as well as accompanying schedules and appendices, as Chapter 48 of the Brampton Official Plan;
- will be planned to accommodate a minimum of 50 persons and jobs per hectare, which is in keeping with the Growth Plan requirement for greenfield areas;
- designates a special policy area east of Heart Lake Road and south of Mayfield Road to recognize a potential proposal for a private school;
- plans for the continued operation of the North Bramalea Church and its proposed expansion for residential uses;
- includes a transit supportive spine road linking neighbourhoods with the local centres and the Town Centre at Mayfield Road and Bramalea Road, integrating safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic;
- uses Alternative Development Standards as a “relaxed” version of the City’s current standards, utilized on a limited basis in specific developments to help achieve a uniquely urban, sustainable, efficient community;
- includes a Town Centre located in the core of the community at Bramalea Road and Mayfield Road comprising of a Neighbourhood Retail designation, medium density designation, retained natural heritage features and the existing North Bramalea Church property;
- plans for a significant employment area between Heart Lake Road and Dixie Road that includes both office and industrial buildings to take full advantage of the access and exposure offered by Highway 410;
- requires Community Block Plans to be prepared for each sub-area of the planning district;
- will coordinate the staging and sequencing of development in conjunction with the provision of infrastructure and services required to support growth, in accordance with the provisions of the City of Brampton Growth Management Program.

The draft land use schedule and secondary plan official plan amendment are being presented by the City for public input. The next steps in the secondary plan process include gathering comments from public input and agency circulation and reporting back to Planning, Design and Development Committee with the results of the circulation and a revised land use concept and official plan amendment.

Respectfully submitted,  
Original signed by:

Original signed by:

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

  
\_\_\_\_\_  
John Corbett, MCIP, RPP  
Commissioner, Planning  
Design & Development

*Authored by Pam Cooper*

Attachment:  
Appendix A: Draft Official Plan Amendment

**Appendix A**  
**Draft Official Plan Amendment**

**CHAPTER 48(A)**  
**COUNTRYSIDE VILLAGES**  
**SECONDARY PLAN**

**AMENDMENT NUMBER OP2006-\_\_\_\_\_**

**To the Official Plan of the  
City of Brampton Planning Area**

**DRAFT**

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## **AMENDMENT NUMBER OP2006-**

### **To the Official Plan of the City of Brampton Planning Area**

#### **1.0 PURPOSE**

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP48(a), and to specify desired land use patterns, a transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. Further, it sets out the development controls to be used to implement these policies. This amendment will establish Chapter 48 of the Official Plan, as the Countryside Villages Secondary Plan.

#### **2.0 LOCATION**

The lands subject to this amendment comprise an area of about 650 hectare (1,600 acres) and are bounded by Mayfield Road to the north, the easterly edge of the valley limit to the east, Countryside Drive to the south and Heart Lake Road to the west. The lands are within an area described as Part of Lots 16 and 17, Concessions 3, 4, 5, and 6, EHS, in the Geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule SP48(a) to this amendment.

#### **3.0 AMENDMENT AND POLICIES THERETO**

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

- i) by changing on Schedule "1", CITY CONCEPT thereto, the following:
  - a) portions of the designation of "EMPLOYMENT PRECINCTS" to "SPECIAL POLICY AREA" as shown on Schedule 'A' to this amendment; and,
  - b) portions of the designation of "OPEN SPACE" to "COMMUNITIES" as shown on Schedule 'A' to this amendment, and,

- ii) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the following:
  - a) portions of the designation of "INDUSTRIAL" to "SPECIAL POLICY AREA" as shown on Schedule 'B' to this amendment; and,
  - b) portions of the designation of "OPEN SPACE" to "RESIDENTIAL" as shown on Schedule 'B' to this amendment;
- iii) by changing on Schedules 'B' & 'B1' CITY ROAD HIERARCHY and CITY ROAD RIGHT OF WAY WIDTHS thereto, the following arterial and collector road rights-of-way and alignments as shown on Schedules 'C' & 'D' to this amendment:
  - a. Fernforest Drive is extended north of Countryside Drive to Mayfield Road as a 21-26 Minor Collector Road;
  - b. Mountain Ash Road is extended north of Countryside Drive and westward to Dixie Road as a 21-26 metre Minor Collector Road; and,
  - c. Sunny Meadow Boulevard is extended north of Countryside Drive to Mayfield Road as a 21-26 metre Minor Collector Road.
- iv) by changing on Schedule 'D' NATURAL HERITAGE FEATURES AND AREAS thereto, the following environmental features as shown on Schedule 'E' to this amendment:
  - a. some environmental features, consisting of two areas of valleylands are deleted; and,
  - b. residential uses are added in their place.
- v) by changing Schedule "CULTURAL HERITAGE MAP" thereto, the following heritage resources as shown on the "CULTURAL HERITAGE MAP" to this amendment:
  - a. by deleting the areas designated as Class B Heritage Resources; and,
  - b. Heritage resources are added in their place.

- vi) by changing Schedule 'H' COMMUNITY BLOCK PLAN AREAS thereto, the following as shown on Schedule "F" to this amendment:
  - a. Community Block Plan Areas 48-1, 48-2, 48-3 and 48-4 are deleted; and,
  - b. Replaced with Community Block Plan Areas 48-1 and 48-2.
- vii) all other schedules as a result of the above amendments in the City of Brampton Official Plan are deemed to comply;
- viii) by deleting therefrom, in Part II: SECONDARY PLANS under the heading "Area 48: Sandringham-Wellington North", all of the text and schedules and substituting thereof the following: "Part II, Chapter 48 of the Brampton Official Plan shall constitute the Countryside Villages Secondary Plan";
- ix) by adding to Part II, SECONDARY PLANS thereof, as Schedule "SP48(a)", of Chapter 48, Schedule 'G' to this amendment:
- x) by adding to Part II, SECONDARY PLANS thereof, as Chapter 48, the following text:
- xi) "Chapter 48: THE COUNTRYSIDE VILLAGES SECONDARY PLAN (Official Plan Amendment OP2006-\_\_\_\_\_)

**1.0 PURPOSE**

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule 48(a), and to specify desired land use designations, a transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability and LEED Neighbourhood Design principles. Further, it sets out the development controls to be used in implementing these policies. This Chapter will constitute the Countryside Villages Secondary Plan.

The Planning Vision for Countryside Villages is for a distinct community incorporating the concepts of “new urbanism” where neighbourhoods are planned to be pedestrian friendly and transit supportive. The Planning Vision also proposes a significant employment area between Dixie Road and Heart Lake Road that includes both office and industrial uses that takes full advantage of the access and exposure offered by Highway 410

The Planning Vision sets out the framework for a new community in terms of the following major structural elements:

- protecting and enhancing natural heritage features;
- transit supportive design;
- creating a main street in the centre of the community;
- connectivity linking the centre of the community with its neighbourhoods;
- green space and natural features as a focus;
- a variety of housing types and land uses, including a major employment area at the western edge of the community;
- neighbourhood centres located at the intersection of collector roads which include a mix of uses to serve area residents;
- a street network balancing function and urban design; and,
- centrally located amenities /intensity of uses in key areas/corridors.

This distinct community vision for the area is in keeping with the overall principles of the sustainable City Concept in the new Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation. To implement this vision, alternative development standards may be proposed at key locations, including introducing rear laneways, turning circles and reduced road right-of-ways throughout the community where deemed appropriate in consultation with the Works & Transportation Department. Accordingly, the financial implications of specialized machinery and equipment that may be required to provide municipal services, such as

snow clearance, within a neighbourhood based on alternative development standards must be addressed.

## **2.0 LOCATION**

The subject lands comprise an area of 650 hectares (1,600 acres) and are bounded by Mayfield Road to the north, the easterly edge of the valley limit to the east (west of Airport Road), Countryside Drive to the south and Heart Lake Road to the west as outlined on Schedule SP48(a). The lands are within an area described Part of Lots 16 and 17, Concessions 3, 4, 5 and 6 EHS, in the former Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP48(a).

## **3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN**

Lands subject to Secondary Plan Number 48 outlined on Schedule SP48(a) shall be developed in accordance with the policies of this Chapter (Chapter 48 of Part II) and with Schedule SP48(a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 48.

## **4.0 GOALS & OBJECTIVES**

### **4.1 Planning Principles**

The planning principles that have guided the detailed policies of this Chapter are based on an ecosystem approach to planning, which the City of Brampton supports. The community vision outlined below reflects, to the greatest extent practical, an ecosystem approach to planning.

The community vision is to protect the rich natural features including streams, woodlots, wetlands, habitats and other

significant elements that constitute the ecosystem. The relationship among the natural elements is a basic principle of ecosystem planning. The predominant form of development that the community envisions is low density residential, with a built form that is compatible with the countryside character and a park system that is integrated with the natural areas.

Together with Section 3.2 (Sustainable City Structure) of the Official Plan, the goals and objectives, which are founded on the community vision and outlined below, provide the framework for the planning and development of the Countryside Villages Secondary Plan. These goals and objectives will be implemented in accordance with the policies in Section 12 of this Chapter.

**4.2 Goals**

The goals of the Countryside Villages Secondary Plan are as follows:

- 4.2.1 To preserve, protect and restore to the extent practical the natural environment;
- 4.2.2 To coordinate the staging and sequencing of development in conjunction with the provision of infrastructure and services required to support growth, in accordance with the Brampton Growth Management Program;
- 4.2.3 To provide a residential community that is compatible with, and will benefit from, the visual and environmental features of the natural landscape of the area;
- 4.2.4 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, housing forms and complementary uses;
  - ii) Inspired by LEED Neighbourhood design, where possible;
  - iii) the promotion of excellence in civic design in both the public and private realm;
  - iv) an interconnected system of open space and recreational areas;

- v) a range of recreational and community facilities that facilitate shared use where practical;
- vi) integration of new development with existing residences and road patterns adjacent to the new community;
- vii) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
- viii) efficient transportation links.

4.2.5 To implement the Countryside Villages Secondary Plan by:

- i) coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program; and,
- ii) achieving financial sustainability through the provision of municipal services in an efficient and financially prudent manner.

**4.3 Objectives**

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Countryside Villages Secondary Plan:

- i) to preserve, protect, relocate and restore to the extent practical the natural environment, most particularly the existing woodlot, valleys and the Provincially Significant Wetlands;
- 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 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 contribute to a dynamic and prosperous economy with a mixed use employment area;

- 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 establish urban design guidelines which encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;
- ix) to establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- 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 West Humber River Tributaries.
- xii) 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;
- xiii) to promote connective pathways and trails to facilitate pedestrian and bicycle accessibility;
- 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.

## **5.0 DEVELOPMENT POLICIES**

### **5.1 General Provision**

The development policies for Countryside Villages are founded on the community vision and the goals and objectives outlined Section 4.0 of this Chapter. The basic distribution of land use for the subject lands is outlined in Schedule "A" – General Land Use Designations to the Official Plan as "RESIDENTIAL", "INDUSTRIAL" and

“OPEN SPACE”. A more detailed distribution of land use is established on Schedule SP48(a).

## **5.2 RESIDENTIAL**

### **5.2.1 General Provisions**

5.2.1.1 The various residential designations shown on Schedule SP48(a) are categories in which the predominant use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out in the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

5.2.1.2 Where residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies.

5.2.1.3 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial uses.

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

5.2.1.5 Existing buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

### **5.2.2 Low/Medium Density Residential**

5.2.2.1 In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached and townhouse structure types;
- ii) A maximum density of 30.1 units per net residential hectare (12 units per net residential acre) shall be permitted; and,
- iii) A minimum lot frontage of 9.0 metres for single detached and 6.0 metres for townhouse dwellings shall be required. Notwithstanding the above, laneway-based townhouse dwelling lot frontage may be reduced to not less than 4.5 metres.

In addition, at least 50% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units.

### **5.2.3 Medium Density Residential**

5.2.3.1 In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, quattroplexes and townhouse structure types;
- ii) a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted;
- iii) a minimum lot frontage of 4.5 metres for laneway townhouse dwellings shall be required;
- iv) medium density residential shown on either side of the central east-west collector road on Schedule SP48(a) the boundary of the designation shall be interpreted as being approximate and shall be further refined at the Block Plan process; and,
- v) Notwithstanding the above, high density residential uses and densities in proximity to the intersection of arterial roads are permitted.

### **5.2.4 Live/Work**

5.2.4.1 Areas designated Live/Work on Schedule SP48(a), shall be subject to the general provisions of Section 4.2.14 of the Official Plan, and to the further provisions of this Chapter:

- i) permitted uses include townhouse, walk-up apartments, duplexes, office, commercial and institutional oriented uses;
- ii) The first floor within any area designated Live/Work may be commercial, retail, office, institutional and residential oriented.

### **5.3 COMMERCIAL**

#### **5.3.1 General Provisions**

5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the secondary plans of areas adjacent to the Countryside Villages Secondary Plan Area, the commercial designations shown on Schedule 48(a) are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule 48(a) shall be permitted.

5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations on Schedule 48(a) shall be subject to the following:

- i) enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;
- ii) outdoor storage of goods or materials as the principal use shall be prohibited;
- iii) provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- iv) the design of commercial development blocks shall avoid, to the extent practical, roads surrounding the site;
- v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers;

#### **5.3.2 Motor Vehicle Commercial**

5.3.2.1 In areas designated Motor Vehicle Commercial on Schedule SP48(a) the permitted uses include automobile service stations, gas bars and related activities and shall be developed in accordance with the provisions of Section 4.2.13 of the Official Plan and this Chapter.

5.3.2.2 In areas designated Motor Vehicle Commercial shall be designed so as to minimize the impact upon adjacent residential uses. Through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

5.3.2.3 Council may consider the feasibility of permitting drive-through facilities in Motor Vehicle Commercial designation by evaluating their impact on adjacent residential areas, as well as traffic and visual impacts. Drive-through restaurants immediately adjacent to intersections of arterial and/or collector roads will only be permitted where it can be demonstrated that visual and aesthetic impacts can be sufficiently mitigated.

### **5.3.3 Convenience Retail**

5.3.3.1 In areas designated Convenience Commercial on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

### **5.3.4 Neighbourhood Retail**

5.3.4.1 In areas designated Neighbourhood Commercial on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

### **5.3.5 Mixed Use**

5.3.5.1 In areas designated Mixed Use on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter:

- i) The Mixed Use sites on Schedule SP48(a) may be developed with office, commercial, retail, institutional and residential uses;
- ii) A combined total of 9,290 square metres (100,000 square feet) of Gross Commercial Floor area is permitted throughout the sites designated as Mixed Use on Schedule SP48(a).

### **5.3.6 Village Core**

5.3.6.1 In areas designated Village Core on Schedule SP48(a) shall be required to provide a higher standard of Urban Design to ensure any proposed development within the Village Core provides building facades and architectural designs that are indicative of historic areas within the City of Brampton.

## **5.4 EMPLOYMENT**

### **5.4.1 General Provisions**

5.4.1.1 Areas designated Employment on Schedule SP48(a) shall be subject to the general provisions of Section 4.3 of the Official Plan, and to the further provisions of this Chapter.

### **5.4.2 Industrial**

5.4.2.1 Areas designated Industrial on Schedule SP48(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.2 and other relevant policies of the Official Plan and this Chapter:

5.4.2.2 Permitted uses may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehouse facilities, provided that such uses operate within wholly enclosed buildings and have incidental outdoor storage of goods and materials. Public and private open space and stormwater management facilities may also be permitted. In addition, lands within the Industrial designation shall also permit office uses, hotels, conference/convention centres, business support services, restaurants and limited retail uses.

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

- i) a high standard of building design shall be required and undeveloped portions of the lots shall be landscaped to achieve the intended prestige image;
- ii) a combination of office and industrial spaces shall be permitted to provide pedestrian access;
- iii) shared driveway access points may be utilized wherever possible;
- iv) Outdoor storage of goods or materials shall be discouraged along the perimeter of arterial roads;
- v) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- vi) 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;
- vii) The City may require the submission of an overall development concept to demonstrate how the designated area can be comprehensively developed;
- viii) accessory retail and business support service uses shall be restricted 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 be minimized consistent with the landscape and screening measure contained within the approved urban design guidelines for these lands.
- x) the use of LEED certified buildings may be utilized where possible.

### **5.4.3 Office Centre**

5.4.3.1 In areas designated Office Centre on SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.2.3 of the Official Plan and this Chapter:

5.4.3.2 The permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, limited accessory retail, business support services and restaurants. In addition, open spaces 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.

5.4.3.3 Limited accessory outside storage areas shall not directly abut arterial 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;

5.4.3.4 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;
- iii) pedestrian friendly ground floors may be utilized where possible;
- iv) buildings shall be oriented towards corners or intersections wherever possible;
- v) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be achieved;
- 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.

## **5.5 NATURAL HERITAGE AND ENVIRONMENTAL MANAGEMENT**

### **5.5.1 General Provisions**

5.5.1.1 In areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of these lands shall be confirmed through detailed studies and plans, as part of the Block Plan Process, and may be modified, revised or deleted without further amendment to this Plan. These studies may include:

- i) An Environmental Implementation Report;
- ii) An Environmental Impact Study;
- iii) A Stormwater Management Study;

iv) A Functional Servicing Report.

5.5.1.2 Natural features determined, through detailed evaluation, to be worthy of preservation, shall be protected and incorporated into the parkland system and development projects, wherever possible.

5.5.1.3 It is the intent of this Chapter to ensure that parks and open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Community Block Plan Process, including the Environmental Impact Study, will confirm the extent of road frontage adjacent to such features.

5.5.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural elements of the open space system such as valleylands shall be defined during the Community Block Plan Process.

## **5.5.2 Valleyland**

5.5.2.1 In areas designated Valleyland on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the approved Municipal Environmental Servicing Plan (MESP). The extent of the Valleyland system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority.

5.5.2.2 In areas designated Valleyland on Schedule SP48(a) includes natural corridors that currently contribute to the ecological integrity of the subwatersheds. The final limit of the Valleylands will be determined through an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority. The Valleylands may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert

to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.5.2.3 Appropriate setbacks in accordance with Section 4.5.13 of the Official Plan shall be imposed, if required, from the margin of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required shall be determined through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority, prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law.

### **5.5.3 Wetland**

5.5.3.1 In areas designated Wetland on Schedule SP48(a) have been designated as being Provincially Significant adjacent to Highway 410 and should be protected.

5.5.3.2 In areas designated Wetland on Schedule SP48(a) are isolated due to the construction of Highway 410 and may be protected from development and remain in a natural state, or be utilized for complementary uses in accordance with Section 4.5.9 and other relevant policies of the Official Plan and the recommendations of the approved Municipal Environmental Servicing Plan (MESP). The extent of the Wetland and any permitted complementary uses shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority.

### **5.5.4 Woodlot**

5.5.4.1 In areas designated as Woodlot on Schedule SP48(a) are tableland woodlots that were identified in the Municipal Environmental Servicing Plan (MESP) for their significance by a process of evaluation.

5.5.4.2 It is the intent of this Plan to protect and provide linkages to Woodlots wherever practical. The preservation or treatment of Woodlots shall be in accordance with Section 4.5.8 and other relevant policies of the Official Plan.

5.5.4.3 In areas designated Woodlot on Schedule SP48(a) shall remain in a natural state and be used for purposes such as

passive recreation and conservation. The extent of a Woodlot to be protected shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.5.4.4 Development proposals abutting Woodlots will be reviewed through an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority so that boundary rationalization and edge management of the Woodlot/development proposal preserves the ecological function of the Woodlot.

5.5.4.5 The City, in processing a development proposal that would retain all or part of any woodlot may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Section 5.12 and other relevant policies of the Official Plan, or implement other suitable mechanisms to retain the woodlot and/or its function.

5.5.4.6 The illumination of parking facilities shall be directed away from Woodlots nearby to minimize disturbance to wildlife.

### **5.5.5 Terrestrial Feature**

5.5.5.1 In areas designated as Terrestrial Feature on Schedule SP48(a) are lands, such as wet meadows and woodlots that were identified in the approved Municipal Environmental Servicing Plan (MESP) and contribute currently to the ecological integrity of the subwatershed. The preservation and treatment of Terrestrial Features shall be in accordance with Sections 4.5.10 and other relevant policies of the Official Plan.

5.5.5.2 The extent of a Terrestrial Feature shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Conservation Authority. Terrestrial Features may be altered or the feature may be replaced, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected and enhanced. Any residual lands shall revert to the adjacent land use

designation without the necessity of further amendment to this Chapter.

5.5.5.3 The illumination of parking facilities shall be directed away from Terrestrial Features nearby to minimize disturbance to wildlife.

## **5.6 RECREATIONAL OPEN SPACE**

### **5.6.1 General Provisions**

5.6.1.1 Recreational Open Space provides green space at a City scale and serves as focal points for the City. In areas designated Recreational Open Space on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.6.3 of the Official Plan and this Chapter:

### **5.6.2 Community Park**

5.6.2.1 In areas designated Community Park on Schedule SP48(a) is known as the Sesquicentennial Park and permits the range of uses and be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

5.6.2.2 A 20 hectare (50 acre) park expansion has been provided on the north and east side of the Sesquicentennial Park which also permits the range of uses and be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

### **5.6.3 Neighbourhood Parks**

5.6.3.1 In areas designated Neighbourhood Park on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.6.3 of the Official Plan and this Chapter.

5.6.3.2 Neighbourhood Parks shall be identified and further refined in terms of size, shape, location and proximity to residences, at the subdivision plan stage to accommodate design or park dedication concerns. An appropriate distribution of Neighbourhood Parks shall be assigned throughout the Secondary Plan Area.

## **5.7 INSTITUTIONAL**

### **5.7.1 General Provisions**

- 5.7.1.1 In areas designated Institutional on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.8 of the Official Plan and this Chapter.
- 5.7.1.2 The development of Institutional buildings such as schools and places of worship shall recognize their civic importance in reinforcing their focal significance.

### **5.7.2 Public Junior Elementary School**

- 5.7.2.1 In areas designated Public Junior Elementary on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.
- 5.7.2.2 If any Public Junior Elementary facility site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic School Board, Medium Density residential use and density shall be permitted.
- 5.7.2.3 Designated Public Junior Elementary sites are assigned to satisfy anticipated long term requirements of the two School Boards. Locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.
- 5.7.2.4 Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

### **5.7.3 Public Middle School**

- 5.7.3.1 In areas designated Public Middle School on Schedule SP48(a) permits the range of uses and be developed in

accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.3.2 If any Public Middle School site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic School Board, Medium Density residential use and density shall be permitted.

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

5.7.3.4 Relevant draft plans of subdivision shall include designated Public Middle School sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

#### **5.7.4 Separate Elementary School**

5.7.4.1 In areas designated Separate Elementary School on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.4.2 If any Separate Elementary School site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic School Board, Medium Density residential use and density shall be permitted.

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

5.7.4.4 Relevant draft plans of subdivision shall include designated Separate Elementary School sites as appropriate with a shape, size and frontage satisfactory to the relevant School

Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

### **5.7.5 Secondary School Site**

5.7.5.1 In areas designated Secondary School Site on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.5.2 If any Secondary School Site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic School Board, Medium Density residential use and density shall be permitted.

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

5.7.5.4 Relevant draft plans of subdivision shall include designated Secondary School Site as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

### **5.7.6 Potential Secondary School Site**

5.7.6.1 In areas designated Potential Secondary School Site on Schedule SP48(a) permits the range of uses and be developed in accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.6.2 If any Potential Secondary School Site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic School Board, Low Density residential use and density shall be permitted.

5.7.6.3 Prior to Draft Plan Approval both the Peel District School Board or the Dufferin-Peel Catholic School Board must advise the landowner whether the lands designated Potential Secondary School Site will be required.

### **5.7.3 Places of Worship**

5.7.3.1 In areas designated Places of Worship on Schedule SP48(a) indicate sites to be preserved for such purposes subject to Section 4.8.8 of the Official Plan and this Chapter:

- i) include in the appropriate subdivision plan as a condition of draft approval that it shall be held for use or acquisition for worship purposes for a period of 3 years from the date of registration of the subject subdivision plan.
- ii) A minimum site area of 0.6 hectares (1.5 acres);
- iii) Dual zoned for Place of Worship, Low/Medium or High Density Residential or Mixed-Use purposes at the time of draft plan of subdivision but if not acquired or used for such purposes, may be zoned to permit suitable alternate residential or mixed-use consistent with adjoining development without further amendment to this Chapter.
- iv) The Place of Worship shall also permit seniors affordable housing, seniors life lease condominium, day care, day school, gymnasium, banquet areas, pools, outdoor recreational areas such as pools, shuffle board courts and appropriate accessory uses.
- v) A motor vehicle commercial shall be permitted in conjunction with the place of worship site located at the northeast corner of Countryside Drive and Torbram Road.
- vi) High density residential uses and density shall be permitted to a maximum of 8 storeys provided the residential use is in conjunction with a place of worship.
- vii) Medium density residential uses and density shall be permitted provided the residential use is in conjunction with a place of worship.

## **6.0 SPECIAL POLICY AREAS**

### **6.1 Special Policy Area**

- 6.1.1 Land designated as Special Policy Area on Schedule SP48(a) is comprised of a 5.3 hectare (13 acres) parcel of land located on the east side of Heart Lake Road between Countryside Drive and Mayfield Road.
- 6.1.2 Special Policy Area recognizes the long term development potential of these lands for a private faith (religious) based school with ancillary uses including a pool, gymnasium, auditorium, outdoor sports fields and playgrounds.

## **7.0 TRANSPORTATION POLICIES**

### **7.1 Roads**

- 7.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan and the policies of this Chapter.
- 7.1.2 The alignment of the road network shall be detailed on Block Plans and further refined within plans of subdivision. Appropriate road widenings in accordance with Schedule "D" (City Road Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays and utilities in accordance with the policies of the Official Plan.
- 7.1.3 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residences or buildings that have had access historically from Airport Road, Countryside Drive, Torbram Road, Bramalea Road, Dixie Road, Heart Lake Road and Mayfield Road shall be allowed to have continued access until such time as access from an alternative road become available.

- 7.1.4 The local Road system will be subject to the policies of this Chapter and will require approval as part of the Block Plan and development approval process.
- 7.1.5 A potential road/valley crossing as outlined on Schedule SP48(a) between Highway 410 and Heart Lake Road is permitted without further amendment to this Chapter.
- 7.1.6 Future road/driveway connections, including public or private laneways to Mayfield Road, Airport Road, Countryside Drive, Torbram Road, Bramalea Road, Dixie Road and Heart Lake Road are permitted subject to detailed traffic studies without amendment to this Chapter.
- 7.1.7 Any future road alignments shall wherever possible avoid small parcels of land which are not proposed to be developed.

## **7.2 Public Transit**

- 7.2.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter:
- 7.2.2 The road system has been designed to integrate existing and proposed transit developments as a transit supportive community.
- 7.2.3 The introduction of transit service to the Secondary Plan Area will be phased, based on acceptable operational and functional criteria.

## **7.3 Pedestrian/Cyclist Links**

- 7.3.1 Pedestrian and cyclist links shall be provided in accordance with Sections 4.4.6 and 4.6.9 of the Official Plan to serve as a recreational and aesthetic amenity to the community.

## **7.4 Gateways**

- 7.4.1 Gateways shall be provided in accordance with Section 4.10 of the Official Plan and this Chapter:
- 7.4.2 Three gateway locations have been illustrated along Mayfield Road and Dixie Road, Mayfield Road and the mid-block collector road and Mayfield Road and Bramalea Road.

7.4.3 The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish the community from the Town of Caledon.

## **8.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS**

### **8.1 Sanitary Sewage and Water Supply**

8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.7 and other relevant policies of the Official Plan.

8.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

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

### **8.2 Stormwater Management**

8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton and the Conservation Authority.

Despite this policy, stormwater management facilities such as ponds or channels on Open Space (park) and

Institutional (school site) designations may be located without an Official Plan Amendment, such locations will not be accepted by the City of Brampton or the School Boards unless it can be demonstrated that the long term functionality of the park or school is not impaired or the effective usable area of the site is not reduced.

- 8.2.2 To maintain the ecological integrity of the West Humber watershed, particularly the pre-development water-cycle and baseflow required by the river system, alternative stormwater servicing practices may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible in order to compensate for areas where infiltration potential is limited.

### **8.3 Noise and Vibration**

- 8.3.1 Individual subdivision based noise analysis reports in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports at the Block Plan stage will only be required if it is determined that circumstances warrant a noise analysis report.

- 8.3.2 Development adjacent to Highway 410 shall ensure that appropriate safety measures such as setbacks and security fencing are provided to the satisfaction of the City in consultation with the Ministry of Transportation.

### **8.4 Potentially Contaminated Sites**

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

### **8.5 Public Utilities and Communications**

8.5.1 Public utilities and other facilities such as telephone switching facilities, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from appropriate authorities are obtained.

8.5.2 The City shall pursue opportunities for providing all services underground in the Secondary Plan Area and shall be grouped into a single utility conduit or trench, wherever possible.

## **9.0 CULTURAL HERITAGE**

9.1 Conservation of cultural heritage resources within the Countryside Villages Secondary Plan Area shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Chapter, cultural heritage resources shall include structures, sites, environments and artifacts, which are of historical, architectural or archaeological value, significance or interest.

9.2 The Cultural Heritage Map to this Chapter identifies those cultural heritage resources identified as “Significant” by the Heritage Study completed by Archaeological Services Inc. (February 2008) for the Countryside Villages Secondary Plan.

9.3 The Heritage Resources designations on the Cultural Heritage Map may be removed or relocated without the need for an amendment to this Chapter.

9.4 All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.

9.5 All development in the Countryside Villages Secondary Plan Area will require appropriate archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture.

## **10.0 COMMUNITY BLOCK PLAN**

### **10.1 General Provisions**

10.1.1 A Community Block Plan is required, in accordance with Section 5.5 and other relevant policies of the Official Plan, prior to draft plan of subdivision approval for the first subdivision application in any sub area of the Secondary Plan. The sub areas shown on Appendix B have been determined based on existing physical edges such as valleys, road and rail corridors, land ownership patterns and specific civic design objectives. The Community Block Plan must meet the design objectives of the Official Plan and this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways and built form.

### **10.2 Design Objectives**

10.2.1 The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

### **10.3 Community Structure**

10.3.1 The community structure shall be in accordance with Sections 5.5 and 10.1.1 and other relevant policies of the Official Plan.

### **10.4 Open Space System**

10.4.1 The Urban Design Guidelines prepared by STLA, February 2008 in conjunction with the policies of Sections 4.6 and 5.5 and other relevant policies of the Official Plan is intended to guide the development of the open space system.

### **10.5 Street Network**

10.5.1 The street network shall be in accordance with Sections 4.4.2 and 5.5 and other relevant policies of the Official Plan.

### **10.6 Streetscape**

10.6.1 The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter:

10.6.2 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) Streetlight locations;
- vii) Minimum building setbacks and projections; and,
- viii) Relationship to garages.

10.6.3 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;

## **10.7 Edges and Gateways**

10.7.1 The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter:

10.7.2 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).

10.7.3 Gateway intersections usually occur at the intersection of Arterial Roads with Primary Roads of the community. At these 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.

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

## **10.8 Built Form**

10.8.1 The built form shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

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

- i) Diversity in lot widths, house forms 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; and
- iv) Innovative housing forms and housing types appropriate for the predominantly Low Density development; and,
- v) Garage placement.

## **11.0 COMMUNITY DESIGN GUIDELINES**

11.1 The Community Design Guidelines shall be prepared to the satisfaction of the City, prior to draft plan of subdivision approval. They represent a further refinement of the vision of the community as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

- i) the general intended visual character of the area as viewed from the streets and other public open spaces including the design theme that will be reflected in a substantial number of the community components;
- ii) the hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;

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

11.2 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 aforementioned visual components of the prescribed area.

11.3 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.

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

## **12.0 IMPLEMENTATION**

### **12.1 General Provisions**

12.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

12.1.2 The pattern of land use established in Schedule SP48(a) is schematic and may be adjusted into the Block Plan and development approval process, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor

variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

12.1.3 The limits of the Valleyland designations have been determined based on the findings of the approved Municipal Environmental Servicing Report (MESP) and will be refined based on an Environmental Implementation Report prepared to the satisfaction of the City of Brampton and the Conservation Authority. In the event that modifications can be made to the watercourse, that retain their ecological and hydrological functions to the satisfaction of the Conservation Authority and the City of Brampton, that would have the effect of reducing the extent of the Valleyland designation, the adjoining residential designations shall apply without further amendment to this Chapter.

12.1.4 The location of park sites and sites for other community facilities shown on Schedule SP48(a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a cost sharing agreement, prior to development approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under the Development Charges.

12.1.5 During processing of development applications, the City shall require the preparation of Vegetation Analysis and/or Tree Protection Plan by qualified professionals in core areas. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

12.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and

transportation facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

## **12.2 Growth Management**

12.2.1 Growth management shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

## **12.3 Small Holdings**

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

12.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP48(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

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

## **12.4 Cost Sharing**

12.4.1 In addition to Development Chargers, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the secondary plan area and fairly allocation related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

12.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all

developers within any draft plan of subdivision as signatory, and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreements deals with all pertinent matters equitably and can be reasonably imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

## **12.5 Alternative Development Standards**

12.5.1 To implement the planning vision for Countryside Villages, the processing of Block Plans and development applications shall include the implementation of Alternative Development Standards at key locations throughout the community where deemed appropriate.

## **12.6 Sustainability**

12.6.1 The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the planning vision for Countryside Villages as a sustainable community, the processing of Block Plans and development applications shall have regard for the overall principles of the sustainable City concept in the new Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation. This can include making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so that future generations will be able to continue to enjoy and use them.

## **13**

### **INTERPRETATION**

13.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP48(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines

and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

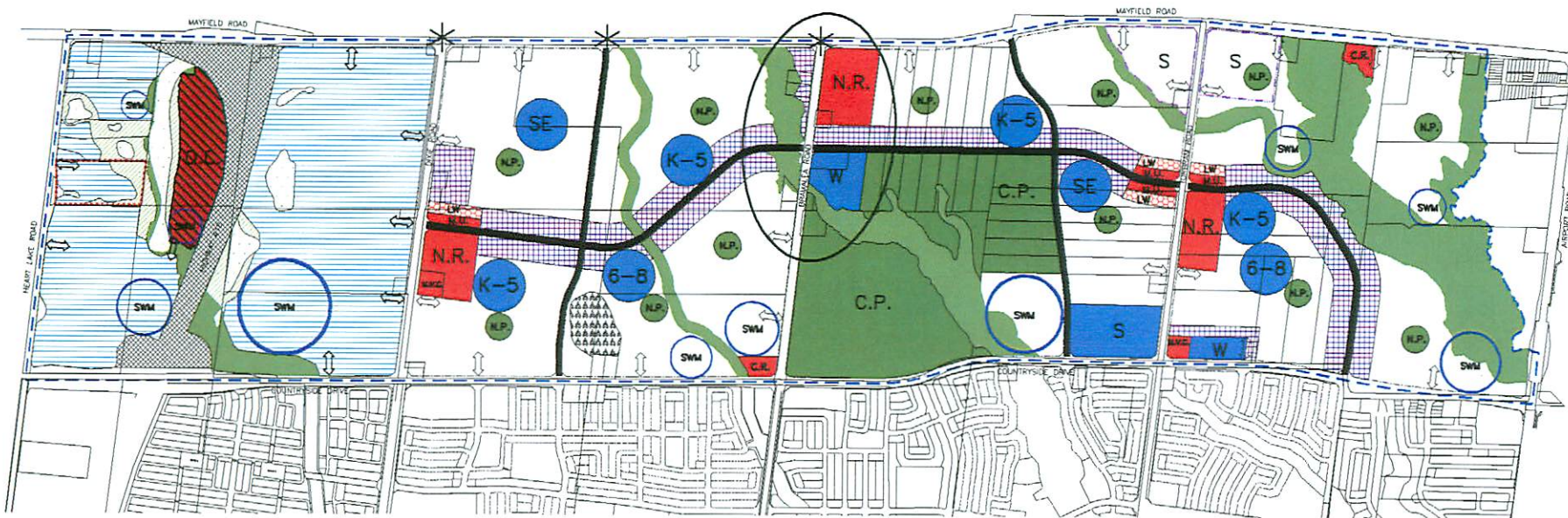
- i) that the fundamental effectiveness of the intended uses would not be reduced;
- ii) that the intent and integrity of the overall plan is respected;
- iii) that shortfalls or excesses are to be made up elsewhere in the Plan;
- iv) that the function and centrality of services is maintained; and,
-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

13.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.

Approved as to Content:

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



**RESIDENTIAL:**

- Low/Medium Density
- Medium Density
- Live/Work

**EMPLOYMENT:**

- Industrial
- Office Centre
- Special Policy Area

**COMMERCIAL:**

- Motor Vehicle Commercial
- Convenience Retail
- Neighbourhood Retail
- Mixed Use
- Village Core

**ROAD NETWORK:**

- Highway 410
- Collector Road
- Gateway
- Potential Road Access

**NATURAL HERITAGE AND ENVIRONMENTAL MANAGEMENT:**

- Valleyland
- Wetland
- Woodlot
- Terrestrial Feature
- SWM Facility

**RECREATION OPEN SPACE:**

- City Wide Park
- Neighbourhood Park

**INSTITUTIONAL:**

- Public Junior Elementary School Site
- Public Middle School Site
- Separate Elementary School Site
- Secondary School Site
- Place of Worship
- Potential Secondary School Site
- Area Subject To This Amendment

The landuse designation and collector road locations are conceptual only and will be further refined through the block plan and environmental assessment processes.

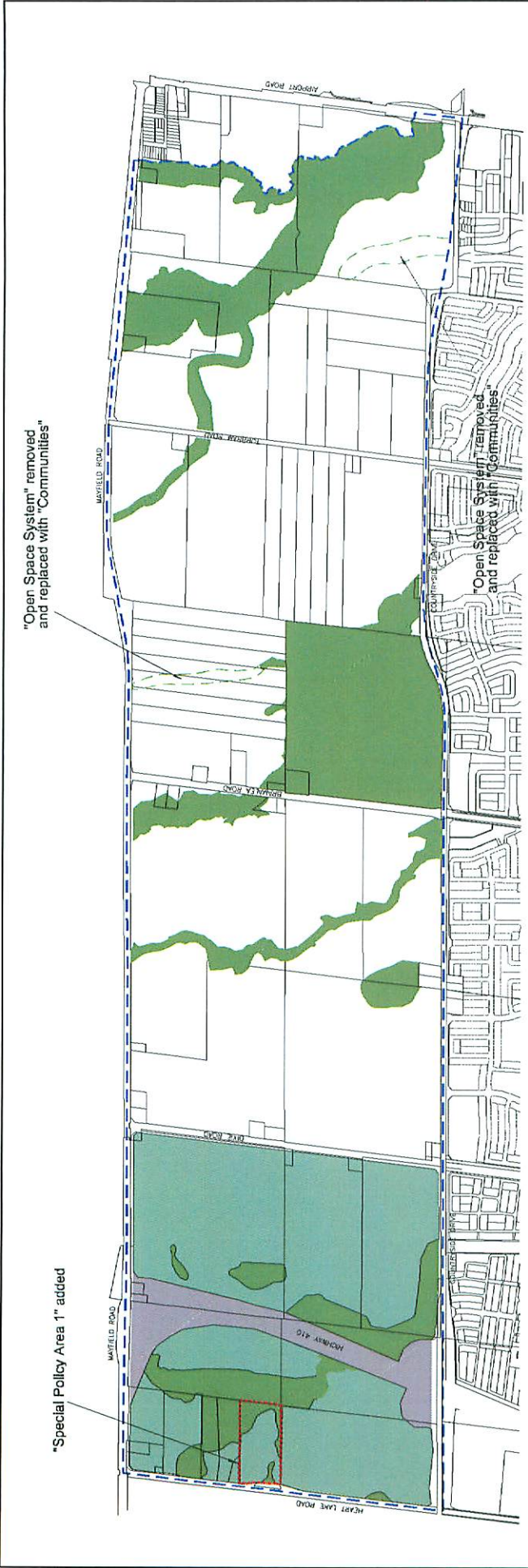
***DRAFT***  
**Schedule SP 48 (a)**  
**COUNTRYSIDE VILLAGES**  
**SECONDARY PLAN AREA No. 48 (a)**

**SCHEDULE G TO OFFICIAL PLAN**  
**AMENDMENT NUMBER OP2006**  
**COUNTRYSIDE VILLAGES SECONDARY PLAN**  
**SCHEDULE SP48 (a)**  
**AREA No. 48 (a)**

**CITY OF BRAMPTON**  
**PLANNING, DESIGN & DEVELOPMENT**

DATE: 2008 7 25  
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**DRAFT**  
 EXTRACT FROM SCHEDULE "1"  
 CITY CONCEPT

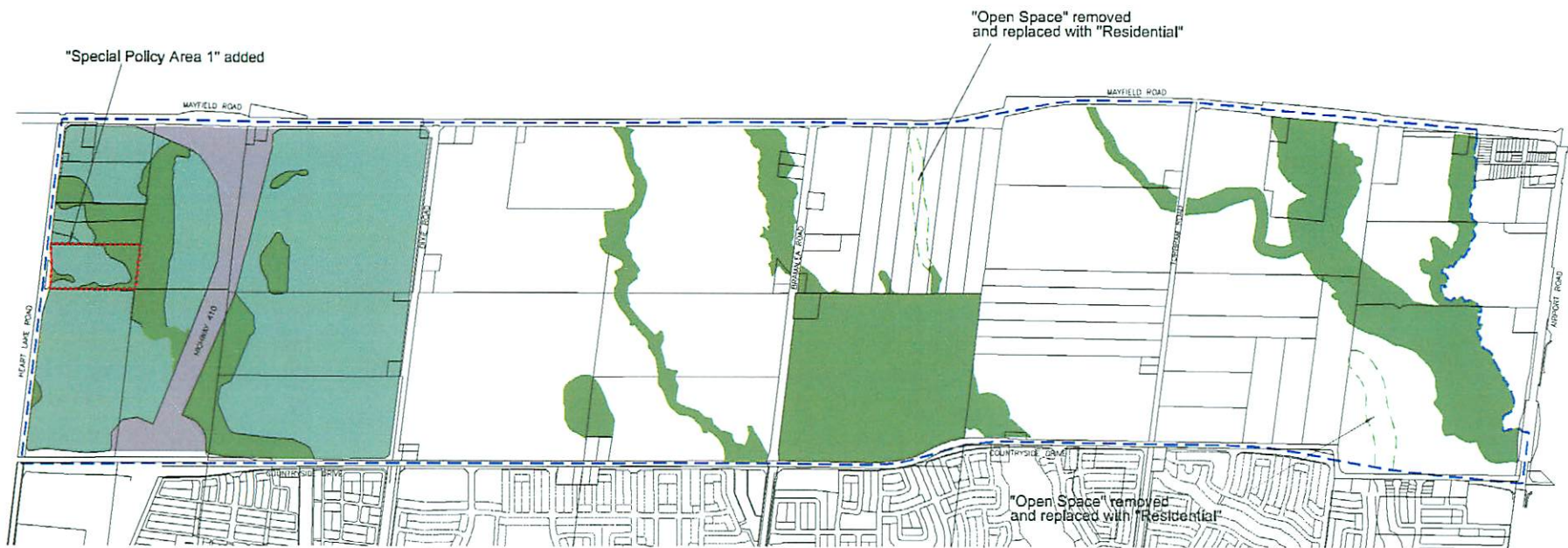
**SCHEDULE A TO OFFICIAL PLAN AMENDMENT NUMBER OP2006**

**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT





DATE: 2008 6 18  
 op2006-schedA\_Aug08.dwg



- AREA SUBJECT TO AMENDMENT
- EMPLOYMENT PRECINCTS
- OPEN SPACE SYSTEM
- SPECIAL POLICY AREA



***DRAFT***  
**EXTRACT FROM SCHEDULE "A"**  
**GENERAL LAND USE DESIGNATIONS**

-  AREA SUBJECT TO AMENDMENT
-  INDUSTRIAL
-  OPEN SPACE
-  SPECIAL POLICY AREA

**SCHEDULE B TO OFFICIAL PLAN  
 AMENDMENT NUMBER OP2006**

**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT

DATE: 2006 8 18  
 op2006-schedB\_Aug08.dwg





**DRAFT**  
**EXTRACT FROM SCHEDULE "B"**  
**CITY ROAD HIERARCHY**

**SCHEDULE C TO OFFICIAL PLAN**  
**AMENDMENT NUMBER OP2006**

**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT

DATE: 2006.6.16  
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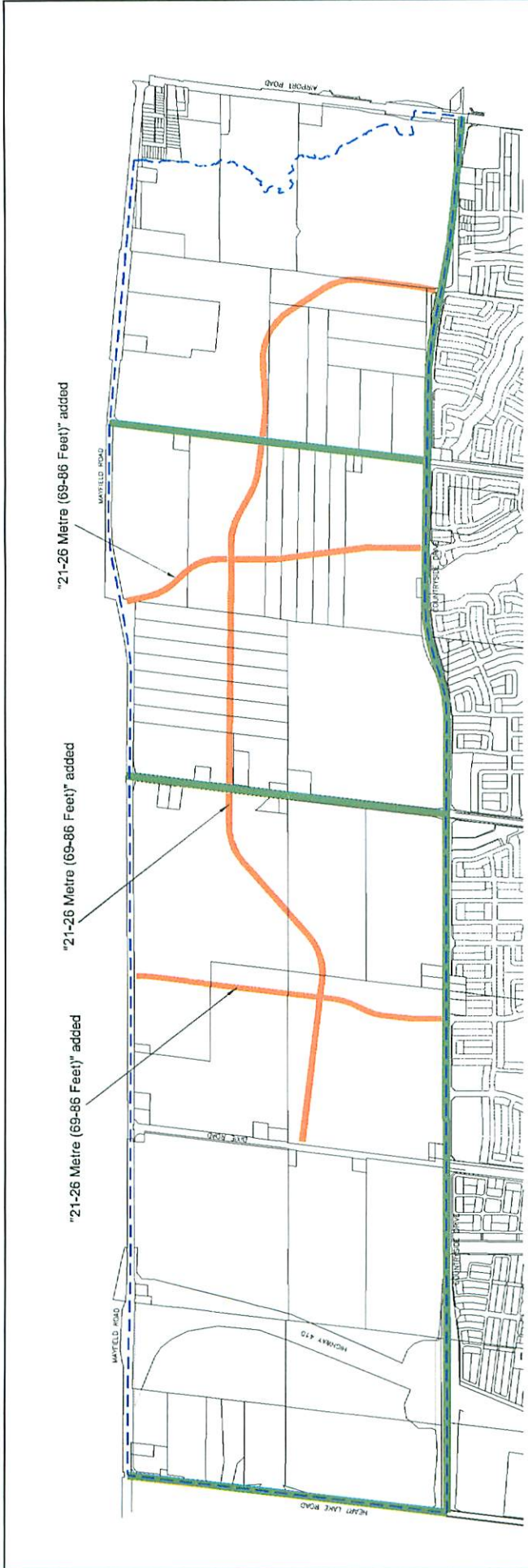


AREA SUBJECT TO AMENDMENT

MAJOR ARTERIAL (REGIONAL)

MINOR ARTERIAL

COLLECTOR



**DRAFT**  
 EXTRACT FROM SCHEDULE "B1"  
 CITY ROAD RIGHT-OF-WAY-WIDTHS

AREA SUBJECT TO AMENDMENT

- 36 METRES (120 FEET)
- 21-26 METRES (69-86 FEET)

SCHEDULE D TO OFFICIAL PLAN  
 AMENDMENT NUMBER OP2006




**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT

DATE: 2008 8 18  
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***DRAFT***  
**EXTRACT FROM SCHEDULE "D"**  
**NATURAL HERITAGE**  
**FEATURES AND AREAS**

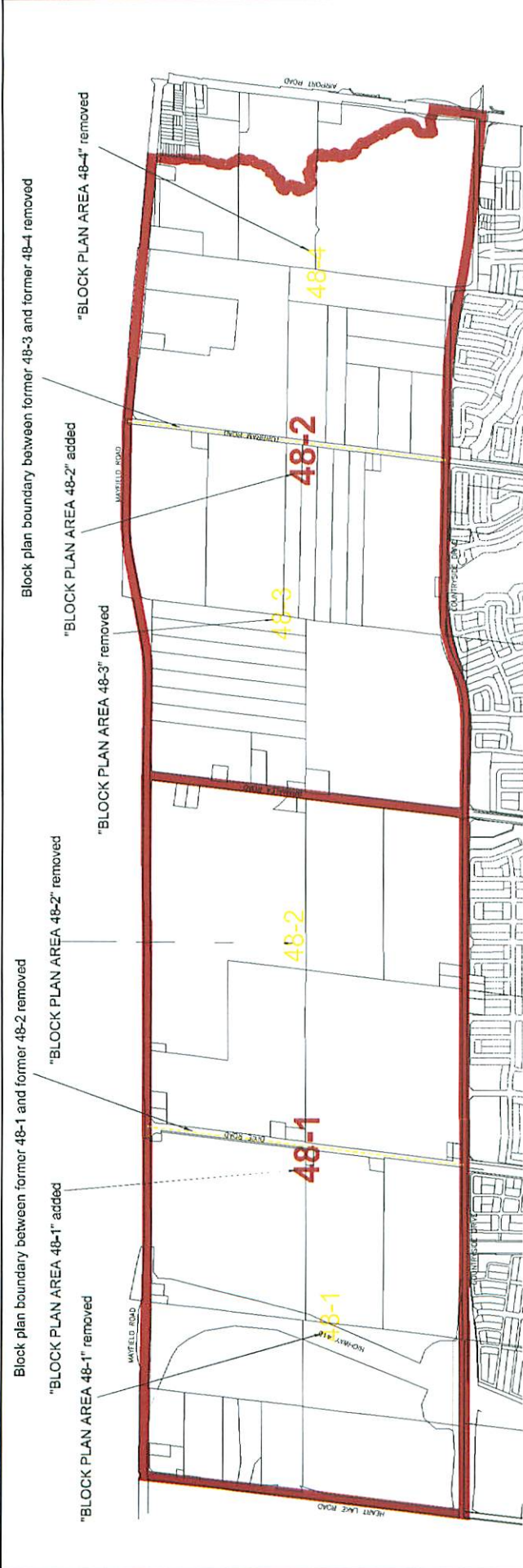
-  AREA SUBJECT TO AMENDMENT
-  VALLEYLAND/WATERCOURSE CORRIDOR
-  WOODLANDS
-  PROVINCIAL SIGNIFICANT WETLAND
-  OTHER WETLANDS

**SCHEDULE E TO OFFICIAL PLAN  
 AMENDMENT NUMBER OP2006 \_\_\_\_\_**

**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT

DATE: 2008 2 29  
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**DRAFT**  
 EXTRACT FROM SCHEDULE "H"  
 COMMUNITY BLOCK PLAN AREAS

**SCHEDULE F TO OFFICIAL PLAN  
 AMENDMENT NUMBER OP2006**



**CITY OF BRAMPTON**  
 PLANNING, DESIGN & DEVELOPMENT

DATE: 2008.8.18  
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