



Report

Planning, Design & Development Committee

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

Date: July 6, 2009

File: P26S 48

Subject: RECOMMENDATION REPORT
Countryside Villages Secondary Plan (Area 48)
Wards 9 and 10

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

- The Countryside Villages Secondary Plan comprises an area of 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.
- In September 2008, the City's draft secondary plan for Countryside Villages was presented at a statutory public meeting.
- Staff were directed to report back to Planning, Design and Development Committee with the results of the statutory public meeting and the agency comments arising from the circulation of the draft official plan amendment.
- The comments expressed through public consultation generally support the land use plan, however, some concerns were expressed by individual land owners about specific land use designations on their property.
- Policies and related mapping revisions are proposed in this report to be added to the official plan amendment to address previously outstanding issues relating to the environment, Alternative Development Standards, location of a Public Secondary School and designation of commercial uses.
- Staff believe that these issues and other specific concerns have been adequately addressed in this report.
- The Official Plan Amendment for Countryside Villages Secondary Plan will be presented as two separate Chapters. Chapter 48(a) will include the employment lands west of Dixie Road to Heart Lake Road and Chapter 48(b) will include all the residential lands in the secondary plan area. This is being done so that in the event of an appeal to Chapter 48(b), the City is able to move forward with the block planning for the employment lands.
- Staff are recommending that the proposed revisions outlined in this report be approved and that Staff be directed to present a revised Official Plan Amendment document for adoption at a City Council meeting in the Fall 2009.

RECOMMENDATIONS

1. THAT the staff report dated July 6, 2009 and entitled "Recommendation Report, Countryside Villages Secondary Plan (Area 48)" and attachments (File:P26S 48), be received;
2. THAT the City's draft official plan amendment for the Countryside Villages Secondary Plan be revised as presented under the following headings:
 - A. Institutional
 - (i) Revise Section 5.7.2 Public Junior Elementary School to state that if any Public Junior Elementary School site is not required by any school board then it will revert to the adjacent Residential use or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan;
 - (ii) Revise Section 5.7.3 Public Middle School to state that if any Public Middle School site is not required by any school board then it will revert to the adjacent Residential use or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan;
 - (iii) Revise Section 5.7.4 Separate Elementary School to state that if any Separate Elementary School site is not required by the Dufferin-Peel Catholic District School Board then it would be offered to the other school boards, after which it would revert to the adjacent Residential use or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan;
 - (iv) Rename Section 5.7.5 from "Secondary School Site" to "Separate Secondary School Site" and revise Schedule SP48(a) accordingly;
 - (v) Rename Section 5.7.6 from "Potential Secondary School Site" to "Public Secondary School Site", add the following policy and revise Schedule SP48(a) accordingly :

"In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concesssion 6 E.H.S. within 3 years from the time of registration of the first residential draft plan of subdivision, the designated Public Secondary School site shall be released from retention for that purpose and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan."
 - (vi) Add a policy to Section 5.7.7 Places of Worship which states that the lands at the northeast corner of Countryside Drive and Torbram Road shall permit a motor vehicle commercial use and residential uses in

conjunction with a Place of Worship, and is required to develop in accordance with the requirements of “Special Policy Area 3” ;

B. Community Design

- (i) Add a policy to Section 10 Community Block Plan to require that LEED certification be explored as part of site plan approval;
- (ii) Add a policy to Section 11 Community Design Guidelines relating to Crime Prevention Through Environmental Design, to address residential land use interface with commercial or industrial designations and designated retail centres;
- (iii) Add a policy to Section 12 Implementation to state that the application of Alternative Development Standards for roads and municipal infrastructure shall be considered for use in the Countryside Villages Secondary Plan. This includes, but is not limited to, the application of rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments and, pavement construction materials. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards shall be identified, and addressed to the satisfaction of City Council, prior to the issuance of final block plan approval;

C. Natural Heritage and Environmental Management

- (i) Revise Section 5.5 Natural Heritage and Environmental Management to clarify that the precise location, configurations and boundaries of the areas designated Natural Heritage and Environmental Management will be confirmed through detailed studies and plans such as an MESP and Environmental Impact Study at the block plan stage;
- (ii) Revise Section 5.5.2 Valleyland to state that the West Branch West Humber River Tributary D will be subject to further assessment through an EIS at the block plan stage, as Tributary D requires an appropriate stable corridor design including natural channel design, wetland creation, riparian and valley slope plantings, and this study will also address issues of safety and hazard management, ecological remediation and restoration. Tributary D will be identified on Schedule D as subject to further assessment.
- (iii) Revise Section 5.5.2 Valleyland to state that sufficient flows will be maintained in Tributary G2 to support downstream features and related fish/wildlife habitat.
- (iv) Revise Section 5.5.2 Valleyland to state that Tributary C of the West Branch of the West Humber River appears to have some definition through the development area and extends north of Mayfield Road, therefore refinement of the limits of Tributary C will be undertaken through an EIR/EIS at the block plan stage. Tributary C will be identified on Schedule D as subject to further assessment.
- (v) Revise Section 5.5.3 Wetlands to state that a working group of Toronto Region Conservation Authority, City of Brampton and Ministry of Natural

- Resources will be convened to advance discussion regarding the isolated wetlands on the west side of Highway 410 and additional field work and an EIS will be required to determine the appropriate final course of action for these wetlands. Declassification may only occur subject to the approval of the Ministry of Natural Resources in consultation with the Conservation Authority and the City of Brampton;
- (vi) Revise section 5.5.2 and 5.5.3 to state that the details of a connection between the woodlot and the eastern stream corridor, whether an at-grade connection or terrestrial passage, will be investigated at the block plan stage. In addition, this new policy provides for an option to realign the West Humber River Tributary “A” closer to the woodlot based on the findings of the EIR/EIS, to be undertaken at the block plan stage.
 - (vii) Revise Section 5.5.2 Valleyland to state that the matter of Redside Dace habitat within Tributary H1 is still being confirmed with the Ministry of Natural Resources. The West Branch of the West Humber River Tributary H1 has been identified as a potential Redside Dace habitat. The ranking of this tributary must be determined with Ministry of Natural Resources and Toronto Region Conservation Authority prior to the issuance of final block plan approval by the City.
 - (viii) Revise Section 5.5 to state that the location of trails will be confirmed through the block plan process in consultation with the City’s Community Design, Parks Planning & Development staff, however, additional ecological studies prepared in support of block plans will need to determine if trails are appropriate in consideration of adjacent environmental hazards and/or ecological sensitivities.

D. Servicing

- (i) Revise Section 4.2 Goals to incorporate minor wording modifications to Section 4.2.2 and 4.3(ii) to further support the City’s vision for the area in relation to staging and sequencing of development in conjunction with the provision of infrastructure;
- (ii) Revise Section 8.5 Public Utilities and Communications to incorporate minor wording modifications to Section 8.5.1, 8.5.2 and 8.5.3 to enhance the understanding of the City’s intent in relation to public and private utilities,
- (iii) Revise Section 8.5 Public Utilities and Communications to add policy to address potential impacts on existing Hydro One Brampton facilities as a result of proposed development provided that this does not restrict the City in its ability to schedule and complete road projects;
- (iv) Add a policy to Section 10 Community Block Plan to include urban design principles that relate specifically to utilities, as follows:

“Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as

gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites;

E. Transportation

- (i) Add a policy to Section 7.0 which states that access points onto Mayfield Road are potential and exact locations will be determined through additional traffic work to be carried out at the block plan stage;
- (ii) Add a policy to Section 7.0 advising of the Region of Peel's need for additional property requirement for Mayfield Road beyond the 50 metre right-of-way and that this issue will be further addressed at the block plan and subdivision stage of approval with the Region of Peel.
- (iii) Add a policy to section 7.0 advising that all proposed accesses or intersections on Regional Roads (Mayfield Road, Dixie Road and Airport Road) shall be in accordance with the Region's Controlled Access By-law 59-77, as amended for access and intersection spacing.

F. General Land Use & Policy Issues

- (i) Add a policy to Section 5.0 Development Policies to state that the interface issue between Caledon and Brampton with Mayfield Road as the separation will be addressed at the block plan stage;
- (ii) Add a policy to Section 5.2.2 Low/Medium Density Residential to permit limited development of day care centres in areas designated Low/Medium Density and Medium Density, without an amendment to the Plan, subject to issues such as land use compatibility, design and interface issues being addressed;
- (iii) Add a policy to Section 5.2.3 Medium Density residential to permit limited development of day care centres in areas designated Medium Density without an amendment to the Plan, subject to issues such as land use compatibility, design and interface issues being addressed.

G. City Park Expansion

- (i) Add a policy to Section 5.6 concerning timing and provision of the expanded City Park, as follows: "Should the municipality not acquire the designated City Park located on the lands described as Part of Lots 16 and 17, Concession 5, E.H.S. within 5 years from the time of draft plan of subdivision approval of the lands that include the City Park, the land designated City Park may be developed for Low/Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the City Park may be provided at the sole discretion of the City provided that a parkland acquisition strategy with specific funding commitments is approved by City Council. The municipality

shall require that this policy be implemented through a condition of draft plan approval for any subdivision of the subject lands”;

H. Commercial

- (i) Add a policy to Section 5.3 Commercial which states that the southeast corner of Mayfield Road and Bramalea Road may be developed as a pedestrian orientated District Retail site which requires phased development that allows for intensification of the site based on market conditions, a major north-south access route with the potential to evolve into a main street environment terminating at the new east-west collector road, a wide variety of uses including institutional, residential, office and retail, protected development areas suitable for buildings of greater height and density, connectivity to surrounding lands, early establishment of the Village Core and a superior standard of urban design and pedestrian accessibility. This policy also requires the site to develop as “Special Policy Area 2” in accordance with the city concept and phasing plan which shall be included as an appendix to the Official Plan Amendment.

I. Special Policy Areas

- (i) Revise Section 6.0 Special Policy Areas to change Section 6.1 from “Special Policy Area” to “Special Policy Area 1”.
- (ii) Revise Section 6.0 Special Policy Areas to designate the lands at the southeast corner of Mayfield Road and Bramalea Road as “Special Policy Area 2” and amend Schedule SP48(a) accordingly;
- (iii) Revise Section 6.0 Special Policy Areas to designate the lands at the northeast corner of Countryside Drive and Torbram Road as “Special Policy Area 3” and amend Schedule SP48(a) accordingly.

J. Staff Initiated Changes

- (i) Revise Section 1.0 Purpose to enhance the planning vision for the area in terms of major structural elements such as development of open space networks;
- (ii) Revise Section 3.1 to remove reference to the Sunny Meadow Boulevard extension, as this will not occur due to the existing City Park to the north; add reference to the east- west collector, and emphasize that additional ROW will be required on each side of the east-west collector for a dedicated bike route;
- (iii) Add policies to Section 4.1 Planning Principles to address the objectives of the Growth Plan related to this designated Greenfield community;
- (iv) Revise Section 4.2 Goals to expand on the relationship of the community to the environmental features of the landscape and to add a goal for the employment lands;
- (v) Add a policy to Section 5.2 Residential to clarify the appropriate built form for residential uses adjacent to arterial roads;

- (vi) Add a policy to Section 5.2.2 Low/Medium Density Residential to add a minimum density for the low/medium density residential designation;
- (vii) Revise Section 5.2.3 Medium Density Residential to remove quattroplexes from the list of permitted uses, add a minimum density and add a policy for high density residential;
- (viii) Add policies to Section 5.3 Commercial to address illumination of parking areas, identify permitted gas station locations and permitted drive-through locations;
- (ix) Revise Section 5.3.3 Convenience Retail to clarify the appropriate location of convenience retail within the community;
- (x) Remove Section 5.4 Employment from Chapter 48(b) as this will now be addressed as a separate Chapter 48(a) and revise Schedule SP48(a) accordingly;
- (xi) Revise Section 5.4.3.3 and 5.4.3.4 to address inconsistency surrounding outside storage;
- (xii) Add a policy to Section 5.4.2 Industrial to state that warehouse facilities must contain a minimum percentage of office;
- (xiii) Add a policy to Section 5.4.2 Industrial to clarify the development principles relating to industrial sites fronting arterials, specify that outdoor storage as a principal use is not permitted, address loading facilities, requirements for prestige industrial image, and appropriate siting and orientation of buildings;
- (xiv) Add a new policy to Section 5.4.3 Office Centre to state that accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within the office building;
- (xv) Revise Section 5.5 Natural Heritage and Environmental Management to clarify that the precise location, configurations and boundaries of the areas designated Natural Heritage and Environmental Management will be confirmed through detailed studies and plans such as an MESP and an Environmental Impact Study at the block plan stage;
- (xvi) Revise Section 5.5.1.1 to add additional studies which may be required as part of the block plan process;
- (xvii) Revise Section 5.5.2 Valleyland to reference the Brampton Official Plan requirement for a minimum 10m buffer from all natural features to be protected, noting that the City of Brampton may allow some flexibility in the use of the 10m buffer provided that additional ecological studies are prepared as part of future studies in support of block planning;
- (xviii) Rename Section 5.6.2 from Community Park to City Park;
- (xix) Add policies to Section 5.7 Institutional clarifying the requirements for a high standard of building design and the importance of buildings at gateway locations, major intersections and neighbourhood nodes;
- (xx) Revise Section 7.0 Transportation to expand the transportation policies to reflect the objectives of the Growth Plan;
- (xxi) Revise Section 7.1.2, Transportation, to state that additional right of way dedications may be required for on-road bike lanes;
- (xxii) Add a policy to Section 7.2 Public Transit to describe what factors the introduction of transit service will be based on;

- (xxiii) Revise Section 7.3, Pedestrian/Cyclist Links, to state that pedestrian and cyclist links shall be provided in accordance with the Official Plan and the Pathways Master Plan;
- (xxiv) Add a policy to Section 7.4 Gateways, to address the preferred siting and orientation of buildings at gateway locations and their permitted uses;
- (xxv) Add a policy to Section 7.4 Gateways, to state that the intersections of all major roads as well as both mid-block north-south collector roads and the east end of the east-west collector road are Gateway Locations;
- (xxvi) Revise Section 7.4.4 to state that intent of gateways is to distinguish the community from the Town of Caledon to the north as well as existing communities to the south;
- (xxvii) Revise Section 8.2 Stormwater Management to clarify that stormwater management facilities are not acceptable uses on parkland and are only permitted on lands designated open space such as valleylands provided permission is obtained from the City of Brampton and the Conservation Authority;
- (xxviii) Revise Section 10.4, Open Space System to state that a more detailed examination of elements of the open space system shall be considered during the block plan stage of the community;
- (xxix) Revise Section 12.6 Sustainability, to add that the principle of sustainable development also includes the design of walkable, pedestrian orientated communities that promote transit use, reduced car dependency, healthy neighbourhoods, a variety of mixed-use and built form typologies;
- (xxx) Revise Section 7.1 Transportation to state that the ultimate role and function of the Collector Road will be determined through block planning and the finalization of the Environmental Assessment;
- (xxxi) Revise Section 10 Community Block Plan to add policies that implement a streamlined block planning process as part of the Countryside Villages Secondary Plan planning program;
- (xxxii) Revise Section 5.4 Employment to provide a density target for the employment area. Chapter 48(a) and 48(b) shall be combined for the purpose of achieving the Growth Plan density target for Greenfield Areas and in light of the foregoing, the minimum employment target for Chapter 48(a) is 4,495 jobs;
- (xxxiii) Revise Schedule SP48(a) to identify the City's Minor Arterial roads.

3. THAT staff be directed to revise the official plan amendments for Chapters 48(a) and 48(b) of the Countryside Villages Secondary Plan in accordance with the preceding adjustments, including the use of appropriate discretion to craft minor adjustments/corrections to text and mapping before submitting revised documents for adoption at a City Council meeting in the Fall 2009.

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 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 and shall form Chapter 48(a) to the Countryside Villages Secondary Plan. The majority of the lands are designated residential in the Brampton Official Plan and shall form Chapter 48(b) to the Countryside Villages Secondary Plan. There is currently no approved secondary plan in force 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 planning for Countryside Villages must 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 advanced to the northern limit of Secondary Plan Area 28 (i.e. Countryside Drive).

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 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 as part of the implementing official plan amendment.

CURRENT SITUATION

The secondary planning process for Countryside Villages began in January 2006. An open house was held in January 2008 to advise area residents and landowners that secondary planning was underway and to receive initial public input on a preliminary land use concept prepared by the Landowners' Group.

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 a 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 to permit the development of a private school for a property located on the east side of Heart Lake Road (Khalsa School).

This resulted in the preparation of a land use concept and draft Official Plan Amendment for the Countryside Villages Secondary Plan for public consultation purposes. The draft Official Plan Amendment was presented at a statutory public meeting held in September 2008 (see Figure 2). A copy of the draft Official Plan Amendment is attached hereto as Appendix A.

In response to the circulation of the draft Official Plan Amendment, a number of agencies and stakeholders submitted comments to the City. Comments have also been submitted by stakeholders and members of the public as part of the statutory public meeting held in September 2008. Notes of the September 2008 Statutory Public Meeting are attached hereto as Appendix B

This staff report recommends policy and mapping revisions to the City's draft Official Plan Amendment based on public consultation undertaken by the City to date. These revisions are discussed in detail below, and the proposed mapping revisions are shown on Figure 3.

Written Submissions:

A number of written submissions were received from agencies and stakeholders on the draft official plan amendment. The following section discusses those comments which result in policy and/or mapping revisions to the draft official plan amendment. Figure 4 identifies the properties that have submitted comment to the City on the draft Official Plan amendment. All the public submissions on the draft Official Plan Amendment are summarized in tables and attached hereto as Appendix C and Appendix D.

Institutional

Issue:

The Peel District School Board does not support the two proposed secondary school locations south of Mayfield Road at Torbram Road as shown on the land use schedule shown as Figure 2 and prefer a location on the northwest corner of Countryside Drive and the main east/west road, between Torbram and Airport Roads.

The school board also requests minor wording modifications to Section 5.7 to clarify that the school sites will revert to adjacent compatible uses if not required by the designated school board, after being offered to other school boards.

Response:

The City supports the request that Schedule SP48(a) be modified to designate a Secondary School at the northwest corner of Countryside Drive and the main east/west road, between Torbram and Airport Roads (see Figure 5).

In order to avoid a concentration of school sites in the immediate area, the location of the Public Junior Elementary School and the Public Middle School will be relocated. The Public Middle School will be relocated from northeast of Countryside Drive and Torbram Road to west of Torbram Road and south of the east-west collector road. The Public Junior Elementary School will be relocated from east of Torbram Road, south of the east-west collector to a location east of Torbram Road north of the east-west collector road. These relocated school sites require mapping revisions to the land use schedule of the draft Official Plan Amendment (see Figure 5).

In order to provide the host landowners with some certainty regarding timing and acquisition of the secondary school site by the Peel District School Board, staff propose the addition of a new policy to the Official Plan Amendment as Section 5.7.6:

“In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concesssion 6 E.H.S. within 3 years from the time of registration of the first residential draft plan of subdivision, the designated Public Secondary School site shall be released from retention for that purpose and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan. The municipality shall require that this policy be implemented through a condition of draft plan approval.”

(see Recommendation A (v)).

The City will also undertake to revise the draft official plan amendment to add minor wording to clarify that the school sites will revert to adjacent compatible uses if not required by the designated school board, after being offered to other school boards. (see Recommendation A (i), (ii), (iii)).

The Peel District School Board has reviewed this policy recommendation and is of the opinion that it does not provide certainty for the provision of schools in the area as the Board has no control or knowledge of whether the plan of subdivision containing the public secondary site will be registered and available to purchase within the specified number of years from the time of registration for the first residential plan of subdivision in the secondary plan area.

The Peel District School Board has stated their preference for no acquisition policy for the Public Secondary School site , however, they have provided a revised version of the above policy for the City of Brampton’s consideration (attached hereto as Appendix F), as follows:

“In order to provide some certainty for the provision of schools in this area, if the Peel District School Board has not acquired or made provision for the acquisition of the designated Public Secondary School before the latter of :

1. Seven (7) years from the time of registration of the residential draft plan or plans of subdivision containing the secondary school block, satisfactory to the Board, in Secondary Plan 48; or

2. Two (2) years after occupancy of 50% of the residential units, as confirmed by the City of Brampton, in Secondary Plan 48, then the designated Public Secondary School site may be released from retention for that purpose and be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan. The municipality shall require that this policy be implemented through a condition of draft approval.”

Staff do not support the Peel District School Board’s requested revisions on the basis that waiting until the time of registration of the residential draft plan or plans of subdivision containing the secondary school block will result in a time period that is too long and will result in land use uncertainty for future residents. As well, City staff find it too onerous to track occupancy of all residential units in Secondary Plan 48. Therefore, staff support the addition of a new policy to the Official Plan Amendment as originally stated on page 11, which requires the Peel District School Board to acquire the designated Public Secondary School site within 3 years from the time of registration of the first residential draft plan of subdivision in Countryside Villages.

Issue:

Akeda Holdings Ltd., owner of the southwest corner of Torbram Road and Mayfield Road, does not support the designation of “Potential Secondary School Site (Section 5.7.6).

- Malone Givens Parsons

Response:

The Potential Secondary School Site designation has been deleted from the land use schedule along with the implementing policy at the request of the School Board. The land use schedule will be revised to designate a Secondary School at the northwest corner of Countryside Drive and the main east/west road, between Torbram and Airport Roads based on the rationale discussed above. (see Figure 5).

Issue:

The Dufferin Peel Catholic District School Board requests that the Separate Elementary School site west of Torbram Road be relocated to the north side of the east-west collector road adjacent to the Neighbourhood Park. The board also requests that the designated secondary school site at the northwest corner of Countryside and Torbram be specified a “Separate Secondary School” (Section 5.7.5).

Response:

The Separate Elementary School site will be relocated to a site west of Torbram Road on the north side of the east-west collector road adjacent to the Neighbourhood Park. Staff agree to designate the secondary school site at the northwest corner of Countryside Drive and Torbram Road as a “Separate Secondary School”. Policy modifications will be made to Section 5.7.5 and this relocated school site will require mapping revisions to the land use schedule of the draft official plan amendment. (see Recommendation A(iv))

Issue:

KLM Planning Partners Inc. has requested that the lands at the northeast corner of Countryside Drive and Torbram Road shall develop as a Special Policy Area which shall permit a Place of Worship in conjunction with residential uses and a motor vehicle commercial use.

Response:

Staff will add a policy to Section 5.7.7 Places of Worship which states that the lands at the northeast corner of Countryside Drive and Torbram Road shall develop as “Special Policy Area 3” which shall permit a Place of Worship in conjunction with residential uses and a motor vehicle commercial use, which is proposed to be located at the northeast corner of Countryside Drive and Torbram Road. The Place of Worship shall proceed based on the conditions of the Council approved rezoning application and the landowner shall agree to develop the remainder of the lands in a cooperative manner through the Secondary Plan process.

At the present time, the proposal for the residential component includes a 4 storey, 35 unit apartment building, to be located between the motor vehicle commercial use and the place of worship. The lands to the north are proposed for street townhousing with lot frontages of 6 metres and a density that falls within the medium density provisions of the draft Official Plan Amendment.

The landowner is proposing the motor vehicle commercial use be located at the northeast corner of Countryside Drive and Torbram Road, however, the City does not wish to locate gas stations at major arterial intersections (staff note that Torbram Road is not designated as a major Arterial in the Brampton Official Plan), Gateway locations and community edge locations as gas stations do not represent an appropriate focal point from an urban design perspective.

However, flipping the location of the residential use and motor vehicle use so that the low-rise apartment building is located on the northeast corner of Countryside Drive and Torbram Road and the motor vehicle commercial use is located between the apartment building and the Place of Worship may result in an awkward land use compatibility situation, which essentially sandwiches the gas station between the housing and the Place of Worship.

The City will include a Special Policy Area which permits a Place of Worship in conjunction with residential uses and a motor vehicle commercial use, subject to final disposition of these individual land uses to be determined at the block plan stage. (see Recommendation A(vi)).

Community Design

Issue:

The Dufferin Peel Catholic District School Board will not support any requirements to have buildings or sites LEED certified. The board is in favour of sustainable development practises, but advise that LEED is a costly program for a public agency to implement. School sites will be developed to meet the Board’s needs and they will not

retain trees should they prejudice the orderly development of the school block. The board has some concern with locating schools adjacent to natural heritage features and the proposed establishment of school sites next to such features will be examined on a site by site basis.

Response:

The planning vision for Countryside Villages is to be LEED inspired, however, the draft official plan amendment does not include a policy requiring LEED certification. Specific design details for school blocks will be explored at the block plan stage and as part of site plan approval. Staff will undertake to revise the draft official plan amendment to require that LEED certification be explored as part of site plan approval. (see Recommendation B (i)).

Issue:

Peel Police recommend that the OPA reference Peel CPTED Advisory Committee's Principles 2006 document, which contains sections of automated bank machines and schools.

Response:

Staff will undertake to revise Section 10 Community Block Plan of the draft official plan amendment to add a reference to the CPTED document of 2006. (see Recommendation B (ii)).

Issue:

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 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.

Response:

Staff will add a policy to the draft official plan amendment (Section 12 Implementation) to state that the application of Alternative Development Standards for roads and municipal infrastructure shall be considered for use in the Countryside Villages Secondary Plan. This includes, but is not limited to, the application of rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments and, pavement construction materials. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards shall be identified, and addressed to the satisfaction of City Council, prior to the issuance of final block plan approval. Staff anticipate the standards to be implemented will generally be in accordance with the recently approved City standards attached in Appendix E (see Recommendation B(iii)).

Natural Heritage and Environmental Management

Issue:

The Toronto Region Conservation Authority (TRCA) raised the following issues in their review of the draft Official Plan Amendment regarding the natural environment (see Figure 6):

- A natural corridor is needed to fully protect for a connection between the tableland woodland and the eastern stream corridor, through utilization of the school block and Neighbourhood Park;
- Awaiting confirmation from Ministry of natural resources (MNR) regarding status of Redside Dace within Tributary H1;
- Tributary D should remain and evolve naturally. If appropriate buffers are provided from the feature, in our opinion, there is no difference between this feature and any other steep valley wall;
- Location of the stormwater management ponds (SWM ponds) in relation to buffers and feature limits remains outstanding. In particular, Pond WB-3, TRCA cannot support this pond as currently proposed given that it will extend into the valley corridor and requires fill;
- Tributary C of the West Branch of the West Humber River provides some function which must be maintained in a post-development scenario;
- There is a grouping of wetlands in the western portion of the secondary plan area which are part of the Provincially Significant Heart Lake Wetland Complex (PSW). The environmental component study undertaken as input into secondary planning recommends that these wetlands could be removed and recreated on the west side of Highway 410 to facilitate development on the east side of the highway. This concept needs to be explored more fully between the TRCA, City and Ministry of Natural Resources to determine appropriateness;
- Tributary G2 must maintain sufficient flow to downstream tributaries to support downstream features and related fish/wildlife habitat; and,
- Confirm the location of trails proposed within the valleys or buffers.

Response:

Details of a connection between the woodlot and the eastern stream corridor, whether an at-grade connection or terrestrial passage, will be investigated at the block plan stage. Therefore, staff are proposing to add a new policy to the draft official plan amendment to that effect. In addition, this new policy provides for an option of realigning the West Humber River Tributary “A “ closer to the woodlot based on the findings of the Environmental Impact Study which will be undertaken at the block plan stage. (see Recommendation C(vi)).

The matter of Redside Dace habitat within Tributary H1 will be confirmed with the Ministry of Natural Resources. Staff are proposing to add a new policy to the draft official plan amendment which states that West Branch of the West Humber River Tributary H1 has been identified as a potential Redside Dace habitat. The ranking of this tributary must be determined with Ministry of Natural Resources and Toronto Region Conservation Authority prior to the issuance of final block plan approval by the City. (see Recommendation C (vii)).

Tributary D will be subject to further assessment through an EIS at the block plan stage and staff are proposing to add a new policy to the draft official plan amendment to that effect. This new policy states that the West Branch West Humber River Tributary D requires an appropriate stable corridor design including natural channel design, wetland creation, riparian and valley slope plantings to be confirmed through an EIR/EIS at the block plan stage, which will also address issues of safety and hazard management, ecological remediation and restoration. (see Recommendation C (ii)).

With regard to location of all stormwater management ponds on the land use schedule, they are conceptual in nature and will be refined at the block plan stage of approval.

As Tributary C of the West Branch of the West Humber River appears to have some definition through the development area and extends north of Mayfield Road, refinement of the limits of Tributary C will be undertaken through an EIR/EIS at the block plan stage. Staff are proposing to identify Tributary C on the land use schedule and add a new policy which states that the extent of the feature to remain will be assessed through a further Environmental Impact Study at the block plan stage. (see Recommendation C (iv)).

Staff propose to add a new policy to the draft official plan amendment which states that additional work will be completed to assess the appropriateness of the wetland relocation. The working group of TRCA, City staff and MNR will re-convene to advance this matter to a final decision, including field work. The final MESP will include a summary of the existing wetland information, as well as discuss the possible relocation of the wetlands. (see Recommendation C (v)).

Staff propose to add a new policy to Section 5.5.2 Valleyland to state that sufficient flows will be maintained in Tributary G2 to support downstream features and related fish/wildlife habitat. (see Recommendation C (iii)).

The City of Brampton may allow some flexibility in the use of the 10m buffer for pedestrian trails, however, additional ecological studies prepared in support of block plans will need to determine if trails are appropriate in consideration of adjacent environmental hazards and/or ecological sensitivities. Staff propose to revise Section 5.5 to state that the location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development staff. (see Recommendation C (viii)).

Servicing

Issue:

Bell recommends that “telephone switching facilities” be replaced with “telecommunications infrastructure” throughout the official plan amendment. Bell is also proposing minor revisions to the official plan amendment to further support the City’s planning vision for Countryside Villages in relation to staging and sequencing of development in conjunction with provision of infrastructure. Bell is also requesting minor revisions to wording in Section 8.5.1, 8.5.2 and 8.5.3 of the official plan amendment to enhance the understanding of the City’s intent in relation to public and private utilities. The final request by Bell is adding text to Section 10 Community Block Plan to include urban design principles that relate specifically to utilities.

Response

Staff are generally supportive of Bell’s requests to revise the City’s draft official plan amendment for Countryside Villages and will make the appropriate wording changes throughout the official plan amendment, and specifically to Section 4.2 Goals and Section 8.5 Public Utilities and Communications. (see recommendation D(i) and (ii)).

Staff support adding a new policy to Section 10 Community Block Plan, as follows:

“Consideration shall be given to the location of utilities within the public rights-of- way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.” (see recommendation D(iv)).

Issue:

Hydro One Brampton wishes to add provisions to the draft official plan amendment to address potential impacts on existing Hydro One Brampton facilities as a result of the proposed development. These provisions are related to maintaining sufficient space for the relocation of hydro poles, access to existing and relocated Hydro One Brampton facilities, completion of grading and tree trimming by the City of Brampton in advance of Hydro One Brampton work, minimum distance for excavation or tunnelling operations from existing underground facilities, clearance of new facilities from poles or underground facilities, opportunity to comment on Alternative Development Standards, provision of a time line for future road widening projects so that Hydro One will have time to determine potential load growth on their system, location of easements and opportunity to review minimum allowable setback from ROW to buildings to ensure proper clearance.

Response:

Staff will undertake to make appropriate revisions to Section 8.5 (Public Utilities and Communications) of the draft official plan amendment provided that this does not restrict the City of Brampton’s ability to schedule and complete road projects. (see Recommendation D(iii)).

Transportation

Issue:

The Town of Caledon's transportation comments relate to additional access points onto Mayfield Road and traffic spill over into Caledon.

Response:

Concern about traffic spill over into Caledon has been taken into consideration as proposed development on both sides of Mayfield Road, in Brampton and Caledon, was incorporated into the traffic forecasts prepared by iTrans during the undertaking of the secondary plan's Transportation study.

Caledon's comments will be addressed by more detailed Transportation work to be completed at the block plan stage following the designation of the road network for the secondary plan in the official plan amendment.

Access points to Mayfield Road will be provided in accordance with the Region of Peel's Access Control By-Law. The draft land use schedule will be revised to state that the access points onto Mayfield Road are potential and that exact locations will be determined through additional traffic work to be carried out at the block plan stage. (see Recommendation E (i)).

Issue:

The Region of Peel's consultant for the Mayfield Road Environmental Assessment Addendum has identified property requirements beyond the 50 metre Right-of-Way in some areas because additional lands are required to accommodate grading, based on a 6 lane cross-section with 5.5 m median.

The Region is suggesting that Brampton include this information so developers are fully aware of the additional property requirements. The Region wants to ensure the property requirements beyond the ultimate 50 metre right-of-way are acquired through the development approvals process should the developers not agree to gratuitously dedicate the lands to the Region in advance of appropriate development application(s).
- Region of Peel Transportation Planning and Traffic Development

Response:

Section 5.6 of the Region of Peel Official Plan states that it is the policy of Regional Council to protect the designated Regional road rights-of-way as shown on Schedule F, to accommodate future road widenings and improvements. Schedule F of the Regional Official Plan currently shows Mayfield Road as a 50m ROW. It is also Regional policy to generally locate Regional six-lane roads within 36-50 metre rights-of-way in urban and rural settings.

Staff proposes to add a new policy to the draft official plan amendment advising of the potential need by the Region of Peel for the additional property for the Mayfield Road widening beyond the stated right-of-way in the Regional Official Plan, however, if the Region wishes to acquire land for Mayfield Road beyond the 50 metres shown in its

Official Plan, then the Region should be amending it to address this matter. (see Recommendation E (ii)).

Issue:

All proposed accesses or intersections on Regional Roads (Mayfield Road, Dixie Road and Airport Road) shall be in accordance with the Region's Controlled Access By-law 59-77, as amended for access and intersection spacing.

- Region of Peel Transportation Planning and Traffic Development

Response:

Staff propose to add a new policy to the draft official plan amendment advising that all proposed accesses or intersections on Regional Roads (Mayfield Road and Dixie Road) shall be in accordance with the Region's Controlled Access By-law 59-77, as amended for access and intersection spacing. (see Recommendation E (iii)).

General Land Use & Policy Issues

Issue:

The Town of Caledon states that abutting lands in the Town of Caledon, north of the Countryside Villages Secondary Plan Area, are designated Rural Area and Agricultural Area. The Town requires confirmation from the City of Brampton that the potential implications of the proposed land use designations for Countryside Villages on Caledon have been fully assessed.

- Town of Caledon (Planning)

Response:

It is recognized that the Town of Caledon's Mayfield West Special Policy Area to the north will be designated for residential and employment uses. The lands at the north west corner of Mayfield Road and Dixie Road in Caledon are currently the subject of an application for an industrial plan of subdivision.

The balance of Countryside Villages will be developed for residential uses and the lands to the north in Caledon are currently designated for agricultural purposes and are within the White Belt area of the Places to Grow Act. It is expected that these lands will continue to be used for agricultural purposes in the foreseeable future.

Lands associated with the West Humber River Tributary Corridor have important linkages to the headwaters of the Humber River in Caledon. These corridors will be protected and maintained through limits to development and establishment of natural buffers.

Collector roads at Mayfield Road have the ability to be extended north into Caledon once the lands are developed and planned for urban uses.

The interface issue between Caledon and Brampton with Mayfield Road as the separation will be addressed at the block plan stage, and staff are proposing to add a new policy to the draft official plan amendment to that effect. (see Recommendation F (i)).

Issue:

A group of property owners with property east of Bramalea Road and south of Mayfield Road request the following:

- to provide greater flexibility in interpreting the boundary between the medium density designation in relation to the low/medium designation,
- to permit day care facilities and low-rise senior residence within low/medium and medium designations,
- to provide medium density designation along the main north-south collector road from Mayfield Road to Countryside Drive located between Bramalea Road and Torbram Road.

-Glen Schnarr & Associates

Response:

Section 12.1.2 and 13.1 of the draft official plan amendment provides flexibility regarding the interpretation of land use designations without the need for augmentation through the addition of a new policy.

Staff support adding a new policy to the official plan amendment to permit development of day care centres in areas designated Low/Medium Density and Medium Density, without the need for an amendment to the Plan, subject to addressing issues such as land use compatibility, design and interface to the satisfaction of the City at the zoning stage. (see Recommendation F (ii) and (iii)).

Regarding the request for a Medium Density Residential designation to be provided along the north-south collector road from Mayfield Road to Countryside Drive, between Bramalea Road and Torbram Road, staff are of the opinion that the Low/Medium Density Residential designation is appropriate, as this designation also permits townhousing.

City Park Expansion (North East corner of Countryside Drive and Bramalea Road)

Issue:

Glen Schnarr & Associates requests that staff undertake a valleyland impact analysis related to the designation and function related to expanding the City Park. If the study concludes that the expanded park will negatively affect the valley, then the park expansion should be relocated to the west side of Bramalea Road. They also request a provision for policies to ensure the mechanism and delivery of the expanded city park prior to the release of the first registration of a draft plan of subdivision.

- Glen Schnarr & Associates (on behalf of a group of property owners)

Response:

Staff are of the view that a valleyland impact analysis is premature at this time. Any future link between the existing park and the park expansion area will be evaluated in consultation with the TRCA. The location of the expansion has been the subject of a preliminary evaluation by City staff based on on-site walks and the identification of a historical farm laneway in the valley itself.

The City does not support the request to relocate the park expansion to the west side of Bramalea Road. The park expansion, on the opposite side of an arterial road like Bramalea Road raises issues of safety for park users, as well as creates challenges from a parks maintenance perspective. The west side of Bramalea Road does not have the same attraction from the perspective of proximity to the natural valley that exists with the identified preferred location next to the existing facility.

The City supports the request by the landowners that the official plan amendment include policies on timing and delivery of the expanded City Park. In order to provide the host landowners with some certainty regarding timing and acquisition of lands for the expanded City Park, the following new policy is proposed:

“Should the municipality not acquire the designated City Park located on the lands described as Part of Lots 16 and 17, Concession 5, E.H.S. within 5 years from the time of draft plan of subdivision approval of lands that include the City Park, the land designated City Park may be developed for Low/Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the City Park may be provided at the sole discretion of the City provided that a parkland acquisition strategy with specific funding commitments is approved by City Council. The municipality shall require that this policy be implemented through a condition of draft plan approval for any subdivision of the subject lands.” (see Recommendation G (i)).

Commercial

Issue:

Ron Webb, on behalf of May-Bram Developments Limited requests a designation of District Retail at the southeast corner of Mayfield Road and Bramalea Road.

Response:

The City is supportive of a pedestrian orientated District Retail designation for the southeast corner of Mayfield Road and Bramalea Road as long as the City’s ultimate planning vision for the area as a vibrant “village core” is satisfied. Staff will add a special policy area to the draft official plan amendment to designate the site at Mayfield Road and Bramalea Road as District Retail and “Special Policy Area 2” but require development to be in the form of a mixed-use “lifestyle centre”.

The Special Policy Area will require development to proceed in accordance with the City concept and phasing plan (see Figures 7 and 8).

The special policy area will incorporate policies that direct development of the site as follows (see Recommendation H(i)):

- phased development which allows for intensification of the site based on market conditions;

- a major north-south access route with the potential to evolve into a main street terminating at the new east-west collector road;
- a wide variety of uses including institutional, residential, office and retail;
- protecting development areas suitable for buildings of greater height and density;
- strong pedestrian connectivity to the surrounding lands;
- early establishment of the Village Core; and
- a superior standard of urban design.

Staff recognize that it will take time for the District Retail centre to fully build out in keeping with the City's planning vision. The policies for the District Retail site are meant to provide an opportunity to establish an urban form of development over the long term that will be pedestrian-friendly and transit supportive. This will be achieved through a special policy area that will provide a phasing and development plan which protects the opportunity for future development and intensification. The objective is rather than an auto-scaled development, to create a building form and public realm which together creates the preferred human-scaled environment.

As the City does not support gas stations on Mayfield Road because it represents a gateway into Brampton from the north, staff propose to prohibit this use in the Special Policy Area.

Special Policy Areas

Issue:

The draft official plan amendment contains a policy in Section 6.0 to designate a parcel of land on the east side of Heart Lake Road south of Mayfield Road as a Special Policy Area to recognize the long term development of a private faith (religious) based school with ancillary uses including a pool, gymnasium, auditorium, outdoor sports fields and playgrounds. The owner wishes to develop the lands for a private school as well as for office uses in the future. The owner does not seek to re-designate but rather to retain the existing Industrial designation and all permitted uses, which includes schools.
- Malone Givens Parson Ltd. (Khalsa School)

Response:

Section 4.8.6 of the 2006 Brampton Official Plan permits "school sites and ancillary uses within Residential, Institutional and Public Uses, Retail and Industrial designations of this Plan, provided they are specifically designated for that purpose in the appropriate Secondary or Block Plan."

The property is designated Industrial in the Official Plan and is proposed to be designated Industrial in the Countryside Villages secondary plan. Section 4.2.3.2 of the official Plan outlines permitted uses in sub-designations in secondary plans, including "b)...public and institutional uses, if provided for in a specific sub-designation..."

In staff's opinion, this property is located on land that is limited in its potential to attract more traditional employment uses than the lands on the east side of Highway 410. The topography is rolling and there are numerous pockets of wetlands, terrestrial features and valleyland, as opposed to the east side of Highway 410 which has more land which

is flat and free from wetlands and terrestrial features and is suited more for traditional industrial uses.

Khalsa School expects full time employment positions will be generated at a rate of about 10% of the student enrolment. Enrolment is expected to begin with 300 students and grow to 1,200 students, therefore the employment would be in the order of 120 full time positions.

Staff propose to revise Section 6.0 to identify the lands as “Special Policy Area 1” and specify that this Special Policy Area permits all the uses of the Industrial designation, which includes permission for a private school. (see Recommendation I(i)).

Issue:

Ron Webb, on behalf of May-Bram Developments Limited requests a designation of District Retail at the southeast corner of Mayfield Road and Bramalea Road.

Response:

Staff propose to revise Section 6.0 Special Policy Areas to designate the lands at the southeast corner of Mayfield Road and Bramalea Road as “Special Policy Area 2” and amend Schedule SP48(a) accordingly, as discussed on page 21 of this report.

Issue:

KLM Planning Partners Inc. has requested that the lands at the northeast corner of Countryside Drive and Torbram Road shall develop as a Special Policy Area which shall permit a Place of Worship in conjunction with residential uses and a motor vehicle commercial use.

Response:

Staff propose to revise Section 6.0 Special Policy Areas to designate the lands at the northeast corner of Countryside Drive and Torbram Road as “Special Policy Area 3” and amend Schedule SP48(a) accordingly, as discussed on page 13 of this report.

Staff Initiated Changes

The following section presents the revisions to the draft official plan amendment that staff are proposing based on our internal review of the draft official plan amendment.

- Staff will revise Section 1.0 Purpose in the draft official plan amendment for Countryside Villages to enhance the planning vision for the area in terms of the major structural elements such as development of open space networks. (see Recommendation J(i)).
- Staff will revise Section 3.1 to remove reference to the Sunny Meadow Boulevard extension, as this will not occur due to the City Park expansion; add the east-west collector, and emphasize that additional right-of-way will be required on each side of the east-west collector for a dedicated bike route, as well as make the appropriate changes to the schedules. (see Recommendation J(ii)).

- Staff will revise Section 4.1 Planning Principles of the draft official plan amendment to address the objectives of the Growth Plan including the creation of complete communities, promoting walkability, providing a diverse mix of land uses, and the provision of a development pattern and densities that are transit oriented and supportive. (see Recommendation J(iii)).
- Staff will revise Section 4.2 Goals to expand on the relationship of the community to the environmental features of the landscape, which will be provided through various elements such as built form that responds to and frames views and vistas (to be determined at the block plan stage) as well as to add a goal for the employment lands which states that the lands will be developed to take advantage of their proximity to Highway 410. (see Recommendation J(iv)).
- Staff will revise section 5.2.1 to add a policy which states that where residential uses are proposed adjacent to arterial roads an appropriate built form for housing shall be encouraged through a variety of means including window streets, flankage conditions, laneway housing and direct frontage for certain residential types. Reverse frontage is discouraged. (see Recommendation J(v)).
- Staff will revise Section 5.2.2 Low/Medium Density Residential to add a new policy to implement a minimum density of 19.5 units per residential hectare for the Low/Medium Density residential designation. (see Recommendation J(vi)).
- Staff will revise Section 5.2.3 Medium Density Residential to remove quattroplexes from the list of permitted uses, add a minimum density of 30 units per net residential hectare and add a policy for high density residential which states that opportunities for high density residential shall be identified at the block plan stage and implemented through a block plan official plan amendment. (see Recommendation J(vii)).
- Staff will revise Section 5.3 Commercial to state within the General Provisions that illumination of parking areas shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. (see Recommendation J(viii)).
- Staff will revise Section 5.3 Commercial to state within the General Provisions that gas stations are prohibited at major arterial intersections, gateway locations and community edge conditions. (see Recommendation J(viii)).
- Staff will revise Section 5.3 Commercial to state within the General Provisions that drive-through facilities are prohibited between buildings and streets at all gateway locations and community edge conditions, as well as discouraged along major transit corridors and at community nodes. (see Recommendation J(viii)).
- Staff will revise Section 5.3.3 Convenience Retail to clarify that the appropriate location of convenience retail within the community is within neighbourhood centers, as part of Live/Work, Mixed-Use and along medium density corridors. (see Recommendation J(ix)).

- Staff will revise the draft official plan amendment for Countryside Villages Secondary Plan to present it as two separate Chapters. Chapter 48(a) will include the employment lands west of Dixie Road to Heart Lake Road and Chapter 48(b) will include all the residential lands in the secondary plan area. This is being done so that in the event of an appeal to Chapter 48(b), the City is able to move forward with the block planning for the employment lands. (see Recommendation J(x)).
- Staff will revise Section 5.4.3.3 and 5.4.3.4 to clarify that outdoor storage is not permitted in employment areas that abut office centres. The planning vision states that the employment area will establish a strong and prestige first impression from the Highway 410 interchange at Mayfield Road and take advantage of the Heart Lake Conservation Area attributes in the design of the Business Park. Therefore, this employment area will not permit outdoor storage as a principal use. In order to generate an attractive urban environment and to attract office users to the area, it is appropriate to not permit any outside storage in employment areas abutting the office centre. (see Recommendation J(xi)).
- Staff will revise Section 5.4.2 Industrial to add a policy which states that warehouse facilities must contain a minimum of 15% office, in order to promote this area as prestige industrial. (see Recommendation J(xii)).
- Staff will undertake to add a policy to Section 5.4.2.3 Industrial to clarify the development principles relating to industrial sites. These principles will state that development on key sites fronting arterials will be required to exhibit a higher order built form that signifies a prestige employment image, outdoor storage as a principal use will not be permitted, adverse impacts on residential areas will be minimized through appropriate siting, orientation and design of buildings and internalized loading facilities will be promoted. (see Recommendation J(xiii)).
- Staff will add a new policy to Section 5.4.3 Office Centre to state that accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within the office building. (see recommendation J(xiv))
- Staff will revise Section 5.5 Natural Heritage and Environmental Management to clarify that the precise location, configurations and boundaries of the areas designated Natural Heritage and Environmental Management will be confirmed through detailed studies at the block plan stage. (see Recommendation J(xv))
- Staff will revise Section 5.5.1.1 to add additional studies which may be required as part of the block plan process, such as Woodlot Management, Vegetation Assessment Study and a Tree Preservation Plan. (see Recommendation J(xvi))
- Staff will revise Section 5.5.2 Valleyland to reference the Brampton Official Plan requirement for a minimum 10m buffer from all natural features to be protected (currently under appeal), noting that the City of Brampton may allow some flexibility in the use of the 10m buffer provided that additional ecological studies are prepared as part of future studies in support of block planning; (see Recommendation J(xvii))

- Staff will rename Section 5.6.2 from Community Park to City Park. (see Recommendation J(xviii))
- Staff will add policies to Section 5.7 Institutional clarifying that a high standard of building design is required for institutional sites and that appropriate siting, orientation and design of institutional buildings is required at gateway locations, major intersections and neighbourhood nodes in order to reinforce their civic importance and focal significance. (see Recommendation J(xix))
- Staff will revise Section 7.0 Transportation to expand the transportation policies to reflect the Growth Plan objectives of providing transit infrastructure, connectivity among nodes, balance of transportation choices, multi-modal access and integration of pedestrian networks. (see Recommendation J(xx))
- Staff will revise Section 7.1.2, Transportation, to state that additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays, utilities and on-road bike lanes. (see Recommendation J(xxi))
- Staff will add a policy to Section 7.2 Public Transit to state that the introduction of transit service for Countryside Villages will be phased, based on:
 - the required arterial and collector road network for a given phase has been completed to the point to support regular transit operations, including curbs, sidewalks, and street lighting;
 - construction activity is at a level that will not interfere with safe and efficient transit operations;
 - the occupancy of the neighbourhood will support regular service, based on established transit Service Standards criteria, and;
 - the availability of resources.(see Recommendation J(xxii))
- Staff will revise Section 7.3, Pedestrian/Cyclist Links, to state that pedestrian and cyclist links shall be provided in accordance with both the Official Plan and the Pathways Master Plan. (see Recommendation J(xxiii))
- Staff will revise Section 7.4 Gateways to state that buildings at gateway locations shall be sited and orientated to address the intersection and shall contribute to a focal point. A high order architectural design and detail, site design, landscaping and buffer treatment will also be required. (see Recommendation J(xxiv))
- Staff will add a policy to Section 7.4 Gateways, to state that the intersections of all major roads as well as both mid-block north-south collector roads and the east end of the east-west collector road are Gateway Locations. (see Recommendation J(xxv))
- Staff will revise Section 7.4.4 to state that the intent of gateways is not only to ensure that they distinguish the community from the Town of Caledon but also from existing neighbourhoods to the south. (see Recommendation J(xxvi)).

- Staff will revise Section 8.2 Stormwater Management to clarify that stormwater management facilities are not acceptable uses on parkland and are only permitted in open space such as valleylands if permission is obtained from the City of Brampton and the Conservation Authority. (see Recommendation J(xxvii)).
- Staff will revise Section 10.4, Open Space System to state that more detailed consideration of elements of the open space system shall be considered during the block plan stage of the community and this will relate to size, location, distribution and programming of each open space element in order to ensure that it is appropriate for the neighbourhood and can be efficiently operated. (see Recommendation J(xxviii)).
- Staff will revise Section 12.6 Sustainability, to add that the principle of sustainable development also includes the design of walkable, pedestrian orientated communities that promote transit use, reduced car dependency, healthy neighbourhoods, a variety of mixed-use and built form typologies. (see Recommendation J(xxix)).
- Staff will revise Section 7.1 Transportation to state that the ultimate role and function of the Collector Road will be determined through block planning and the finalization of the Environmental Assessment. (see Recommendation J(xxx)).
- Staff will revise Section 10 Community Block Plan to implement a streamlined block planning process for the Countryside Villages Secondary Plan planning process, as follows (see recommendation J (xxxi):

“Through a modified Block Planning process, there is the potential for increased efficiency through the early initiation of a streamlined Block Plan process oriented towards a single stage final approval and increased effectiveness since duplication between subdivision and Block Plan technical studies is avoided;

In accordance with the objective of pursuing a modified Block Plan process in the Countryside Villages Secondary Plan Area, the following Block Plan component studies will be required:

- i) Environmental Implementation Report;
- ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
- iii) Phases 3 & 4 Road EA; and
- iv) Community Design Guidelines.

The modified Block Plan approval process is predicated on the preparation of the following studies at the time of preparing subdivision approval applications.

- i) Planning Justification Reports;
- ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
- iii) Stormwater Management Studies,

- iv) Alternative Development Standards;
- v) Noise Report;
- vi) Environmental Site Assessment;
- vii) Geotechnical Studies;
- viii) Tree Inventory;
- ix) Zoning By-law; and,
- x) Architectural Control Compliance Process”.

- Staff will revise Section 5.4 Employment to provide a density target for the employment area. Chapter 48(a) and 48(b) shall be combined for the purpose of achieving the Growth Plan density target for Greenfield Areas and in light of the foregoing, the minimum employment target for Chapter 48(a) is 4,495 jobs. (see Recommendation J(xxxii)).
- Staff will revise Schedule SP48(a) to add the City’s Minor Arterial Roads. (see Recommendation J(xxxiii)).

Next Steps

Staff will proceed to undertake the revisions to the official plan amendment as proposed herein, including splitting the official plan amendment into two chapters (Chapter 48(a) and 48(b)).

After the revisions are complete, staff will undertake to consult with affected landowners and agencies prior to presenting a final official plan amendment to Council for adoption.

At this time, staff anticipate taking forward a final official plan amendment for the Countryside Villages Secondary Plan to Council for adoption in the Fall 2009.

Respectfully Submitted,

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

John Corbett, MCIP RPP
 Commissioner of Planning,
 Design & Development

Authored by: Pam Cooper/David Waters

Attachments:

- Appendix A – Draft Official Plan Amendment Circulated for Public Meeting
- Appendix B – Notes from the September 3, 2008 Public Meeting
- Appendix C – Summary Table of Public/Landowner Submissions
- Appendix D – Summary Table of Agency Submissions
- Appendix E – Alternative Development Standards
- Appendix F – Letter from Peel District School Board

Appendix A
Draft Official Plan Amendment Circulated for Public Meeting

Appendix B

Notes of the Public Meeting Held at City Hall on September 3, 2008 at 7 pm
City of Brampton Initiated Official Plan Amendment
Countryside Villages Secondary Plan (Area 48)
File: P26S 048

Members Present: Regional Councillor P. Palleschi - Wards 2 and 6 (**Chair**)
Regional Councillor G. Gibson – Wards 1 and 5 (**Vice Chair**)
Regional Councillor E. Moore – Wards 1 and 5
Regional Councillor J. Sanderson – Wards 3 and 4
Regional Councillor J. Sprovieri - Wards 9 and 10
City Councillor J. Hutton – Wards 2 and 6
City Councillor B. Callahan – Wards 3 and 4
City Councillor S. Hames – Wards 7 and 8
City councilor V. Dhillon – Wards 9 and 10

Members Absent: Regional Councillor G. Miles – Wards 7 and 8 (other municipal business)

Staff Present: **Planning, Design and Development Department**
J. Corbett, Commissioner of Planning, Design and Development
A. Smith, Director of Planning and Land Development Services
M. Won, Director of Engineering and Development Services
K. Walsh, Director of Community Design, Parks Planning and
Development
D. Kraszewski, Manager of Development Services
P. Snape, Manager of Development Services
D. Waters, Manager of Land Use Policy
P. Cooper, Policy Planner
M. Gervais, Development Planner
R. Nykyforchyn, Development Planner
P. Aldunate, Development Planner

The Chair acknowledged correspondence from the following:

- Sukhraj Singh Sidhu, 1524 Countryside Drive, Brampton, dated August 18, 2008
- Ron Webb, Davis Webb, Brampton, on behalf of May-Bram Developments Limited, dated August 29, 2008
- Phong Pham, Borden Ladner Gervais, Toronto, on behalf of Robert and Karen Krist, dated September 2, 2008

Members of the public present requested a presentation on this item.

Mr. Keith MacKinnon, KLM Planning Partners Inc. on behalf of the landowners group gave a presentation on the proposal for Countryside Villages Secondary Plan. He stated that Council approved the plan in June 2007, which is consistent with the overall principles of the new Official Plan. He provided details of the proposal, which included the environmental servicing plan, urban design standards, infrastructure and alternative development standards. He advised that the landowners group intends to continue the

dialogue with staff on the draft land use schedule which is being presented for public input at this meeting.

Ms. Pam Cooper, Policy Planner, gave a presentation on the Countryside Villages Secondary Plan which consists of about 1600 acres 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. She provided an overview of the background and current situation of the proposal and highlighted the Planning Vision which sets out the framework for the proposal and includes the proposed land use plan and major policy objectives.

Following the presentation, members of the public present expressed comments and concerns as follows:

Karim Balbaa, May-Bram Developments Limited, 700 Applewood Crescent, Vaughan, informed Committee that May-Bram Developments Limited is the owner of lands at the south east corner of Mayfield Road and Bramalea Road, which is currently designated neighbourhood retail in the draft Secondary Plan. He requested consideration for a district retail designation which he explained would be a more appropriate use for the site. He advised that staff is aware of his concerns and would like to continue to work with them towards a successful resolution.

Lincoln Millington, 17 Igloo Trail Brampton, stated that when he moved into the community he was advised that a Catholic school will be built for the subdivision, but to date that has not happened. He questioned what the school site would be used for if the school is not built and whether another location would be designated for the school.

Mohammed Taib Juma, 11498 Dixie Road, Brampton, advised that his house is within the proposed Secondary Plan area and was concerned about the impact of the intended industrial designation on his lands. Mr. Juma was advised by staff that the area has been designated industrial employment lands in the Official Plan.

Wayne Fletcher, 5 White Elm Way, Brampton, advised that he lives in the area south east of Bramalea Road and Countryside Drive and was concerned about the lack of a policing institution within the community. He questioned why police stations are built as part of commercial centres and are not built within residential areas. He complimented and thanked staff for the extension of the community park in the neighbourhood, but suggested that it be the same as Chinguacousy Park and not used for a sports use. He also suggested that a tertiary institution (college or university) be built in the area south/west of Highway 410 and Mayfield Road.

Major Singh, 11796 Airport Road, Brampton, suggested that the needs of the community be considered when designating places of worship sites given the size of the proposed plan. He was concerned about the impact on the water supply in the area, given that the area is not serviced by the Region and residents use water from a well supply.

Jim Kirk, Akeda Holdings, 140 Renfrew Drive, indicated that he is in support of the overall neighbourhood plan, however, he does not support the intention to designate the lands located south west of Mayfield Road and Torbram Road as a secondary school site. Akeda Holdings requests a designation of residential, low/medium density with a small neighbourhood retail designation directly at the corner. He advised that they are part of the landowners group and will continue discussions with staff.

Staff confirmed that the issues raised at this meeting will be addressed in the recommendation report which will be presented to Committee at a future date.

The public meeting on this matter was adjourned.

Appendix C
Summary Table of Public/Landowner Submissions

Appendix D
Summary Table of Agency Submissions

Appendix E
Alternative Development Standards

Appendix F
Letter from Peel District School Board