

Report

F4-1

Planning, Design & Development Committee

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

Date: May 21, 2008

File: P26 S48

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

Subject: STATUS REPORT
Countryside Villages Secondary Plan (Area 48)
Ward 9 and 10

DATE: June 16, 2008

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 and represents an extension of the Springdale community to the south.
- On June 13, 2007 Council endorsed a Planning Vision for the area, 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. For the lands designated Industrial, located between Dixie Road and Heart Lake Road, the Planning Vision proposed a business park that includes both office and industrial buildings that takes full advantage of the access and exposure offered by Highway 410.
- The community will be planned to accommodate 50 persons and jobs per hectare, which is in keeping with the Growth Plan requirement for Greenfield areas;
- This report provides an update on the component studies that have been completed, the preliminary land use concept prepared by the Landowners' Group and outlines the issues and concerns that have been identified to date by the City and commenting agency review.
- Staff are seeking direction to proceed to a statutory public meeting in the Fall 2008 to present a land use concept and draft official plan amendment once the issues and concerns noted herein have been resolved to the satisfaction of the City.

F4-2

RECOMMENDATIONS

1. THAT the staff report dated May 21, 2008 and entitled "Status Report – Countryside Villages Secondary Plan (Area 48)" and attachments (File: P26 S48) be received;
2. THAT staff be directed to continue to refine the preliminary land use concept and draft official plan amendment in conjunction with the Landowners' Group following the June 16th Planning, Design & Development Committee meeting;
3. THAT a statutory public meeting be held in the Fall 2008 in accordance with City Council procedure in order to receive public input and formal public comment on the official plan amendment for Countryside Villages once City staff have determined that the land use plan and supporting official plan amendment satisfactorily implement the planning vision for Countryside Villages;
4. THAT direction be given to integrate the land use planning process and Municipal Class EA study for the collector road network in Countryside Villages, recognizing the Landowners' Group will be the proponent for the EA process; and,
5. THAT the City Clerk be directed to forward a copy of this staff report and Council resolution to the Region of Peel, Town of Caledon and the Toronto Region Conservation Authority for their information.

BACKGROUND

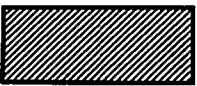
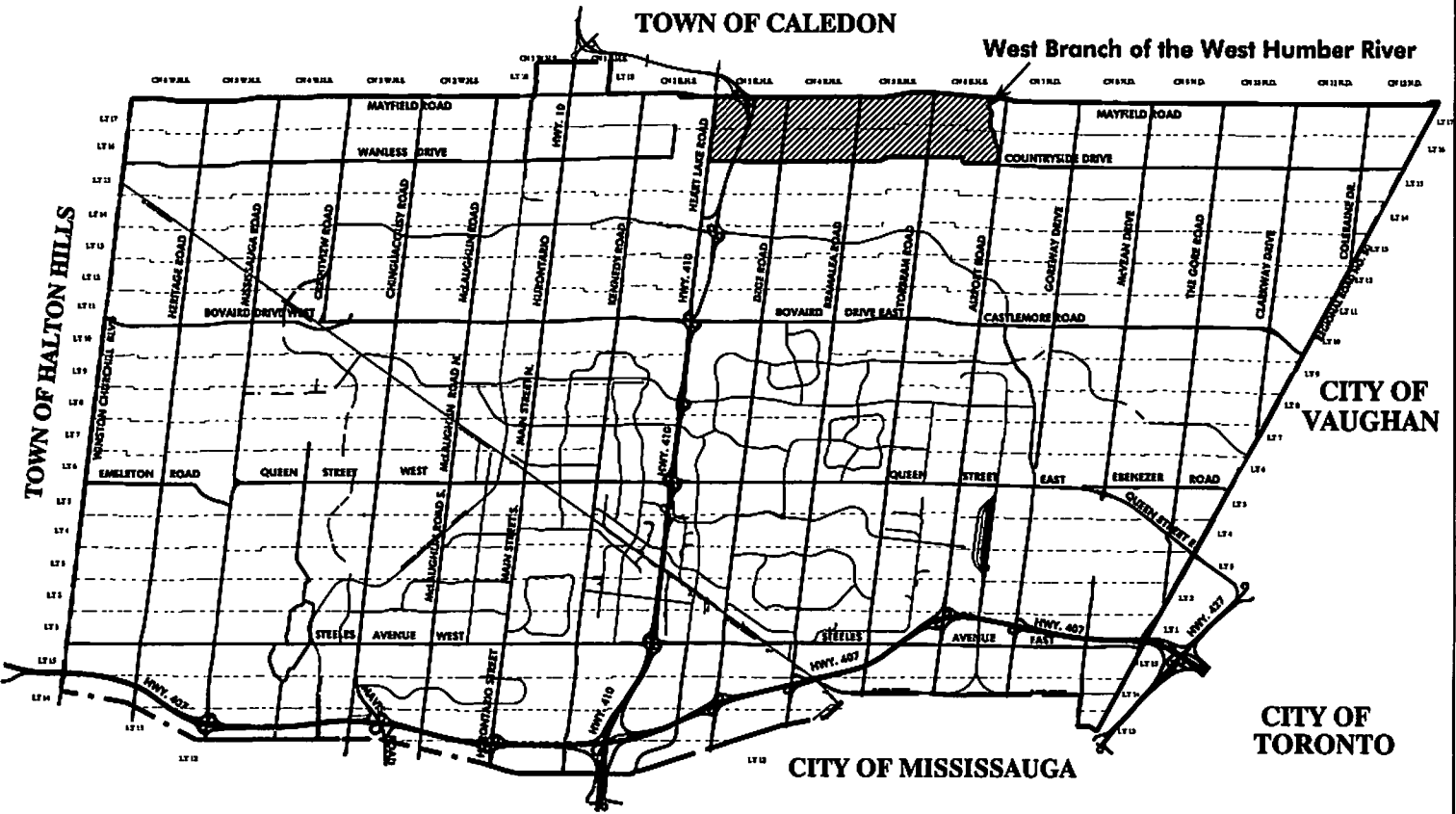
The Countryside Villages Secondary Plan (Area 48) is about 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west and represents an extension of the Springdale community to the south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

The majority of the lands are designated residential in the City's Official Plan, while 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 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,

F4-3

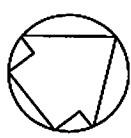


SPRINGDALE NORTH SECONDARY PLAN (AREA 48)



**FIGURE 1- LOCATION MAP
SPRINGDALE NORTH SECONDARY
PLAN**

PLANNING, DESIGN & DEVELOPMENT DEPARTMENT



CITY OF BRAMPTON

Date: April 12, 2007 Drawn By: J. Kennedy
File no. Springdale_N.dgn

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).

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.

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

- protecting and enhancing natural and 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 centre at the western edge of the community;
- neighbourhood centres located at the intersection of collector roads which include a mix of uses to serve local area residents;
- a street network balancing function and urban design;
- centrally located amenities /Intensity of uses in key areas/corridors; and,
- a hierarchy of open space including a green coastline system.

This framework establishes a distinct Planning Vision for Countryside Villages 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 City's 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 business park that includes both office and industrial buildings 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 the secondary planning for Countryside Villages and that such a policy be presented to Council for endorsement.

This policy will enable the City to decide where and when ADS will be used in Countryside Villages and require funding and operational issues associated with the application of ADS to be addressed early in block planning.

Informal Open House

An informal open house was hosted by the Landowner's Group in January 2008 to advise local 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.

The main issues contained within the written comments received by the Landowner's Group at the January 2008 open house with respect to the Countryside Villages Secondary Plan included:

- need to protect wetlands and the Heart Lake Conservation Area;
- need to place limitations on types of uses in the employment area;
- plan should specify the built form of the employment uses;
- concern about residential apartments over commercial uses
- concern about live/work units becoming rental and attracting a transient population to the neighbourhood;
- need for upscale design in commercial centres;
- concern about a place of worship at Countryside Drive and Torbram Road because of traffic and noise generation;
- concern about any place of worship near residential;
- concern that roundabouts will not function properly;
- desire for all single detached residential with no townhouses;
- support for the widening of Countryside Drive;
- concern about commercial across from the City-Wide park because children will try to cross the road
- concerns over the ability to control the number and type of places of worship being developed;
- the need to require a high standard of urban design.

This represents the public's initial review of the preliminary land use plan prepared by the Landowner's Group. Staff will be considering these comments in refining land uses prior to proceeding to a statutory public meeting in the future to present a revised land use plan and supporting official plan amendment.

CURRENT SITUATION

The overall secondary plan process for Countryside Villages is being coordinated by the City of Brampton. The Component Studies Terms of Reference were prepared on behalf of the Landowner's Group and then presented to the City for circulation to internal staff, Region of Peel and Toronto and Region Conservation and other commenting agencies for review and comment by the City.

Component Studies

The Landowners' Group, responsible for managing and funding all the component studies as required for the secondary planning of Countryside Villages, retained consultants who drafted component studies in the following areas:

- Cultural Heritage
- Retail Commercial and Facility Needs Analysis
- Urban Design
- Master Environmental Servicing Plan
- Transportation/Transit
- Alternative Development Standards
- Infrastructure/Servicing

The draft component studies were circulated within the City of Brampton, Region of Peel as well as to the relevant commenting agencies in February 2008. Comments have been received from a number of City Departments and commenting agencies, however, staff are still awaiting response from Toronto Region Conservation and City of Brampton Engineering Services on the MESP, from the Region of Peel and City of Brampton Engineering Services on the Infrastructure/Servicing and the Town of Caledon.

The major findings of each component study are summarized in Appendix A, which includes comments from City staff and the public review agencies.

CONCEPTUAL LAND USE PLAN

A preliminary land use plan (see Figure 2) has been prepared by the Landowners' Group and consists of the following major structuring elements:

- north-south connections to the existing community on the south side of Countryside Drive;
- a street network consisting of a modified grid pattern that is planned to be pedestrian orientated with multiple connections;
- an east-west spine road as the central neighbourhood connector;
- mixed use nodes at strategic locations;
- the existing City-Wide park;
- live/work opportunities; and,
- commercial and employment blocks.

A draft official plan amendment has been prepared by the Landowners' Group and is currently under review by the City. The land use plan contains several key features that represent the foundation for creating a unique new community. These include:

Village Centre

- represents the core of the community flanking Bramalea Road south of Mayfield Road to the northern edge of the City-Wide Park;
- contains commercial blocks, natural heritage features, an existing church, a storm water management pond and the existing City-Wide Park.

Local Centre

- established at neighbourhood junctions to provide convenient, pedestrian accessible retail and community amenities;
- consists of live/work units, medium density residential and commercial, and allows for diversity in urban architectural form;
- may contain compact buildings, minimal setbacks, on-street parking and generous sidewalks that may be suitable for such uses as café patios;
- each centre will accommodate the typical immediate needs of the surrounding neighbourhoods and will be served by public transit.

Main Street (The Spine Road)

- proposed as a three lane east-west collector road which will be the symbolic avenue, linking local centres, neighbourhoods and green spaces;
- will integrate safe and efficient movement of pedestrians, transit, cyclists and vehicles;
- built form will be defined at local centres by higher densities and enhanced urban landscape features;

Figure 2



DRAFT
 Schedule SP 48 (a)
COUNTRYSIDE VILLAGES
 SECONDARY PLAN AREA No. 48 (a)
 (Landowners' Concept)

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 2 29
 sp48_sched1_Feb08.dwg

RESIDENTIAL:	COMMERCIAL:	NATURAL HERITAGE AND ENVIRONMENTAL MANAGEMENT:	INSTITUTIONAL:
<ul style="list-style-type: none"> Low/Medium Density Medium Density Live/Work 	<ul style="list-style-type: none"> Motor Vehicle Commercial Convenience Retail Neighbourhood Retail Mixed Use 	<ul style="list-style-type: none"> Valleyland Wetland Woodlot Terrestrial Feature SWM Facility 	<ul style="list-style-type: none"> Educational Facilities Place of Worship
<ul style="list-style-type: none"> Industrial Office Centre 	<ul style="list-style-type: none"> Highway 410 Collector Road Potential Road Crossing 	<ul style="list-style-type: none"> Community Park Neighbourhood Park 	<ul style="list-style-type: none"> Special Policy Area Area Subject To This Amendment

F4-9

- elements of the City's "Flower City" strategy to be implemented along the spine road, including a landscaped centre median;
- decorative paving at signalized intersections to define pedestrian cross walks and provide traffic calming, add visual interests and distinguish the street from the surrounding area;
- built form characterized by diversity of architectural style, densities and form to provide a more interesting procession.

Neighbourhood Centres

- modified grid allows for a logical distribution of neighbourhood areas, comprised of quadrants within each concession block;
- each Neighbourhood Centre will have a village square or local park at its centre, typically within a five minute walk of residents;
- elementary schools located within the neighbourhood centre;
- opportunities to create localized retail in the form of a corner store or café.

Transit Centres

- location for mixed-use and live-work buildings;
- situated around the Village Centre and the local centres and in close proximity to transit hubs to meet the retail requirements of commuters and residents;
- pedestrian friendly, comfortable scale environment through incorporation of height and massing appropriate to the context of the street. Prominent massing will be found at corners of major streets to highlight the significance of these intersections and define vistas.

Environmental Features

- existing and enhanced natural features consisting of valleylands, wetlands, watercourses and woodlots combine with introduced stormwater management facilities. The proposed Natural Heritage System is critical to maintaining wildlife corridors and providing valuable natural amenities and linkage opportunities for residents;
- the proposed stormwater management facilities (SWM ponds and channels) are located within the vicinity of existing valleylands and/or in relation to existing natural drainage patterns of the site area;
- ponds and channels will be characterized by naturalized planting;
- sustainable neighbourhood and building design features to reduce energy use, material consumption and impacts to the environment, inspired by LEED Neighbourhood Design standards;
- existing significant valley lands and woodlots throughout the Countryside Villages Community are proposed to be preserved, enhanced and incorporated into the Open Space System.

Residential

- range of housing types and densities, including single detached, semi-detached, townhouse (lane accessed, street accessed, back to back), live-work units;
- street scale and pattern that provides comfortable walking and cycling opportunities;
- alternative compact urban form with higher densities;
- strategically located parks, open spaces and comfortable, safe sidewalks to promote social interaction and recreational use;
- a coordinated approach to architectural styles will be applied to ensure a harmonious streetscape appearance.

People/Jobs Per Hectare

- The community 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 Countryside Villages Secondary Plan will provide an estimated population of about 18,400 persons and an estimated total of 8,500 jobs.

Employment Lands

- For the lands designated Industrial in the Official Plan that represent the western edge of Countryside Villages, located between Dixie Road and Heart Lake Road, the Planning Vision proposes a business park that includes both office and industrial buildings that takes full advantage of the access and exposure offered by Highway 410.
- transit hubs will be considered for locations within the employment lands west of Dixie Rd.

Integrated Planning/Environmental Assessment Process

Municipal Class Environmental Assessment

The process for roadway improvements carried out by municipalities requires that projects be completed in accordance with the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (EA) process as mandated by the Ministry of the Environment, and generally separate from the Planning Act process. Typically, the planning process (i.e. land use) is completed prior to the planning of road infrastructure improvements.

A new road network is required to support the development of Countryside Villages, which includes new collector roads and widening of existing arterial or concession roads. Collector roads that are defined as either Schedule B or C projects must meet the requirements of the Municipal Class EA process. Preliminary assessment by the landowners' consultant is that the neighbourhood collector roads within the secondary

plan area will be subject to an Environmental Assessment. The planning and implementation of the collector roads would therefore need to be conducted in accordance with the requirements for Schedule C projects as defined in the Municipal Class EA.

Integration of The Municipal Class EA Act and Planning Act Processes

The Landowners' Group is proposing to integrate the Environmental Assessment for the collector roads with the planning process for the Countryside Villages Secondary Plan.

The Municipal Class EA has established a process for integrating the planning processes and approvals under the Municipal Class EA (EA Act) and the Planning Act. This integrated process is intended to streamline the planning and approvals process is now being used in Block Planning for Sub-Area 40-3 in the Bram West Secondary Plan.

It should be noted that the collector road network in this secondary plan does not include any Development Charge or City funded roads and therefore the Landowners' Group will be responsible for the EA process. However, the process will be integrated with the City's secondary plan and block plan process where feasible.

Proposed Work Plan

To address the requirements for the collector roads as part of an integrated planning process, the Landowners' Group consultant will complete tasks outlined according to the five Class EA phases, with the understanding that the secondary planning process would be the primary driver and the Class EA work would be carried out in collaboration and coordination with it.

The following represents the four Class EA phases to be undertaken in the integrated planning process for the collector roads.

- Phase 1: Identification of the problem/opportunity
- Phase 2: Assessment of alternative solutions to address the problem/opportunity
- Phase 3: Development/evaluation of alternative design concepts for the preferred solution
- Phase 4: Documentation of the process and conclusions in an Environmental Study Report

This represents the same approach undertaken by the City for the Integration of the Municipal Class EA and Planning Act processes within Sub-Area 40-3 of the Bram West Secondary Plan.

The integrated EA-planning process offers benefits in that the approval process can be streamlined, road networks can be planned along with the development and the feasibility of different land use scenarios can be refined concurrently with the road network requirements at the Block Plan stage.

Outstanding Issues

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 land use concept prepared by the Landowner's Group.

Overall, the input provided to date indicate that the preliminary land use concept that was prepared by the Landowners' Group incorporates certain aspects of the Council endorsed Planning Vision for Countryside Villages as a pedestrian friendly, transit supportive, new urbanism community.

The following major issues have been identified through input received from City staff and the commenting agencies following the review of the component studies, preliminary land use concept and draft official plan amendment. This report also provides the direction for addressing these issues (shown in italics).

Retail Commercial and Facility Needs Analysis

- A special policy area is shown at the northeast quadrant of Dixie Road and Mayfield Road, which proposes to convert employment lands to a District Commercial Centre. The City is concerned with the potential loss of employment lands. The Growth Plan now prohibits the conversion of employment lands unless they have been the subject of a municipal comprehensive review.

The Provincial Growth Plan policies state that conversion of employment lands to non-employment uses may only be permitted through a Municipal Comprehensive Review. The City's Growth Plan Conformity exercise is assessing the need for long term employment lands through the City's Employment Land Strategy being prepared by Hemson Consulting Ltd.

- Certain land uses proposed together with local environmental features constrain the development of a Village Core at Bramalea Road and the proposed spine road. The Neighbourhood Retail parcel proposes "big box" development, the Motor Vehicle Commercial designation is not suitable and the valleyland provides a physical barrier.

The Landowners' Group and their consultant are refining the Village Core concept.

- the Peel District School Board does not have enough school sites shown on the land use plan and require seven in total.

A meeting was held with the City, the local area school boards and Metrus Development in order to address the issue of school sites in the secondary plan. Metrus Development is now addressing the placement of school sites within the secondary plan.

F4-13

- the combined ultimate population of Countryside Villages, Vales of Humber and Caledon will require a secondary school for the PDSB in this general area and Countryside Villages represents a logical location.

As a result of the aforementioned meeting with the schoolboards, Metrus is now addressing the placement of school sites within the secondary plan and identifying potential sites outside Countryside Villages.

Community Design

- The City's draft Parks and Recreation Master Plan is recommending a 50 acre expansion to the City Wide Park, which is not reflected in the land use concept. This is a significant change and may affect the density calculations and the distribution of roads and land uses of Countryside Villages.

Metrus Developments has prepared three options for additional park lands, which include baseball diamonds. These options were presented to City staff in May 2008 and are currently under review by Parks Planning and Community services sections.

- A significant valley runs along the northeast border of Sesquicentennial Park, and a low density residential area and two neighbourhood parks are proposed on the other side of the this valley feature. A pedestrian crossing to connect the neighbourhood with the City Wide Park should be identified.

City staff discussed the pedestrian crossing of the ravine at the May 2008 meeting with Metrus Development. Options for the pedestrian crossing depend on the feasibility of expanding the existing City-Wide Park.

Alternative Development Standards

- there are financial implications related to municipal operations that will be needed for snow clearing within laneways with reduced right of ways.
- standard level of service needs to be established before a program can be put in place for road maintenance, snow clearing and removal.
- alternative standards are only to be used in strategic locations within the community to achieve the desired vision.
- alternative standards may differ depending on the need for the road way to provide access for vehicles, transit, bicycles, parking or pedestrians.

In June 2007, City Council endorsed a 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. Direction was also given that ADS be prepared for new development as part of secondary planning for Countryside Villages and that such a policy be presented to Council for endorsement. The ADS Committee has been meeting since that time and have developed a complete set of cross sections and costing information, which is being considered by the Commissioners of Planning and Works & Transportation before being finalized.

Transportation /Transit

- Require a collector road network to be shown within the employment lands, including the Office Centre designation on the west side of Highway 410.
- Spacing between the nine proposed accesses to Mayfield Road may not meet Peel Region's arterial road access control requirements. Additional information, such as AM peak hour volumes and queuing, is required to allow for further assessment.
- the east-west spine road should be identified as being connected to the residential community to promote the live-work relationship with these employment lands.

Metrus Development is addressing the development of the road network, which could be impacted by the proposed expansion of the existing City-Wide Park, placement of the park expansion lands, designation of the secondary school sites, and other related matters.

- Require the widening of Countryside Drive prior to development.

To ensure widening of Countryside Drive prior to development, arrangements are being negotiated for a sole source agreement with the Landowners' Group to fund the widening of Countryside Drive beyond what is in the current Capital Budget. The City's 2007-2016 Capital Plan shows Countryside Drive being widened from Dixie Road to Bramalea Road by 2008, from Bramalea Road to Torbram Road by 2009 and from Torbram Road to Airport Road by 2014. By having the Landowners' Group fund the widening beyond what is in the Capital Budget, it will allow the widening to be completed prior to development.

MESP

- Comments are outstanding.

NEXT STEPS

Staff will continue to work with the Landowners' Group to refine their land use plan and supporting policies based on comments received from the circulation of the component studies and draft official plan amendment in order to address the issues and concerns noted herein. This is expected to take the remainder of the summer to complete.

Staff will proceed to a statutory public meeting in the Fall 2008 to receive formal public comment on a revised land use plan and official plan amendment after the outstanding issues and concerns have been resolved in a satisfactory manner to the City.

In addition to implementing ADS policy noted here, the Official Plan amendment will include policy that identifies core infrastructure required to support development. The policy will require core infrastructure components to be identified up front in the Block Plan and draft plan process and a cost sharing agreement to be developed early on.

Respectfully submitted,

Original Signed By

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

Original Signed By

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

Authored by Pam Cooper/David Waters

Attachment:

Appendix A: Summary Table of Component Studies and Related Staff and Agency Comments

F4-16

Appendix A
Summary Table of Component Studies and Related Staff and Agency Comments

Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)

F417

Component Study	Major Findings	Comment
<p>Cultural Heritage Study, Archaeological Services Inc.</p>	<p>Stage 1 archaeological assessment reveals three archaeological sites previously registered within the study area have been destroyed by construction activities; Development must be preceded by a Stage 2 archaeological assessment;</p> <p>Field work identified a total of 7 built heritage features and 16 cultural landscape units;</p> <p>Three of the 14 identified cultural resources are of significant heritage interest and, where feasible, should be incorporated into site development plans;</p> <p>Two additional properties were previously identified by the City of Brampton as retaining heritage significance and have been listed on a municipal heritage register, therefore site development should be planned in such a way to avoid these resources;</p> <p>Nine additional properties were identified as retaining heritage significance and the City of Brampton's Municipal Heritage Committee should be consulted to assess if these features should be included on the City's register of heritage properties.</p>	<p>Community Design, Parks Planning and Development</p> <ul style="list-style-type: none"> • Staff support all recommendations as outlined in the report, and have begun the process of ensuring that the resources identified that are not currently in the Municipal Register of Cultural Heritage Resources, are included. • Staff recommend that the report stress the importance of keeping heritage properties occupied with tenants and that they not be vacated.
<p>Retail Commercial and Facility Needs Analysis, urbanMetrics inc.</p>	<p>Future population is 18,383 residents which will support between 400,000 and 500,000 square feet of retail, services and local serving office space, as follows:</p> <p>Two neighbourhood scale shopping centres of between 70,000 and 100,000 square feet; Two to three convenience scale shopping centres with a total square footage of up to 30,000 square feet; A pedestrian orientated town centre, made up of</p>	<p>Economic Development Office</p> <ul style="list-style-type: none"> • the employment lands have been generally overlooked in the component study and the original comments made on the Terms of Reference have not been addressed to date. • details are required on how the employment area will develop and what form this will take (i.e. prestige industrial, general industrial that provides warehousing for the employment area, industrial with a substantial head office component) are required.

**Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)**

	<p>convenience retail, services, live-work units and local serving offices, of between 60,000 and 100,000 square feet; and, A district shopping centre of between 150,000 and 250,000 square feet, containing larger scale uses not appropriate elsewhere in the community and uses that rely heavily on automobile shopping trips.</p> <p>The study identified a need for four public elementary schools and two public middle schools, with insufficient population to support a public high school.</p> <p>The study identified a need for three separate elementary school sites, with in sufficient students to warrant a high school.</p> <p>There is one existing place of worship site on Bramalea Road owned by the Bramalea Christian Fellowship organization and two others proposed by other religious groups. There are two additional proposed sites on Countryside Drive abutting the Countryside Villages secondary plan.</p>	<ul style="list-style-type: none"> • there is a general concern with the special policy area at the northeast quadrant of Dixie Road and Mayfield Road that proposes to convert employment lands to a District Commercial centre. <p>Dufferin Peel Catholic District School</p> <ul style="list-style-type: none"> • the Dufferin Peel Catholic District School Board requests that no schools are located adjacent to any retail or commercial uses. • Features such as SWM ponds, gazebos and bench areas cannot be located on the school grounds. • a secondary school site under the jurisdiction of the DPDCSB is already zoned at the northwest corner of Torbram Road and Countryside Drive but is not identified on the land use plan. <p>Peel District School Board</p> <ul style="list-style-type: none"> • require 7 sites all together. • the combined ultimate population of Countryside Villages, Vales of Humber and Caledon will require a secondary school for the PDSB in this general area and Countryside Villages represents a logical location. <p>Land Use Policy</p> <ul style="list-style-type: none"> • preliminary discussion indicates that some institutional areas have plans to add high density residential/extended care facilities for seniors as part of their place of worship sites. This will have to be explored on a site by site basis. • the conceptual land use plan designates the southwest corner of Mayfield Road and Bramalea Road for Highway Commercial uses. The City of Brampton is
--	---	---

Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)

<p>currently preparing guidelines for service stations, entitled "Commercial and Industrial Corridor Guidelines (Automotive Service Centres)" and this document will recommend that the location, site planning and detailed design of service centres shall reinforce the City of Brampton's hierarchy of roadways and gateways as described in the Street Corridor Master Plan and the Gateways Beautification Program.</p>	<p>Growth Management</p> <ul style="list-style-type: none"> • It may be necessary to include additional policies or revise some of the policies in the Official Plan Amendment to ensure that Countryside Villages ultimately meets its' density target. • The secondary plan should designate lands for high-density residential development and include associated policies. <p>Hemson Consulting Ltd. is reviewing all major east/west and north/south arterials, and may be recommending future intensification corridors and transit supportive nodes, which may be different than those identified in the City of Brampton 2006 Official Plan. In the event that this study identifies new nodes or corridors within Countryside Villages, revised land use designations and associated policies may be required</p>	<p>Growth Plan policy 3.2.4.5 states that municipalities will plan for land uses in the vicinity of major highway interchanges that are compatible with and supportive of the primary goods movement function of these facilities. Consideration needs to be given if the land uses proposed in this area could potentially impact the ability to provide for goods movement.</p> <p>Once the population forecasts for Countryside Villages is further refined, the ratio of population to Places of Worship will</p>
---	---	---

**Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)**

<p>need to be reflected in the Countryside Villages Secondary Plan.</p> <p>No portion of Special Policy Area 1 shall be developed for District Retail uses until the employment study supporting the amendment determines that the lands included within Special Policy Area 1 are not required for future employment purposes and the City of Brampton's Growth Plan conformity amendment is approved by Council.</p> <p>Community Design, Parks Planning and Development</p>	<p>The Conceptual Land Use Plan depicts major elements that form the community, including:</p> <ul style="list-style-type: none"> • Major collector road network with north-south connections to Springdale to the south and a major east-west spine road; • Street network with a modified grid pattern that will be pedestrian orientated with multiple connections; • The Spine Road as the central neighbourhood connector; • Alternative development standards (roundabouts, laneways) in key locations • Mixed use nodes; • Existing City Wide park; • Stormwater management facilities; • Live-work opportunities; and, • Commercial and employment areas <p>Key features include a Village Centre, Local Centre, Main Street (The Spine Road), Neighbourhood Centres, Transit Centres, Mixed-Use and Live-Work Buildings. The plan will also include innovative building types and unique right-of-way/streetscape design.</p> <p>Key elements that provide building blocks for the community and establish its character and use</p>	<p>need to be reflected in the Countryside Villages Secondary Plan.</p> <p>No portion of Special Policy Area 1 shall be developed for District Retail uses until the employment study supporting the amendment determines that the lands included within Special Policy Area 1 are not required for future employment purposes and the City of Brampton's Growth Plan conformity amendment is approved by Council.</p> <p>Community Design, Parks Planning and Development</p> <ul style="list-style-type: none"> • The City's draft Parks and Recreation Master Plan is recommending a 50 acre expansion to the City Wide Park, which is not reflected in the land use concept. This is a significant change and may affect the density calculations and the distribution of roads and land uses of Countryside Villages; • The City owns more land around the City wide park than what is reflected on the land use plan. • The open space study does not contain the basic environmental inventory and analysis information required for a secondary plan level study. This is required to permit an assessment of the location of proposed uses, including parkland, relative to the natural system; • The Council endorsed Planning Vision for the area is not carried through in the preliminary land use concept ; • A ravine runs along the northeast border of Sesquicentennial Park, and a low density residential area and two neighbourhood parks is proposed on the other side of the valley to the north. A decision must be made whether or not to include a pedestrian crossing to connect the neighbourhood with the City Wide Park as
--	--	--

Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)

F4-21

	<p>include the street hierarchy, streetscape treatment, transit opportunities and Flower City Strategy.</p> <p>An inventory and strategy for the development of a comprehensive open space system is being undertaken to maximize the benefits to a highly urbanized community, including establishing linkages between open space facilities with adjacent land uses, streets and blocks. This strategy identifies those components that comprise the open space system, including existing valley lands and woodlots, the existing City-wide park, local parks, village squares (parkettes), vest pockets, public plazas and gathering spaces, views and vistas, stormwater management facilities (ponds and channels), and trail network.</p> <p>Existing and enhanced natural features consisting of valleylands, wetlands, watercourses and woodlots combine with new stormwater management facilities to provide the community with the main organizing element for the layout of all land uses. This combined system is critical to maintaining wildlife corridors and providing valuable natural amenities and linkage opportunities for residents.</p> <p>Generally, the proposed stormwater management facilities (SWM ponds and channels) for Countryside Villages are located within the vicinity of existing valleylands and/or in relation to existing natural drainage patterns of the site area. Separate from a functional role, these ponds and channels augment the extent of natural areas as a key component of the natural heritage system and provide opportunities for passive recreation.</p> <p>The Preliminary Land Use Framework Plan uses the</p>	<p>part of the secondary plan review</p> <ul style="list-style-type: none"> • The study should review and describe how this area will be integrated with Springdale to the south and Caledon to the north. • There are constraints in developing a Village Centre at Bramalea and the proposed spine road. The "NC" parcel encourages big box development which is not suitable, the MVC designation is not suitable and the valleyland provides a physical barrier. • Require provision of a plan to scale that combines an aerial photo with the most current conceptual land use layout superimposed on top of it, in order to determine where the natural features, vegetation groupings, specimen trees, etc. are in relation to the land uses shown on that plan. • Both of previous two initial concept submissions featured several park designs that were different, however they were not carried through to the present version. • More urban, flexible built forms and mixed uses are encouraged in centres and nodes. • opportunity of locating upscale housing adjacent to the valleylands should be explored in this plan • Alternative Development Standards (ADS) will be required to implement the Vision and concepts and it will be up to the applicant to ensure that those standards not yet adopted by the City are developed in time to support their implementation. • Elaborate on integration of the 'existing city-wide park
--	--	--

**Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)**

	<p>existing natural features to form a key component of the Natural Heritage System and create opportunities for a linked open space network and an extension and integration into the community. To ensure that retained natural features are able to withstand the pressures that will result as the future neighbourhoods transition from agricultural use to a residential community, the following initiatives are proposed:</p> <ul style="list-style-type: none"> • Valleyside edge enhancement should be implemented to protect existing vulnerable natural areas and provide opportunities for extension and integration into the community. • Existing significant woodlots throughout the Countryside Villages Community will be preserved, enhanced and incorporated into the Open Space System as an integral neighbourhood structural element. • To develop walkable, pedestrian scaled and bike friendly neighbourhoods within Countryside Villages, a system of trails and pathways will be integrated into the open space system. This will allow for safe and accessible recreation and commuting options that enable residents to experience the diverse land uses Countryside Villages provides. The Trail Network introduces proposed trail designations for the Community and connects them with the existing and future City of Brampton Trails and Master Plan Designations. <p>In order to achieve a vision of a more sustainable, transit-oriented community, Alternative Design</p>	<p>into the core of the community. This is not immediately obvious as the valley and Bramalea Road imposes and forms a physical barrier to adjacent commercial and residential lands.</p> <ul style="list-style-type: none"> • It is recommended that two smaller village cores be created in the centre of the community and not on arterial roads to promote a pedestrian-friendly and human-scale environment • The plan will retain more than valleys and woodlots, i.e. existing trees, specimen trees, groupings of trees, hedgerows, etc. • Conceptually indicate on plan significant public vistas; • Delete the open space linkage shown across Highway 410 since it is not possible, and illustrate the woodlot areas.
--	--	--

**Appendix A
Summary of Component Studies and Related Comments
Countryside Villages Secondary Plan (SP48)**

<p>Phase 1 MESP, Existing Conditions</p>	<p>Standards (ADS) will be considered to help provide the structure for the development and establish Countryside Villages as a uniquely urban, green, efficient and conveniently accessible community.</p> <p>This report was prepared in January 2007 and reviewed the existing condition of the natural environment and established development constraints within the Countryside Villages Secondary Plan area based on desktop and limited field evaluations. The Phase 1 report was reviewed by City staff and the Conservation Authority, and further work required to establish development limits through field study was identified for the Phase 2 MESP.</p>	<p>Environmental Engineering</p> <ul style="list-style-type: none"> The MESP should be based on updated Hydrologic Models that reflect the current condition, therefore, the old environmental reports will have to be updated. The MESP should be based on updated Hydrologic Models that reflect the current condition, therefore, the old environmental reports such as Etobicoke Creek Flood Control Study by Fred Schaeffer & Associates Ltd. (1996) #1, Humber River Watershed Hydrology & Hydraulic Study by Aquafor Beech Ltd. April 1997 should be used as background information only The extension of Highway 410 should be incorporated into the updated hydraulic model pertaining to Etobicoke watershed including the proposed stormwater facilities. Are the floodline studies prepared by Clarifica in 2006 sufficient for this MESP or does it need to be updated against the recent TRCA floodline analysis? The existing hydrologic modeling is based on OTTHYMO (Vol. 2) model that simulates peak flow conditions. Would it be appropriate to use HSP-F hydrologic model? The drainage boundary limits are apparently determined from available topographic mapping, therefore, I believe some field surveying would be required to validate the information obtained from topographic mapping. The drainage boundary limits are apparently determined from available topographic mapping, therefore, I believe some field surveying would be required as part of MESP Phase II Study in order to validate the information
--	---	---