

Draft Official Plan

Dated: April 10, 2006



www.brampton.ca

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Brampton

Our Brampton, Our Future - The Vision

Brampton is planned to be a dynamic urban municipality with a strong live-work ratio, accommodating 680,000 residents and 337,000 workers by 2031. Brampton will be a sustainable community with superior infrastructure and services and will be planned and developed based on accountable decision making and full public participation. Growth will be managed in a manner that protects our environment, conserves our heritage as a Flower City, contributes to the economy and enhances the quality of life.

In the heart of the City is a thriving and vibrant Central Area which represents the centre for business, retail, entertainment, tourism, cultural and institutional activities as well as a range of housing, truly a place for people to live, play and work. In addition to the Central Area, other mixed-use centres are located near major transit and transportation infrastructure, where people can easily access, in many case without the need to drive. Other more local facilities and amenities such as schools, libraries, parks and shopping are planned to be within close proximity to home where residents can walk or cycle to.

There will be other reasons to reduce our reliance on the automobile with the City's extensive open space network of parks, trails, natural landscape, trees, clean rivers and streams to enjoy. The built environment will be equally attractive as shaped by the City's endeavour to achieve a superior built form which adds to Brampton's vibrancy and sense of civic pride. Cultural heritage will be preserved and forms part of the functional components of the daily life. As promoted by the Flower City Strategy, Brampton will be a place where "families can stop and smell the roses and companies can put down roots of their own".

Brampton will continue to be a multi-dimensional, full service urban economy that will cater to the local as well as the global markets with its excellent infrastructure, highly skilled work force and proactive Official Plan. The strong economy will provide residents with ample employment and therefore the opportunities to live and work in the City. The shorter commute coupled with modal choices will contribute to a cleaner environment, better air quality and an overall sustainable lifestyle for Brampton residents.

**Our Brampton, Our
Future, The Vision**



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1. OUR BRAMPTON, OUR FUTURE

The City of Brampton has grown to be one of the largest and most prosperous cities of the Greater Toronto Area - Hamilton (GTAH). Supported by a culturally diverse population and a strong economy, the City has emerged to become an exciting municipality with a growing sense of civic pride.

Our Brampton Our Future epitomizes the view and approach used by the City in formulating this document along with the sense of stewardship that has evolved in the City of Brampton. The Official Plan review process proactively engaged Brampton citizens, business and stakeholder groups to acquire feedback and to foster a sense of ownership of the new Official Plan. It is clear that today's Bramptonians expect a lot more from their community in all facets of life.

The intent of this Official Plan is to build on this sense of civic pride and to move more aggressively towards a sustainable community that caters to the needs and desires of its residents now and in the future. By maintaining the dialogue of the Official Plan review and engaging Brampton's stakeholders, we will shape the future of Brampton as we strive together to reach our full potential, and develop a distinct community.

1.1 PURPOSE OF THE OFFICIAL PLAN

The City of Brampton Official Plan charts the course for land use decision-making within the municipality for the next 25 years. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. This Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The purpose of the Official Plan is to give clear direction as to how physical development and land-use decisions should take place in Brampton to meet the current and future needs of its residents. It is also intended to reflect their collective aims and aspirations, as to the character of the landscape and the quality of life to be preserved and fostered within Brampton. The Plan also provides policy guidance to assist business interests in their decision to invest and grow in the City of Brampton. Finally, the Plan clarifies and assists in the delivery of municipal services and responsibilities.

The Official Plan is a document authorized under Part I of the *Planning Act*, which constitutes a legal document upon adoption, by the City of Brampton and approval by the Region of Peel. The Plan is more than just a statement of goals, and objectives but also represents the collective vision of the City Council, which indicates the proposed form, extent, direction and rate of growth for the City of Brampton.



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The Official Plan has the legal effect of prohibiting the municipality from undertaking public works or passing by-laws, which do not conform to the Official Plan. The Plan specifies and references policies and guidelines for new residential and employment development and urban improvement. In a broader context, the Plan incorporates approved planning policies of senior levels of government and is an integral part of a multiple-interest planning process.

1.2 THE OFFICIAL PLAN REVIEW

Brampton City Council adopted the previous version of the Official Plan on June 28, 1993. The Ministry of Municipal Affairs and Housing approved it with modifications on March 6, 1997. The Official Plan has been subsequently modified through a series of amendments since its approval. In accordance with Section 5.3.1 of the Official Plan and Section 26(1) of the *Planning Act*, and input received at a Special Meeting held on June 3, 2002, City Council directed City staff to undertake a scoped review of the Official Plan. The objective of periodic reviews of the Official Plan is to maintain a contemporary Official Plan, which reflects community interests while fulfilling its primary role of directing the physical development of the City, and accounting for social, economic, environmental and other relevant considerations.

The scope of the City's Official Plan review was primarily focused on the following policy areas:

- Preparing a new set of ***long-term growth forecasts*** as part of updating the Official Plan to replace the 1998 forecasts;
- Assessing the ***retail policies*** of the Official Plan to assess their effectiveness in responding to retail trends;
- Updating the ***office strategy*** to reflect more realistic business development opportunities and to designate office land that is better matched to the locational requirements of Greater Toronto Area office users;
- Updating the ***environmental mapping*** of the Official Plan by incorporating the most up-to-date mapping available and ensuring that the ***environmental policies*** of the City's Official Plan conform to current best practices and reflect the policy requirements and terminology of the applicable conservation authorities, the Region and the Province;
- Updating the ***urban design policies*** of the Official Plan based on the direction the City is taking in the area of civic design and urban form including the adopted City-wide Development Design Guidelines;
- Updating the ***cultural heritage*** policies to strengthen protection of heritage resources enabled by the latest Provincial, Regional and City



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legislation and policies including the recently amended *Ontario Heritage Act*; and

- Along with general housekeeping matters, updating the general format and layout of the Official Plan to make it more reader-friendly and contemporary.

1.3 FORMAT OF THE 2006 OFFICIAL PLAN

This Brampton Official Plan document consists of three parts:

Part I: The General Plan (hereafter referred to as "the Plan" or "this Plan"): establishes the general direction for planning and development in Brampton by prescribing goals, objectives, and policies for land use planning in the City.

Part II: The Secondary Plans: implement and adapt the direction of the General Plan in response to the specific circumstances of individual planning districts. In many cases, the policies of Secondary Plans will be more detailed and/or restrictive, but consistent with the policies of the General Plan.

Part III: Community Block Plans: implement the policies of Secondary Plans on a sub-area basis by coordinating completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals.

The formally approved sections within these three parts (General Plan, Secondary Plans and Community Block Plans) and Schedules 'A' to 'H' constitute the approved part of the Official Plan.

1.4 INTERPRETATION OF THE OFFICIAL PLAN

The Council of the City of Brampton is responsible for interpreting any objective, policy, general provision or map contained within the Official Plan. The boundaries between various land uses, specific quantities, proportions, dates and locations of this Plan represent the desired intent of the municipality but are not to be considered as rigid, absolute standards. Sufficient flexibility is intended to permit minor variations without the necessity of a formal amendment to the Plan.

Schedules "A" to "H" of this Plan are graphical expressions or representations of various policies of this Plan. To ascertain the policies applying to a particular area, all of the Schedules of the Plan must be consulted. Schedule "A" indicates the General Land Use Designations committing the use of land. The remaining Schedules should be considered overlays that impose further restrictions or indicate



additional detail. Unless specifically indicated, the individual or cumulative restrictions of the supplementary schedules and the policies respecting Natural Features and Environmental Management shall not preclude the establishment of the general land uses designation on Schedule "A" subject to preventative or remedial engineering and site design measures. The text will take precedence in the case of any discrepancy between the text and the schedules of the Official Plan.

The Appendix provides background information related to the interpretation and implementation of policies, but are not part of the City's Official Plan approved by the Provincial Government.

Secondary Plan office consolidations are provided for convenience only and have no *Planning Act* status. For official reference, recourse should be had to the original documents in Part II of this Official Plan, or retained Secondary Plan Chapters in Part IV of the 1984 Official Plan and in Part II of the 1993 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan. Secondary Plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including the interpretation and implementation provisions.

A specific Secondary Plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan or in Part II of the 1993 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.

Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a Secondary Plan (whether directly in the text or included by reference), the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.

Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be reference to the more recently adopted equivalent provision.

When a provision in a Secondary Plan refers to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan, the 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active applicable part of the secondary plan unless,

- a) The reference provision is in conflict with the current Official Plan;
- b) The referenced provision is superseded by a more recently adopted equivalent provision; or
- c) It is evident that it was the intention of Council at the time of the repeal of the preceding Official Plan that the referenced provision was not to be considered active and applicable for such Secondary Plan purposes in the future.

2. CONTEXT OF THE 2006 OFFICIAL PLAN

The Greater Toronto Area-Hamilton (GTAH) is one of the fastest growing regions in North America. It is the destination of choice for many people looking to relocate from other parts of Canada and around the world because of its high quality of life and economic opportunities. Communities within the GTAH will continue to experience the benefits that come with growth including vibrant, diversified economies, higher education institutions, arts, culture and recreation.

Within the GTAH, the City of Brampton is located northwest of Toronto in the Regional Municipality of Peel. The City of Brampton was formed in 1974 by the amalgamation of the former Town of Brampton, parts of the former Town of Mississauga and the former Townships of Toronto Gore and Chinguacousy. The City of Brampton Planning Area, as defined in Bill 138, an *Act* to establish the Regional Municipality of Peel, as amended, represents a landmass of approximately 26,900 hectares (66,469 acres).

Over the past several decades, growth in the GTAH, especially employment growth, has been increasingly concentrated in the western half of the region. Today, the centre of gravity of the GTAH is as likely to be considered Lester B. Pearson International Airport as opposed to downtown Toronto. Brampton is well placed in this context, both to attract employment and residential growth within the western half of the GTAH. While housing markets are always cyclical, the attractiveness of the western half of the GTAH is unlikely to change significantly.

This Official Plan recognizes that the City of Brampton will absorb much of the growth that is forecasted for the GTAH region over the next 25 years, especially for ground related housing development. As the land supply dwindles in other areas of the GTAH, the City of Brampton continues to represent a significant component of the greenfield land needed to accommodate future residential and employment growth. According to forecasts completed on behalf of the Province, the GTAH is forecasted to grow from 5.81 million people in 2001 to 8.62 million in 2031. In 2004, Brampton's population is at about 390,000 people. That number is forecasted to reach 695,000 people by 2031.

Brampton will experience increased demands for employment lands in the coming years due to the long term outlook for economic growth in the GTAH, the building out of Mississauga's greenfield employment lands, and the availability of quality employment land supply in the City. The employment level for Brampton is forecasted to reach 313,000 jobs by 2031.

With new growth, the City depends on its Official Plan to not only direct growth but to also provide the flexibility that is essential for mature neighbourhoods and business parks to adapt in the face of changing economic, social, physical and environmental considerations.



The following population, housing and employment forecasts are being used by this Official Plan to guide policy and land-use decision making over the next 25 years.

Population, Household and Employment Forecasts

	2011	2021	2031
Population*	500,000	625,000	695,000
Housing	155,000	200,000	230,000
Employment	225,000	280,000	310,000

* Add 4% to Population to include Census Undercount

2.1 PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

The City of Brampton is located about 45 kilometres from downtown Toronto. The inter-city links already include several major highways (Highway (Hwy) Nos. 401, 410, 407 and 427) as well as GO train/bus services. Both Canadian National Railway (C.N.R.) and Canadian Pacific Railway (C.P.R.) lines traverse Brampton and provide spur line access to industrial areas. The C.N.R. Brampton Intermodal Terminal is situated between Airport Road and Goreway Drive to the north of Steeles Avenue, while the C.P.R. Intermodal Terminal is located to the east of Highway 50 in the City of Vaughan. Lester B. Pearson International Airport, is within a 30-minute drive from downtown Brampton, and is an additional factor making the City attractive for commercial and industrial investment. Within the life of this Plan, it is anticipated that Hwy 410 and Hwy 427 will both be extended further north beyond Brampton's border. An additional major north-south transportation corridor through the west side of Brampton is also anticipated to be substantially developed within the timeframe of this Plan. As well, a new hospital, the Brampton Civic Hospital is under construction and will be open in 2007.

The physiography of the City of Brampton is dominated by the gently rolling Halton-Peel till plain, with overlay areas of clay and silty sand, lacustrine till, moraine topographic features, and sand plain. The principal vegetation corridors are the valley systems, predominated by the Credit River and the western tributaries of the Humber River. Groundwater generally follows the trend of surface water movement and topography. The Brampton esker represents a distinct hydrogeological feature extending over 8 kilometres in a southeasterly direction from Heart Lake to south of Bovaird Drive with substantial reserves of sand and gravel forming a major aquifer and important regional groundwater supply. The after-use of these pits for primarily recreational and residential purposes is an important part of the Plan.

Two major conservation areas (Claireville and Heart Lake), together with additional lands owned by the Toronto and Region Conservation Authority are significant permanent open space resources. Also contributing to open space resources are the City's park system and the linear open space (valleylands) system retained through the development process.

The major waterways traversing Brampton - the Etobicoke Creek, Fletchers Creek, Mimico Creek, Credit River and Humber River - represent not only constraints by virtue of flooding and erosion hazards, but also a major component of the land and water related ecosystem. The preservation of these systems carries with them associated ecological and social values. Such natural features improve the quality of life in the City and provide natural aesthetic relief from built form, a linear open space system and passive recreational opportunities.

This Plan promotes the principles of sustainability and an ecosystem approach to planning where the environment is considered on a level with social and economic concerns. The approach examines all elements of a biophysical community and the interrelationship of those elements, leading to the long-term management of sustainable ecosystem health.

Objectives

It is the objective of this Official Plan to:

- (a) Maximize the City's strategic position and existing transportation connections within the GTAH and develop further infrastructure /transportation and economic links with the balance of the GTAH; and,
- (b) Conserve and protect the City's environmental amenities and quality of life through sustainable development practices and an ecosystem approach to land-use planning and development.

2.2 SOCIAL CONSIDERATIONS

According to the last Census, the City of Brampton reached a population of 325,000 in 2001. This represents an increase of over 57,000 people since 1996. It is anticipated that Brampton will continue to experience a high growth rate, attracting a larger share of Peel Region's growth, particularly since the City of Mississauga's greenfields are just about developed and Brampton continues to have a supply of developable land within its municipal boundaries.

Brampton's population will reflect the aging trend of the Canadian population as a whole. In anticipation of the needs of older people as well as the need to conserve energy, the Plan emphasizes an integrated, pedestrian oriented urban structure with community services and shopping readily accessible in the Downtown and throughout the City. This Plan facilitates the mobility of our aging population so that they may take full advantage of the many community services and programs available in Brampton such as assisted living, dietary services, and health care. The aging population must be able to optimize the enjoyment and independence of their lives free of any impediments.



Creating a barrier free municipality is an important theme of this Official Plan. The City is committed to ensuring that people of all ages and abilities enjoy the same opportunities as they live, work, play, visit and invest in our City. The prevention of new barriers and the reduction and removal of existing barriers for people with disabilities is essential for providing increased accessibility in a fiscally responsible manner. The City recognizes that enhancing accessibility is sound public policy that provides increased opportunities, inclusion and dignity for people of all ages and abilities.

This Plan also recognizes that Brampton's population consists of many cultures and that the City has become a point of destination for new immigrants. Brampton's diverse population has enriched the City with cultural amenities and new ways of thinking. It is essential that this Plan remains flexible and adaptive to the changing face of Brampton, by keeping communication channels open and engaging residents and businesses.

A wide mixture and range of housing within neighbourhood districts represents a key objective of the Official Plan. Within this framework, a variety of neighbourhoods each with its own individual character can exist side-by-side and share community services. The focus of the Official Plan's housing policy is to provide the opportunity to accommodate the entire housing continuum to meet the needs of a diverse community.

Creating a barrier free environment and dealing with the changing face of Brampton, including an aging population, new immigrants and a growing lower income group in the urban area, will require a multi-faceted social services system. This Plan recognizes that cooperation from all levels of government, the general public and business will be an integral part of dealing with growth and the demographic changes that brought about, typical of other GTAH communities.

Objectives

It is the objective of this Official Plan to:

- (a) Remain flexible to the changing face and needs of Brampton by fostering an open dialogue through active citizen participation with Brampton residents and employers;
- (b) Promote a barrier free municipality that provides increased opportunities, inclusion and dignity for people of all ages and abilities in all aspects of design, planning and policy development; and,
- (c) Work with all levels of government and City residents to facilitate the provision of social services systems that empower Bramptonians to strive and reach their full potential.

2.3 ECONOMIC FACTORS AND THE ROLE OF BRAMPTON

Brampton's current economy has evolved from the growth processes that have been at work in the GTA economy over the past three decades. These same forces will continue to shape the Brampton economy today.

From an independent agricultural community to a major centre of commerce serving the surrounding rural areas, to a major residential satellite of Toronto, to a major industrial suburb, to a multi-dimensional full service urban economy, these are the growth phases, which represent Brampton's economic history and near future.

Large-scale industrial development started in Brampton only 40 years ago, but industry now constitutes the major employer for Brampton residents. Office and service facilities have followed manufacturing but at a slower pace. This Plan aims to balance industrial and manufacturing employment with office development opportunities in strategic locations.

Excellent existing and future accessibility via road, rail and air ensures a good competitive position for Brampton in attracting commercial, office and industrial establishments. A strong non-residential assessment together with sound financial management are essential to support a desirable quality of life as the City continues to grow. As a result, the rate of growth must be related and linked to the City's ability to maintain a favourable financial position.

Brampton's ability to compete in the global marketplace over the next two decades will be determined by how responsive the local economy can be to accommodate new world-wide patterns of business development: the new information industries, business services, growth in personal and leisure services, technological advances in production processes, the home occupation phenomenon, changes in the composition of population, labour force and employment, and the rapid evolution of a global economy.

Objectives

It is the objective of this Official Plan to:

- (a) Balance industrial and manufacturing employment with office development opportunities in strategic locations and to ensure that overall job growth is appropriately balanced with population growth; and,
- (b) Facilitate employment opportunities by providing the land and infrastructure required by today's employers and to remain flexible to the influences of the global economy and the changing needs of business.



Industrial Lands - Biscayne Court



The Auto Industry is a major employer in the City



Coca Cola Bottling Company

Context of the 2006
Official Plan

2.4 THE STRATEGIC PLAN: SIX PILLARS SUPPORTING OUR GREAT CITY

Through sound administration and responsible government, the City has initiated and completed a number of programs aimed at providing citizens with the highest quality of life. Guiding all City initiatives is a vision formulated with extensive input from the public, business and the City's employees. It is a vision that is carved out of the City's past experiences and evolving relationship with the rest of the GTA. That vision is to form *"a vibrant, safe and attractive city of opportunity where efficient services make it possible for families, individuals including persons with disabilities and the business community to grow, prosper and enjoy a high quality of life"*.

The City's Strategic Plan represents a blueprint of the City's overall development and management, and is the foundation upon which all future City plans, including the Official Plan will be based. The Six Pillars i.e., the main components of the Strategic Plan include Modern Transportation Systems; Managing Growth; Protecting our Environment, Enhancing Our Neighbourhoods; A Dynamic and Prosperous Economy; Community Lifestyle and, Excellence in Local Government. It is the intent of this Official Plan to advance the objectives of the Strategic Plan in all matters of land-use planning and policy development.

2.4.1 Modern Transportation Systems

Through the City's Transportation and Transit Master Plan and other servicing plans, Brampton will develop a safe, efficient and accessible transportation system for moving people, including persons with disabilities, and goods, as well as provide improved and efficient linkages within the Greater Toronto Area.

Objectives

It is the objective of this Official Plan to:

- (a) Create an integrated and expanded transportation network to provide a high level of service tied to the rate of distribution of growth within the City and to enhance accessibility for all residents including persons with disabilities;
- (b) Expand public transit service for Brampton's residents including persons with disabilities and employers and to provide seamless connections to popular destinations within the GTA; and,
- (c) Build a pathway system that is accessible to all including persons with disabilities through a series of walking, cycling and multi-use trails that connects Brampton's major destinations and links with other trails systems outside Brampton.

Six Pillars



Supporting Our Great City

1.0 Modern Transportation Systems



2.4.2 Managing Growth

Brampton administers a Growth Management Program that coordinates and stages the level and distribution of development growth in relation to specific elements of infrastructure (roads, sewers and water) and community services (schools, fire stations, parks and recreation facilities and transit) required to support such growth in a manner that minimizes public costs and optimizes service levels to both residents and businesses.

Objectives

It is the objective of this Official Plan to:

- (a) Maintain an effective development approval process that makes the most of the public and economic benefits of growth, while working to provide the necessary services and infrastructure to serve residents and businesses today and in the future;
- (b) Promote a balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area and along major corridors and designating sufficient commercial lands;
- (c) Reinforce Downtown Brampton and the Central Area as a primary location for business, shopping, dining, entertainment, cultural venues and programs; and,
- (d) Promote economic prosperity, improve live/work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of designated employment land is protected.



2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods

Brampton is committed to conserving and protecting significant environmental features for the citizens of Brampton to enjoy and building a community that preserves Brampton's heritage and achieves a high standard of civic design for the whole City. When planning and designing transportation corridors to achieve transit-oriented, mixed-use development, the City recognizes the importance of accessibility and pedestrian-friendly streetscapes.

The City Council has adopted the Development Design Guidelines to guide the development and planning of Brampton to promote high physical design standards for civic and private projects; and to implement sustainability objectives including the creation of highly liveable, compact, integrated and transit-supportive communities.



Context of the 2006
Official Plan

Objectives

It is the objective of this Official Plan to:

- (a) Ensure the City's rich natural resources and cultural features are preserved for generations to come by ensuring development is sensitively integrated and compatible with the natural environment and existing cultural landscapes;
- (b) Promote the development of attractive, well-functioning and accessible communities through design guidelines including the City of Brampton Accessibility Technical Standards and to recognize the importance of accessible, pedestrian-friendly and transit oriented development; and,
- (c) Conserve and protect significant environmental features such as woodlots, wetlands, marshes, rivers and streams.

2.4.4 A Dynamic and Prosperous Economy

The City is committed to fostering Brampton's emergence as one of Canada's most dynamic and prosperous local economies by attracting and retaining targeted employment growth in strategic locations, including Brampton's Downtown and Central Area; supporting a competitive business infrastructure; achieving excellence in advanced manufacturing and design technology; promoting local job growth through entrepreneurship; and by sharing Brampton's identity with key sectors of the economy.

Objectives

It is the objective of this Official Plan to:

- (a) Attract Brampton's share of the Province's growth in terms of population and employment through a balanced and diverse local economy that is supported by the appropriate infrastructure;
- (b) Support a competitive business structure through enhanced technology, expanded transportation systems, and making it easier for business to obtain strategic economic development information and professional resources; and
- (c) Promote Brampton as a tourist destination in partnership with Brampton business associations, City departments, senior levels of government, and community stakeholders.



2.4.5 Community Lifestyle

It is the City's goal to achieve a higher level of service excellence in areas that Brampton residents are most proud of, namely: parks, recreation and sports; police and emergency services; cleanliness; multiculturalism; arts and culture; and Brampton's rich history.

Objectives

It is the objective of this Official Plan to:

- (a) Foster a unique sense of civic pride and local identity that caters to the City's cultural diversity and unique amenities;
- (b) Ensure that people of all ages and abilities enjoy the same opportunities as they live, work, play, visit and invest in our City;
- (c) Provide safe, integrated communities that are supported by exceptional emergency services and risk management programs; and,
- (d) Provide open space and related resources for residents including those with disabilities to enjoy and pursue recreational and other leisurely activities.

2.4.6 Excellence in Local Government

Brampton strives to be a leader in responsible government that caters to the needs and desires of its residents and employers. The City is committed to delivering the services that the community values most in an effective and efficient manner.

Objectives

It is the objective of this Official Plan to:

- (a) Foster a high level of citizen participation and maintaining an environment of open communication that invites the public to participate in open decision-making process concerning City services and operation;
- (b) Provide service plans that are sustainable and responsive to the changing community needs;
- (c) Facilitate long-range financial strategies that maintain a competitive level of municipal taxation and user fees; and,
- (d) Provide increased accessibility in a fiscally responsible manner through the prevention of new barriers and the reduction and removal of existing barriers for persons with disabilities.



5.0 Community Lifestyle



6.0 Excellence in Local Government

2.5 POLICIES OF OTHER LEVELS OF GOVERNMENT

A variety of planning, regulatory and financial policies of other levels of government have an impact on the preparation of a new Official Plan for Brampton. Some of these constitute legal constraints to which the City's policies must conform. Others, particularly financial assistance programmes, are of a supportive nature.

2.5.1 Federal Government

In the year 2000, the Federal Government created the Infrastructure Canada Program aimed at improving infrastructure in Canada's urban and rural communities and to improve quality of life through investments that protect the environment and support long-term community and economic growth. This Official Plan recognizes the Federal Government's renewed support on matters related to urban municipalities and anticipates taking full advantage of the resources offered through the Infrastructure Canada Program for several Brampton infrastructure and sustainable development initiatives.

Other regulatory policies under Federal jurisdiction with an impact on planning in Brampton are those relating to the Lester B. Pearson International Airport and the C.N.R. and C.P.R. facilities. These transportation facilities offer excellent accessibility to Brampton's employment areas but also represent a significant constraint within noise sensitive zones. The federal government also maintains regulatory policies under the *Federal Fisheries Act* for the protection of fish habitat.

Objectives

It is the objective of this Official Plan to:

- (a) Work together with the Federal Government on matters affecting urban development in Brampton and take full advantage of the Federal Infrastructure Program in terms of funding and support;
- (b) Work with the Greater Toronto Airport Authority, and national transportation corporations including the Canadian National Railway (C.N.R.) and Canadian Pacific Railway (C.P.R.) to facilitate their operations and delivery of air and rail services to serve Brampton residents and businesses; and,
- (c) Ensure compliance with all the relevant federal regulations and policies.

2.5.2 Provincial Government

The Provincial Government is the key planning authority in Ontario. Under the *Planning Act*, the Province delegates some of its planning authority to the municipalities while retaining control through the approval process. Municipalities must conform to approved policies of the Provincial government and its agencies. The Ministry of Municipal Affairs and Housing has delegated much of the planning authority to the regional and local municipalities. The Region of Peel has been delegated this authority. The Province has also implemented a “one-window” approach for providing comments on provincial matters. This “one-window” approach streamlines and coordinates the input of information that was previously provided individually by the Provincial Ministries of Municipal Affairs and Housing; Environment; Natural Resources; Transportation; Citizenship, Culture and Recreation; and Agriculture, Food and Rural Affairs.

Matters of Provincial interest, as set out in the *Planning Act*, include among other matters, the protection of the natural environment, the provision of educational, health, transportation services, the financial well being of the municipalities and the provision of a range of housing types. The major Provincial policies affecting Brampton are those concerning the effective and efficient use of land, resources, infrastructure, and public services and facilities.

Among other matters, the Province has embarked upon five planning policy initiatives, during this Official Plan Review, which will have an impact on the City:

- *Greenbelt Act, 2005* and Greenbelt Plan
- *Strong Communities Act, 2004*
- Provincial Policy Statement
- *Places to Grow Act, 2005* and Growth Plan
- *Accessibility for Ontarians with Disabilities Act, 2005*

Greenbelt Plan

The Greenbelt Plan is prepared under the *Greenbelt Act, 2005*. It identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan includes lands within, and builds upon the ecological protections provided by the Niagara Escarpment Plan (NEP) and the Oak Ridges Moraine Conservation Plan (ORMCP). It also complements and supports other provincial initiatives such as the Parkway Belt West Plan and the Rouge North Management Plan.

About 500 acres of land in Northwest Brampton is affected by the Greenbelt Plan and is identified as “Protected Countryside”. This land predominantly follows the Credit River Valley and includes a protective buffer on the north side of the valley. Several layers of policy provide protection for Credit River Valley in addition to the policies of this Official Plan, the Region of Peel Official Plan and Credit Valley Conservation policies.



Strong Communities (Planning Amendment) Act, 2004

On November 30, 2004, the *Strong Communities (Planning Amendment) Act, 2004*, (Bill 26) received Royal Assent. This *Act* gives municipalities additional time to review and approve development applications and prevents appeals to the Ontario Municipal Board of urban expansions opposed by municipal governments. The *Act* allows the Province to declare certain matters under appeal to the Ontario Municipal Board to be of provincial interest. The *Strong Communities (Planning Amendment) Act, 2004*, also requires that planning decisions “shall be consistent with” the Provincial Policy Statement, which provides direction for all land use planning decisions. The “shall be consistent with” provision came into effect on March 1, 2005 to coincide with the new Provincial Policy Statement (2005) and will apply to those applications and matters commenced on or after March 1, 2005.

Provincial Policy Statement

The Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the *Planning Act*. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system.

The new Provincial Policy Statement came into effect on March 1, 2005. This coincides with the effective date of Section 2 of the *Strong Communities (Planning Amendment) Act, 2004*, which requires that planning decisions on applications that are subject to the new PPS “shall be consistent with” the new policies.

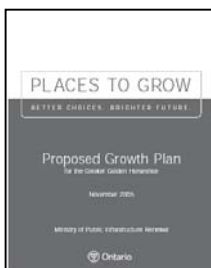
The new Provincial Policy Statement provides a higher degree of protection for employment lands against conversions to residential uses. The new policies also provide for intensifications and brownfields development to ensure the maximum use of sewer, water and energy systems, roads and transit.

The new PPS also provides for more transit-friendly land-use patterns using intensification and more compact, higher density development, as a means of bringing more people closer to the transit routes.

Growth Plan

On June 13, Bill 136, the *Places to Grow Act, 2005* received Royal Assent. The *Act* provides a legal framework necessary for the government to designate any geographic area of the Province as a growth area and develop a growth plan in collaboration with local officials and stakeholders to meet specific needs across the Province.

The *Places to Grow Act* enables the government to plan for population growth, economic expansion and the protection of the environment, agricultural lands and other valuable resources in a coordinated and strategic way. The legislation is provincial in scope and allows for growth plans in any part of Ontario.



During the Official Plan review, a Proposed Growth Plan was formulated for the GTAH, which identifies Brampton as a Growth Centre within the Greater Golden Horseshoe area. The Proposed Growth Plan outlines growth targets for the GTAH requiring a higher proportion of development within current built up areas and higher density development patterns in general.

Overall, the Growth Plan sets the stage for Brampton to absorb a larger portion of the growth projected for the western half of the GTAH given that Brampton has the largest portion of greenfield land available for ground related housing and employment development. The forecasts used for the Proposed Growth Plan allocate about 1.64 million people to the Region of Peel by 2031.

Accessibility for Ontarians with Disabilities Act, 2005

The *Accessibility for Ontarians with Disabilities Act, 2005* is intended to improve access and opportunities for persons with disabilities. As a result of the passage of the *Act*, complementary amendments were made to several statutes including the *Planning Act*. Planning approval authorities are to have regard to accessibility for persons with disabilities in their land use planning, development decisions and when considering a draft plan of subdivision. The scope of the *Accessibility for Ontarians with Disabilities Act 2005* includes the private sector as well as government and the broader public sector.

In accordance with the *Act*, the City prepares the annual Municipal Accessibility Plan to set out accessibility programs and initiatives for the coming year and measure performance for the previous year. In 2005, City Council adopted the City of Brampton Accessibility Technical Standards to implement universal design in properties owned, operated or leased by the City and to encourage the private sector and others to follow.



Objectives

It is the objective of this Official Plan to:

- (a) Work together with the Province to implement the Provincial Policy Statement and other Provincial legislation as amended from time to time including the *Greenbelt Act*, *Strong Communities (Planning Amendment) Act*, *Places to Grow Act*, and the *Accessibility for Ontarians with Disabilities Act*.

2.5.3 The Region Of Peel

The Regional Municipality of Peel came into existence on January 1, 1974, under the Province of Ontario's *Regional Municipality of Peel Act*. The legislation also established the lower tier constituent municipalities of the City of Brampton, the



Context of the 2006
Official Plan

City of Mississauga, and the Town of Caledon. The Region of Peel provides a wide range of services to those living and working in Peel. These include: construction and maintenance of regional roads, waste managements, water and sanitary sewers, regional planning, social assistance, assisted child care, homes for the aged, transit for the disabled, community health, non-profit housing, heritage, an emergency 911 service to those living and working in Peel, policing, conservation authorities oversight, hospitals and the Children's Aid Society.

The *Regional Municipalities Act* and the *Planning Act* direct Regional Council to prepare and adopt a Region Official Plan for Peel. The Region of Peel Official Plan is the primary long-range strategic land use policy document for the Region of Peel. The Official Plans of Mississauga, Brampton and Caledon must conform to the Regional Official Plan.

Objectives

It is the objective of this Plan to:

- (a) Comply with the policies and procedures of the Regional Official Plan and continue to work with the Region to ensure the appropriate and timely delivery of infrastructure and services necessary to support Brampton residents and business.

2.5.4 Neighbouring Municipalities

The City of Brampton planning area is affected by growth patterns and policies of all of its neighbours: the City of Mississauga, the Town of Caledon, the Town of Halton Hills, the City of Vaughan and the City of Toronto. Only Mississauga and Toronto are fully urbanized communities while the City of Vaughan will be predominantly urbanized within the timeframe of this Plan. Caledon is largely characterized by its rural character, but contains a number of rural services centers like Bolton, Caledon East and Mayfield West. Caledon and the Town of Halton Hills are expected to be allocated some of the population and employment growth attributed to the GTAH but to a much lesser degree than Brampton.

Brampton will continue to expand largely by virtue of its location within the GTAH and the fact that Mississauga has fully developed its greenfield land supply. The planning choices that shape the City of Brampton also have a profound effect on the adjacent municipalities as boundaries become less obvious given the nature of residential and employment development patterns external to the City of Toronto.

Within the period of this Plan, the expansion of Brampton's transportation networks will further entrench links with Brampton's neighbours. The City's Transportation and Transit Master Plan, sets the basis for integrating the City's transportation system with the evolving inter-regional transportation capacity in the City of Mississauga, Region of York and the Greater Toronto Area. Programs such as Acceleride and Brampton's innovative Bus Rapid Transit (BRT) together with increased and expanded GO Transit services will continue to strengthen Brampton's relationship with the rest of the GTAH.

Objective

It is the objective of this Plan to:

- (a) Cooperate with neighbouring municipalities on matters of land-use planning and policy development and infrastructure planning; and
- (b) Build stronger relationships with adjacent municipalities through the logical extension of transportation services and compatible growth patterns.



Implementation of the Acceleride Program

3.0 SUSTAINABLE CITY CONCEPT

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental conservation. It is critical that the City, its residents and businesses make wise use of the limited resources available, especially non-renewable resources so that the future generations will be able to continue to enjoy and use them.

To ensure that Brampton will grow in a sustainable manner, the City is committed to plan for compact and transit supportive communities that use resources efficiently and are sensitive to the natural environment. This vision is grounded in the overall planning framework of the Official Plan.

3.1 SUSTAINABLE PLANNING FRAMEWORK

The City's sustainable planning framework is built on:

- the City's long standing ecosystem approach to land use planning that gives due respect to preserving the natural environment and its resources, and the interrelationships of the various components of the ecosystem;
- an integrated land use and transportation plan that provides a balanced transportation system with priority to public transit and creates complete communities;
- a robust commercial and employment land use strategy that promotes economic stability, vitality, and diversity and caters to the changing needs of the market and the residents of Brampton;
- priority to preserving and enhancing the City's rich cultural heritage and existing social fabric that is integral to the City's urban design and community revitalisation strategies; and,
- a Growth Management Program that ensures growth takes place in a coordinated and fiscally responsible manner.

Within this planning framework, the principle of sustainability is addressed by and incorporated throughout this Plan. The main sustainability policies are:



Downtown Brampton
Transportation Terminal



**Sustainable
City Concept**

Residential

- Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.
- Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of uses.
- Develop complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities.
- Promote high physical design standards to create distinctive and attractive communities with a strong sense of place.
- respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.

Economic Development

- Reinforce and promote the Central Area as the premier location for business, shopping, living, entertainment and cultural activities in the City of Brampton.
- Establish a robust planning strategy, including maintaining a steady supply of employment lands to meet the needs of the existing and emerging market, supporting the City's economic competitiveness, and providing employment opportunities for its residents.
- Integrate economic development with the existing and planned infrastructure and transportation facilities to achieve economy of scale and sustainable goods and people movement.
- Promote place making and human scale development that is also environmentally sustainable.

Transportation

- Provide a balanced and integrated multi-modal transportation system that gives priority to transit and pedestrians but also contributes to the efficient movement of goods and services



Sustainable
City Concept



- Integrate transportation closely with land uses to minimize the need for and length of travel which helps eliminate potential impacts on the environment.
- Promote high standard of aesthetic quality, environmental design and management in the routing, design, and construction of transportation and associated structures.

Natural Areas and Environmental Management

- Adhere to the City's established ecosystem approach to land use planning which considers the interrelationships of the various components of the ecosystem.
- Work closely with the Conservation Authorities to conduct subwatershed planning to provide a comprehensive, systems approach to environmental planning.
- Promote conservation of resources particularly non-renewable resources through reduction of unnecessary consumption, recycling and reuse.
- Protect and enhance environmental and public health through proactive planning

Recreational Open Spaces

- Provide sufficient open space to meet the needs of residents of all ages and abilities and from different social, economic and cultural backgrounds.
- Provide an integrated open space system for recreational and leisure pursuits as well as functional uses including walking, cycling and access to public transit.

Physical and Social Infrastructure

- Ensure adequate and timely provision of physical and social infrastructure and services to meet the community's needs and to support future growth through the City's Growth Management Program.
- Ensure equitable allocation and integration of institutional and community facilities throughout the City such that all members of the society will have access to these resources.



Gage Park



**Sustainable
City Concept**



St Andrews Presbyterian -
Church Street



Gage Park –
Downtown Brampton

Cultural Heritage

- Promote retention, integration and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the *Ontario Heritage Act* and the use of all available financial incentives.
- Integrate heritage conservation objectives into the planning process at the earliest possible stage.
- Promote public awareness, enjoyment and stewardship of Brampton's heritage, notably the Flower City tradition.

Urban Design

- Achieve and sustain a physical environment that is attractive, functionally efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.
- Reinforce Brampton's image as a modern, dynamic, beautiful and liveable City that is built on its rich heritage, including its Flower City roots, and a sustainable, compact and transit-oriented urban form.
- Encourage innovative, diverse and high quality urban design.
- Assume a leading role in creating well-functioned and attractive urban spaces.

Financial Phasing and Implementation

- Integrate sustainability objectives in all policy decisions and programs.
- Ensure the provision of services in a fiscally, socially and environmentally sustainable manner through the use of development phasing mechanisms such as the City's Growth Management Program, and comprehensive cost effectiveness analyses that considers all associated costs and benefits of development including social and environmental.
- Promote collaboration among all sectors including government, business, stakeholders and residents in implementing the Official Plan.

3.2 SUSTAINABLE CITY STRUCTURE

Brampton is positioned to continue as a major urban center in the Greater Toronto Area-Hamilton (GTAH) that is dynamic, liveable, sustainable and beautiful. The decision on where and how the City will grow will have important bearing on sustainability as it determines how resources are used, including land. Brampton is committed to building a compact and transit-supportive city where growth will be consolidated around major infrastructure and transit facilities.

This vision is supported by and manifested in the physical structure of the City which is characterized by:

- a vibrant **Central Area** with a strong image and character which functions as the heart of the City ;
- **Transit-Supportive Nodes** which are focus of integrated economic, residential, civic, cultural and recreational and transportation uses;
- **Employment Precincts** which represent the main areas for employment and related economic uses;
- **Intensification Corridors** that link districts/communities with nodes and are focus for intensification and transit-supportive development;
- A network of attractive, integrated and sustainable **Communities** that are the basic living units of the City;
- **Unique Communities** that preserve and enhance historical, cultural, natural, and landscape characteristics that are valued by the Brampton community; and,
- An extensive, interconnected **Open Space system** which represents the City's green spaces and green links.

The City Concept plan provides a conceptual depiction of the City structure and the interrelationships of the various elements. Policies for the structural components are included throughout this Plan and articulated in the City's secondary plans.

3.2.1 Central Area

Brampton's Central Area comprises the historic Downtown core and the area adjoining Queen Street Corridor, stretching from McLaughlin Road to Bramalea Road as depicted in the City Concept plan. Given its scale, concentration and



diversity of uses, and the City's continuous proactive planning and investment over the years, Brampton's Central Area is unique amongst the GTA communities. It plays a very important role at both the City and Regional level. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. It is also home to a number of established neighbourhoods. Its designation as an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton's Central Area in the Regional urban structure.

The planning vision for the Central Area is to continue reinforcing its role as the premier location for business, shopping, dining, entertainment and cultural venues and program. Its existing neighbourhoods will be maintained and enhanced. At appropriate locations, revitalisation, infill and intensification will be encouraged to allow people the opportunity to live and work in the same area. The priority is for transit-supportive development and to create a pedestrian-friendly environment in the Central Area. The City's AcceleRide Bus Rapid Transit program supports this vision and presents further potential and opportunities for a more intensive urban form with mixed uses in the Central Area.

The Central Area is comprised of three precincts with their own unique functions and characters:

- The Downtown Core represents the heart of the City containing rich built and cultural heritage and characters that will be preserved and enhanced to reinforce its place-making role, as the place with its civic, institutional, cultural and entertainment facilities supported by residential, commercial and employment functions.
- The Queen Street Corridor between Kennedy and Bramalea Roads has the potential to transform into a mixed-use, transit-oriented pedestrian-friendly environment.
- Bramalea City Centre will continue to evolve into a vibrant and modern mixed-use Urban Centre, building on its existing function as a regional retail centre, with inter and intra-regional transit infrastructure already in place.



Bramalea City Centre Vision

The City will continue to stimulate and support a strong and vibrant Central Area through the Community Improvement Plan, the Official Plan, updating of the corresponding secondary plans, the Capital Works Program and by taking advantage of funding programs from senior levels of government.

3.2.2 Transit-Supportive Nodes

Nodes are centres with an existing or planned concentration of development that

are typically mixed use in nature with higher densities, and are well served by good transportation infrastructure including road and transit facilities. These are centres of activity of either city-wide or district-wide significance. They represent areas where the City intends to direct higher density forms of development, capitalizing on existing or planned infrastructure.

In addition to the Central Area, the other major nodes in Brampton include the Mississauga Corridor of Bram West; Bramalea South Gateway; South Fletcher's Courthouse Area and Bram East. Of these, Bram West will be developed and reinforced as the City's major office centre outside of the Central Area where the highest densities of office development are planned. At these nodes, integrated office development is envisaged with a number of supporting uses including hotels, convention facilities, retail, institutional, recreational and in some cases, residential where appropriate. Each node will have its own development parameters in terms of uses, scale, mix, and densities, as prescribed by the respective secondary plan. Strong urban form and superior physical design are required to contribute to place making and to reinforce their landmark role and image.

Major public transit stations in key locations across the City are also important nodes. It is the intent of this Official Plan to encourage higher densities and mixed-uses around these transit hubs to facilitate their development into nodes and to reinforce the role of public transit in the City Concept. All public and private spaces within all nodes will be designed in a pedestrian friendly manner.

3.2.3 Employment Precincts

The City's major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International Airport, CP & CN intermodal terminals, rail, transit, major roads and Provincial freeways i.e., Highways 410, 407, and 427. These elements set the stage for a range of employment and business opportunities to meet existing and forecasted demand. The City is already home to a number of manufacturers and is planning to target new sectors including life science, advanced manufacturing and design (automotive, aerospace, consumer products), food and beverage, retail trade (administration and logistics), information and technology, and financial services. Future development in the employment sector is envisaged to be more compact and integrated with public transit to provide an alternative mode for work related trips.

Conversion of industrial or employment land for other uses will not be permitted unless it is assessed as part of a comprehensive review in accordance with the Provincial Policy Statement. Such a review will have to demonstrate that their re-designation will have no adverse impacts on the overall supply of the City's employment land, long term economic development and the financial well being of the City.



Provincial Court House –
Hurontario Street



Coca-Cola Company



Sustainable
City Concept

3.2.4 Intensification Corridors

Corridors refer to mainly major arterial roads and adjoining areas that provide linkages between communities/districts and nodes including the Central Area. Most of these are classified as primary transit corridors and include the Brampton Bus Rapid Transit (BRT) Corridors on Bovaird Drive, Queen Street, Steeles Avenue and Main Street/Hurontario Street. Existing development along these corridors is mostly of a linear form and diversity of uses, taking advantage of the frontage, visibility and accessibility. By virtue of their function and location, corridors offer significant opportunities for accommodating future growth through revitalisation and infill/intensification that is transit-oriented. Promotion of these corridors for higher density mixed-use development will require re-visiting of the City's secondary plans, and possibly amending the land use and planning policies. Their transition is envisaged to be gradual and will require a longer time frame to achieve the intended results.

Corridors will be subject to a more selective land use which excludes certain lower order uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage. As well, superior urban design is required to achieve the intended vision for the City's Corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

The major corridors identified in the City Concept illustration are based on the current Official Plan. Additional corridors may be included in future as appropriate and determined by detailed studies such as that for the North West Brampton Urban Development Area.

3.2.5 Communities

Communities are the basic living units of the City that the residents can most relate to and take ownership of. The City's greenfield land reserve is limited and must be planned based on the principles of sustainability. The City will also benefit from ample opportunities for infill/intensification, notably those in the Central Area.

New communities will be designed to be complete and self-contained with housing, shops, work places, community and public facilities to meet the daily needs of its residents. A range of housing opportunities will be planned to satisfy the various housing needs of the residents. Priority will be given to compact development which creates a pedestrian-friendly environment. Uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural, built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

Block Planning in conjunction with the City's Growth Management Program will continue to play an important role in the sustainable development of greenfield communities by establishing priority and specific growth targets; implementing the policies of secondary plans and coordinating the delivery of infrastructure.

3.2.6 North West Brampton Urban Development Area

The North West Brampton Urban Development Area is bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and sections of McLaughlin, Creditview and Mississauga Roads to the east. With an area of about 2,430 hectares (6,000 acres), it represents the City's main source of greenfield land needed to meet the anticipated growth in Brampton up to 2031.

North West Brampton Urban Development Area represents the model for the City's next generation of sustainable greenfield development. It is planned to be a compact, complete and connected community that is centered around a multi-modal transit node (Mount Pleasant Go Station). Opportunities for mixed-use development including a range of housing types, densities and tenures as well as employment lands will be planned. As a transit oriented community, North West Brampton will be generally planned at higher densities ranging from 15 to 25 units per net acre (upa) with an overall average target of 18 upa for housing, and 25 employees per acre. Phasing will be employed such that the release of land for development will commensurate with the City's Growth Management Program. Land use designations and related development policies will be determined through a comprehensive planning process including secondary plans and block plans which will be supported by Environmental Implementation Reports. An Environmental Assessment Study or similar process will also be undertaken to determine the most appropriate alignment for the proposed North-South Higher Order Transportation Corridor.

3.2.7 Unique Communities

In Brampton, there are a number of communities that are of unique characteristics including the Toronto Gore, Huttonville, Churchville and Downtown Brampton. These areas possess unique cultural, historic, natural, and landscape qualities which are valued by the communities. Their conservation forms an important part of the City structure and contributes to the sense of place and identity.

Downtown Brampton, notably the area along Main Street, is home to and has the largest concentration of the City's heritage buildings and features. It is the subject of a proposed study to investigate the feasibility of establishing it as a Heritage Conservation District under the *Ontario Heritage Act*. Churchville is already a designated Heritage Conservation District under the *Ontario Heritage Act* and its development/redevelopment needs to conform with the Churchville Heritage



Village of Churchville



**Sustainable
City Concept**

Conservation District Plan. Huttonville and the Toronto Gore are designated for Village Residential and Estate Residential respectively as shown on Schedule A to preserve their unique and historical characters. The Estate Residential designation provides a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. It offers a rural lifestyle within an urban setting and adds to the City's diverse housing choice as well as sense of identity.

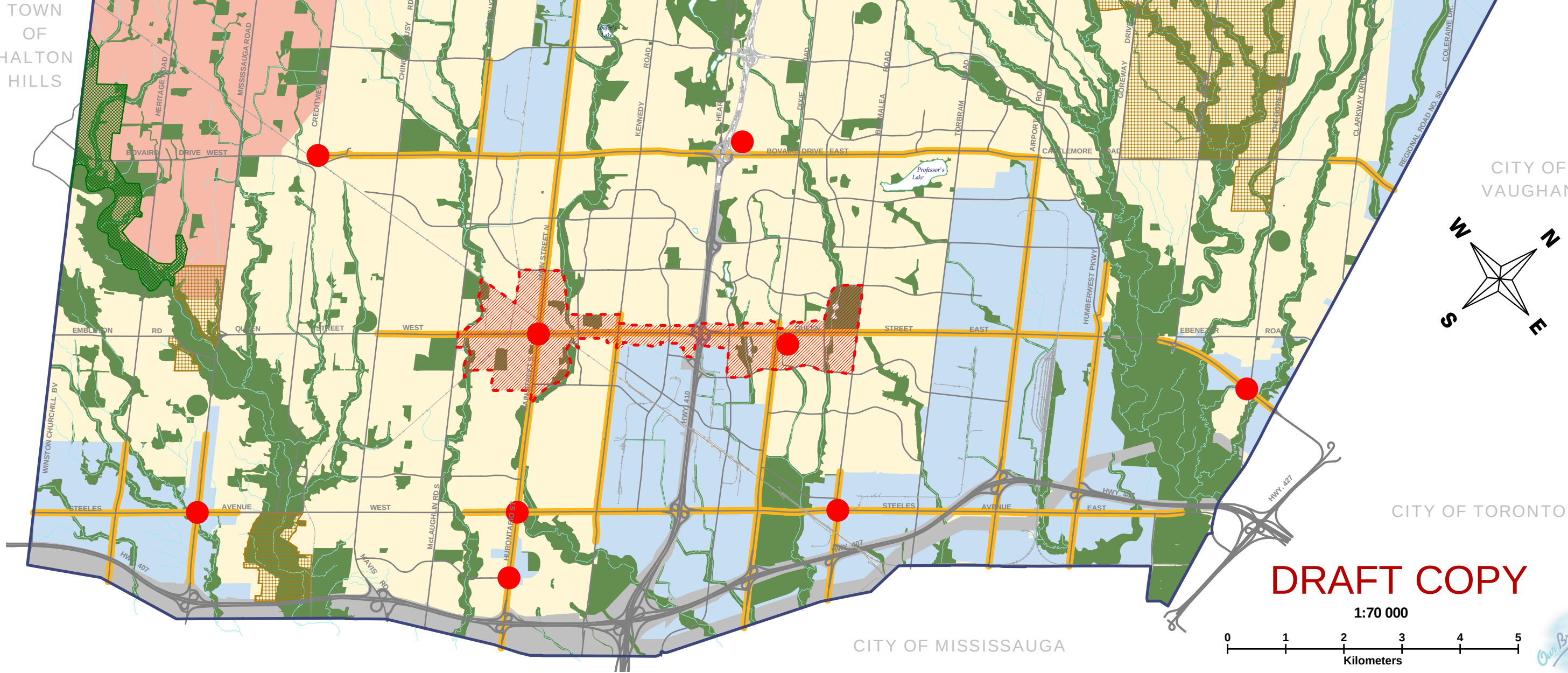
3.2.8 Open Space System

Visioned as a city of parks and gardens and as a legacy of the Flower City heritage, Brampton has an extensive open space system which includes a network of interconnected recreational and environmental features. In addition to their function as green space, the open space system represents the green links of the City that permeates and knits the various structural components together. With integrated planning and superior design, the comprehensive network supports opportunities for transit, walking and cycling.

The open space system also represents the structural element which defines the limit for development and prescribes areas to be protected for recreational and environmental conservation. Indeed, natural features are fundamental elements of the open space system and their protection and enhancement is critical to ensure sustainability and a high quality of life in the City.

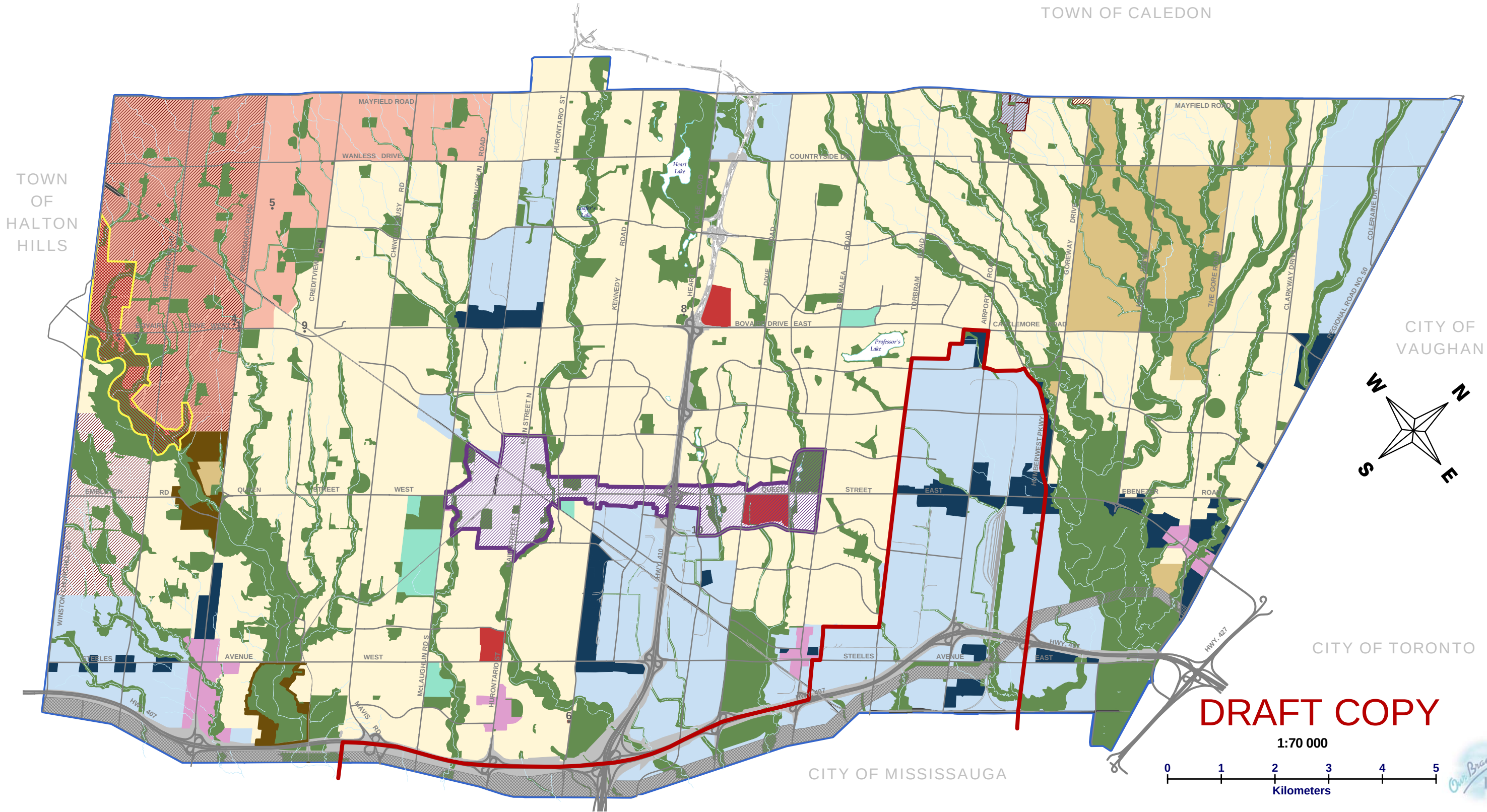
The Provincial Greenbelt in the north western part of the City provides added protection for the environmental and ecological functions of the area. According to the Greenbelt Plan, this 500-acre area adjacent to the Credit River Valley is designated Protected Countryside which is intended to provide connections from lands included in the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system.





Legend			
	CENTRAL AREA		COMMUNITIES
	TRANSIT-SUPPORTIVE NODES		NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA
	EMPLOYMENT PRECINCTS		UNIQUE COMMUNITIES
	INTENSIFICATION CORRIDORS		OPEN SPACE SYSTEM
			PROVINCIAL GREENBELT

Last Amended Date	Notes
April 7, 2006	This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.
Printed Date	
April 7, 2006	



Legend

	RESIDENTIAL		OFFICE		OPEN SPACE		1 SPECIAL POLICY AREA See Section 4.13
	ESTATE RESIDENTIAL		BUSINESS CORRIDOR		PROVINCIAL GREENBELT		SPECIAL STUDY AREA See Section 4.13
	VILLAGE RESIDENTIAL		INDUSTRIAL		CENTRAL AREA		PARKWAY BELT WEST
	REGIONAL RETAIL		MAJOR INSTITUTIONAL		NWB FUTURE URBAN DEVELOPMENT AREA		PROVINCIAL FREEWAYS L.B.P.I.A. OPERATING AREA

Last Amended Date

April 7, 2006

Printed Date

April 7, 2006

Notes

This schedule does not show future neighbourhood parks, which are to be identified in the secondary plans and subdivision plans in accordance with the policies of this plan. This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and Secondary Plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

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Kilometers

Schedule A
GENERAL LAND USE
DESIGNATIONS

4.1 RESIDENTIAL

Brampton is experiencing continued high growth in population. People continue to be attracted to the City because of its location, economic, social, cultural, and other positive attributes. The City is the “Location of Choice” for residents. The housing needs of existing and future residents will be satisfied by providing a variety of housing in terms of dwelling types, densities, tenure, cost and live-work opportunities.

Choice and affordability are the hallmark of a balanced housing policy. Within the housing continuum promoted by the City of Brampton is a broad range of choice, presenting residents with specialized and assisted housing, individual home ownership from affordable housing to upscale executive housing types.

Variety in housing types is essential for meeting the needs of a diverse population and ensuing growth in economic activities. The more housing opportunities available for current and future residents, the easier it will be to maintain a sound live-work ratio.

Housing in Brampton is to be developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton’s residential policy will focus on the following areas:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (ii) Enhancing the historical pattern of development in maintaining those unique communities designated for Estate Residential and Village Residential housing. These low density, low intensity forms of housing are characterized by large, individual lots which do not require full urban services. While promoting the retention of these historical patterns of development, the City recognizes the limited supply of these housing forms in the long term.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame in accordance with the requirements of the Province of Ontario, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas are in harmony with the natural heritage system including rivers, streams, valleys and woodlands. The natural heritage system is an amenity to be protected



Infill Housing -
McMurphy Ave N.



Intensification
Downtown Brampton
Transit Terminal

- and integrated into the development of new residential areas, where appropriate.
- (v) Promoting the intensification of land use as one of the strategies for protecting the natural environment and for the purposes of retaining lands for recreation purposes. Land use intensification will be achieved through increased densities involving infill development on vacant or underutilized sites, conversions and redevelopment to minimize the infrastructure requirements and within close proximity to transit.
 - (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.
 - (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.

The residential policies in this section are in accordance with the City's Strategic Plan Pillar Two "Managing Growth" and Pillar Three "Protecting Our Environment, Enhancing Our Community".

Objectives

It is the objectives of the Residential Policies to:

- a) establish policies that provide opportunities for the development of a broad mix of housing in terms of dwelling types, densities, tenure and cost to meet the needs of Brampton's diverse community including persons with disabilities;
- b) encourage the development of built forms that enhance the characteristics of the neighbourhood while promoting land use intensification and creating attractive streetscapes;
- c) promote the development of upscale executive housing to enhance the aesthetic character of the City and to provide the upper end range of housing in Brampton that will assist in attracting businesses and employment to the City; and,
- d) improve Brampton's residential assessment base by promoting a balanced mix of housing;
- e) reduce the cost of providing municipal services in residential areas by promoting efficient land use and layout design ; and
- f) encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in residential development.



Infill Upscale Executive
Housing (GTA)

Residential



4.1.1 General Policies

4.1.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses to be permitted, subject to specific Secondary Plan policies or designations, may include uses permitted in the Commercial and Institutional and Public Uses designations of this Plan such as schools, churches, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

Mineral extraction operations shall be permitted as an interim use on lands designated "Residential" on Schedule "A" which are located in the Credit Valley Secondary Plan around the general vicinity of Highway 7, Creditview Road and Mississauga Road, and have been subject to a resource planning assessment undertaken by MHBC Planning/ESG International for the City in July 2002.

4.1.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule G as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	▪ 30 units/ net hectare ▪ 12 units/ net acre	▪ Single detached homes
▪ Medium Density	▪ 50 units/ net hectare ▪ 20 units/ net acre	▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	▪ 200 units/ net hectare ▪ 80 units/ net acre	▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments



Medium Density Housing



Residential

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

The following Residential Density Categories are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof not identified on Schedule G of this Plan as being subject to the New Housing Mix and Density Categories:

Old Housing Mix and Density Categories

DENSITY CATEGORY	DENSITY RANGE	TYPICAL (BUT NOT RESTRICTIVE) HOUSING TYPES
- Single Detached Density or - Single Family Density	0-25 units/ net hectare 0-10 units/ net acre	Single detached homes
Semi-Detached Density	26-35 units/ net hectare 11-14 units/ net acre	- Semi-detached homes - Link townhouses - Small-lot single detached homes
Low Density	0-35 units/ net hectare 0-14 units/ net acre	- Single detached homes - Semi-detached homes - Link townhouses - Small-lot single detached homes
Townhouse or Medium Density	36-50 units/ net hectare 15-20 units/ net acre	- Block townhouses - Street townhouses
- Cluster Housing Density or - Medium-High Density	51-75 units/ net hectare 21-30 units/ net acre	- Maisonettes - Stacked townhouses - Garden court/ walk-up apartments - Cluster housing types
Apartment or High Density	76-198 units/ net hectare 31-80 units/ net acre	Elevator apartments



Hartnell Square
Executive Townhouses

4.1.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

4.1.1.4 The City shall, for new secondary plan areas or portions thereof as identified on Schedule G, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall

be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre). Minor variation to the housing density and mix targets in the applicable secondary plan, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.

4.1.1.5 The City shall establish guidelines for the implementation of housing mix policies and density provisions in the Secondary Plans. Such implementation guidelines shall specify:

- (i) Appropriate interpretation of the housing mix policies and density provisions;
- (ii) Details respecting the application of the housing mix and density policies to draft plans of subdivision;
- (iii) General criteria for considering flexibility to the housing mix policies and density provisions; and,
- (iv) Related information requirements as part of the draft plan of subdivision application submissions.

4.1.1.6 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted.

4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high density residential sites relative to the following criteria:

- (i) compliance with the policies of the relevant Secondary Plan;
- (ii) the ability of the road network and local transit to properly service the proposed density increase;
- (iii) no detrimental physical impacts on adjacent properties including privacy and shadowing; and,
- (iv) the ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, and functional and physical considerations.

4.1.1.8 The City shall strive to locate proposed high density residential buildings in areas that may have one or more of the following attributes:

- (i) have primary access to an Arterial, Collector or Minor Collector Road;



Bramalea – Rental
Apartment Units



- (ii) are either within or adjacent to major compatible concentrations of commercial, recreational or institutional uses;
- (iii) are adjacent to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Areas and Environmental Management section of this Plan and the City's Development Design Guidelines; or,
- (iv) are close to significant public transportation facilities in accordance with the Transportation section of this Plan.

4.1.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

4.1.1.10 The City shall encourage the maintenance of a minimum rental vacancy rate of two percent (2%). To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

4.1.1.11 Subject to the provisions of the Zoning By-law, any other applicable by-laws or regulations, the City may permit varying forms of home occupations in single detached dwellings or accessory buildings in appropriate residential or agricultural areas. Such use is primarily permitted to promote opportunities for live-work. As such, only the occupant of a dwelling or members of the occupant's family may carry on the home occupation in the unit. To ensure compatibility with and to avoid any potential nuisance that may be caused to the neighbourhood, obnoxious or offensive trade, business or manufacture shall not be permitted as home occupation including motor vehicle repair and servicing, and massage parlour.

4.1.1.12 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles
- (ii) Siting and building setbacks
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms

- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at “T” intersections, and housing at parkettes
- (vi) Incorporation of multiple unit dwellings and apartments; and,
- (vii) Landscaping and fencing on private property.

These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

- 4.1.1.13 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

4.1.2 Upscale Executive Housing

The Brampton’s Strategic Plan promotes the development of executive housing to complement the development of prestige office buildings and businesses that will be attracted to the City. The supply of upscale executive housing is intended to make Brampton more attractive as the location of choice for business executives to encourage them to work and live in Brampton.

Upscale Executive Housing is a low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. Upscale Executive Housing is planned to be located in various parts of the City in areas with attractive natural and man made features.

Policies

- 4.1.2.1 The Upscale Executive Housing Special Policy Areas designated on Schedule “A1” are areas considered to include appropriate characteristics to accommodate successful upscale executive housing areas in accordance with the related detailed principles and standards specified in this section.
- 4.1.2.2 The following detailed principles and standards shall, as much as practicable, be incorporated into the secondary plan level and tertiary plan level designs of upscale executive housing areas:
- (i) these communities will be planned abutting or close to significant natural and man-made features such as valleys, woodlots, golf courses and areas of rolling or unique topography, which shall be integrated into the community design to define the special character of the community, and they will be near logical



Upscale Executive Housing -
Springbrook (Queen St &
Mississauga Road)

transportation systems that are well connected to the Greater Toronto Area;

- (ii) the minimum lot frontage for single detached homes in these communities is 15 metres (50 feet) and minimum residential floor areas may be established, where appropriate;
- (iii) the maximum net density (defined as residential lots only and excludes roads, parks, schools, etc. but includes the land occupied by certain upscale streetscape features and/or non-credited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare (6 units/net acre);
- (iv) a sufficient area will be planned for upscale executive communities to accommodate a minimum of 250 upscale executive lots except in the Snelgrove Secondary Plan Area (referred to as Area 3 in Schedule “A1” and Section 4.1.2.6 of this Plan) ;
- (v) a variety of lot sizes up to and beyond 26-metre (85-foot) lot widths with many sufficient-sized lots to accommodate three-car garages shall be provided in these communities;
- (vi) distinct and high quality housing forms with lots greater than 21 metres (70 feet) frontage be established as anchors to each upscale executive community;
- (vii) despite the above prescribed minimum lot frontage and maximum density requirements, a buffer of appropriately sized lots shall be planned within upscale executive community areas to provide a desirable interface with any abutting lower density portions of the community such as existing estate residential developments, and it is recognized that the average net density may have to be reduced to accomplish this while achieving the desired upscale executive housing characteristics;
- (viii) a transition area around the upscale executive community (with similar urban design and architectural standards as the upscale executive community) with a minimum lot frontage for single detached homes of 12 metres (40 feet) and an approximate net density of 19.5 units/net hectare (8 units/net acre), together with minimum residential floor areas if considered appropriate, will be provided as required to achieve a desirable land use interface between the upscale executive area and higher density portions of the community;
- (ix) an appropriate opportunity for wide-shallow single detached homes with similar rear yard setback as conventional depth lots



Upscale Executive Housing
Vales of Castlemore
(Airport Rd & Countryside Dr)

and a minimum lot frontage of 16.5 metres (55 feet) may be provided within the transition area around the upscale executive community and at key locations within the core area of such a community;

- (x) an appropriate opportunity for high-end executive townhouses with a minimum lot frontage of 9 metres (30 feet) may be provided in the transition area or at key locations within the upscale executive community;
- (xi) a strong community identity and neighbourhood character will be established through design and placement of commercial buildings and main entry features;
- (xii) a high quality urban design, architectural treatment and streetscape will be incorporated into the fabric of the community, expressed by means of enhanced architectural character of individual dwellings and structures and by features such as landscaped medians and boulevards, entrance features, historic buildings and settlements, shopping amenities, civic squares, open space, natural features, public walkways and other public realms, to ensure an enhanced overall community appearance, an upscale image, and a strong sense of place; and,
- (xiii) a strong, identifiable and appropriate edge treatment to the community will be provided through urban design and architectural treatments along the connecting road network.

4.1.2.3 Each of these Upscale Executive Housing Special Policy Areas shall be studied in detail on an individual basis and with reference to the principles and standards specified in this section to determine how best to define and designate the necessary components and infrastructure of a workable upscale executive housing plan for the area and how to effectively integrate the upscale executive housing enclaves into the current structure and designations of the respective secondary plans.

4.1.2.4 The essential components and infrastructure of each upscale executive housing plan shall be implemented by means of comprehensive amendments to the respective existing secondary plan or by means of appropriate policies and designations incorporated into the initial secondary plan in areas that are not presently covered by a secondary plan.

4.1.2.5 The City encourages that these detailed Upscale Executive Housing Special Policy Area studies within the existing secondary plans be undertaken on a timely basis so that the necessary further amendments to



Entry Feature
Vales of Castlemore

those secondary plans can be presented and finalized in a timeframe that will not unduly delay overall development.

- 4.1.2.6 The City shall endeavour to ensure that the eight Upscale Executive Housing Special Policy Areas designated on Schedule “A1” collectively yield a minimum of 5,100 upscale executive housing units having nominal lot sizes exceeding 464.5 square metres (5000 sq. ft.). The allocation of this total upscale executive housing requirement to the eight areas is as follows:

ALLOCATION OF UPSCALE EXECUTIVE HOUSING UNIT REQUIREMENTS BY UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS		
Upscale Executive Housing Special Policy Areas (per Schedule “A1”)		Housing Unit Requirement
Area 1 (Bram West Secondary Plan)		1,000 Units
Area 2 (Credit Valley Secondary Plan)		1,000 Units
Area 3 (Snelgrove Secondary Plan)		200 Units
Area 4 (Vales of Castlemore North Secondary Plan)		500 Units
Area 4A (Vales of Humber Secondary Plan)		1,000 Units
Area 5 (Vales of Castlemore Secondary Plan)		500 Units
Area 6 (Bram East Secondary Plan)		300 Units
Area 7 (Highway 427 Industrial Secondary Plan)		600 Units



Upscale Executive Housing
Vales of Castlemore
(Airport Rd & Countryside Dr)



Executive Townhouses

- 4.1.2.7 The eight Upscale Executive Housing Special Policy Areas are of a sufficient size to readily accommodate the allocated number of upscale executive housing units, and in some cases, these areas are significantly larger than the allocated unit count would require. In the latter circumstance, the City recognizes and expects that the size and configuration of the final Secondary Plan level Upscale Executive Housing area may be reduced through the detailed study process and that these studies will determine how much and which portion of each area is appropriate for executive housing, and conversely, which areas should be excluded from the final executive housing area, provided that the achievable upscale executive housing yield for the particular area continues to match or exceed the specified allocation requirement.

- 4.1.2.8 The City shall assist the detailed upscale executive housing study process by developing a workbook of alternative detailed development performance standards and design features for upscale executive housing communities which will provide further guidance and thereby streamline the review and approval process. This initiative should address such matters as:

- Net density calculations;
- Open space views and vistas;
- Community squares and special parkettes;
- Pedestrian walkways and connections;
- Visually attractive streetscapes and high quality landscape treatments;
- Identifiable and appropriate edge treatments and entry features to the community;
- Road treatments (e.g. landscaped islands, turning circles, roadside drainage ditches, curb-less roads and lane-checkers);
- Sidewalk treatments;
- Special pavement surfaces (e.g. interlocking stones) and parking lanes;
- The potential use of rear lanes and related maintenance and servicing issues;
- Special porch treatments and associated zoning standards; and,
- Special garage treatments (e.g. special standard for three-car garages) and associated zoning standards.



Springbrook
Surface Run-off Treatment

4.1.2.9 Vales of Humber Upscale Executive Housing Special Policy Area 4A

4.1.2.9.1 In the area designated Upscale Executive Housing Special Policy Area 4A, only upscale executive housing development and related uses shall be permitted in accordance with Section 4.1.2 of the Official Plan with the following policies guiding secondary and block planning for the subject lands:

- (i) only single detached dwellings and related uses shall be permitted;
- (ii) notwithstanding Section 4.1.2.2 (viii) of this Plan, the minimum lot frontage for single detached homes shall be 15.2 metres (50 feet) and the maximum net residential density shall be 14.25 units/hectare (6 units/acre);
- (iii) Concentrations of larger executive lots (i.e. 60, 70 and 80 foot frontage) in appropriate locations will be determined through secondary and block planning.
- (iv) the establishment of appropriate lot frontages based on the following factors:
 - compatibility with estate housing and environmental features;
 - balancing land use compatibility concerns with sound principles of growth management and reasonable land use efficiencies;



- proximity to the existing Hamlet of Wildfield;
- land use transition; and,
- community design.

4.1.2.9.2 Detailed development performance standards and design features developed as part of the Secondary Plan for Special Policy Area 4A shall be consistent with the City of Brampton Development Design Guidelines;

4.1.2.9.3 Prior to granting draft plan, zoning or other development approval within Special Policy Area 4A, a secondary plan amendment shall be approved. Secondary planning will be undertaken concurrently with block planning and will include, for example, detailed policies on land use, housing mix and density, the natural environment, community design and growth management. The City of Brampton, in consultation with appropriate public agencies having jurisdiction will define a range of background planning and growth management studies to provide the basis for the secondary plan. These growth management studies will specifically take into account the impact on development on the timing of necessary local and regional road improvements. In this regard, the release of lands for development will be predicated on the results of these studies and the associated capital budget commitments.

4.1.2.9.4 To promote the protection of the Hamlet of Wildfield located in the general area of Mayfield Road and The Gore Road, the Secondary Plan prepared for the Vales of Humber will include a policy statement that establishes transition and buffer areas.

4.1.2.9.5 Notwithstanding Section 4.1.2.9.1 of this Plan, subject to recognition in the block plan land use concept of an appropriate interface with estate residential uses, secondary planning for the Vales of Humber will address in part, the potential for: neighbourhood commercial uses, provided that such uses are restricted to the lands adjacent to the southeast corner of Mayfield Road and McVean Drive.

4.1.3 Estate Residential

Estate Residential Housing is a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. The Estate Residential housing forms reflect historical development activities and approvals and offer a rural lifestyle within an urban setting.

In spite of their appeal, there are constraints to the future development of Estate Residential housing in Brampton. As such, the City does not anticipate further expansion of these estate residential development areas beyond their current locations. However, the continued but limited development of the balance of the areas designated for Estate Residential either by a plan of subdivision or consent is

essential to promoting diversity and choice in housing forms in Brampton.

Policies

- 4.1.3.1 The Estate Residential designations shown on Schedule "A" shall include single detached dwellings and accessory buildings, group homes, public utility installations and public open space.
- 4.1.3.2 For those lands on the west side of Mississauga Road north of Huttonville designated as Estate Residential on Schedule "A", development shall be accommodated by communal servicing as opposed to private septic systems.
- 4.1.3.3 The minimum lot size in the City's designated Estate Residential areas shall be:
- a) 0.4 hectares (1 acre) for the Huttonville Estate area located west of Mississauga Road;
 - b) 0.8 hectares (2 acres) for the large Toronto Gore Estate area east of Goreway Drive;
 - c) 0.8 hectares (2 acres) for the Tortoise Court Estate areas located west of Goreway Drive and south of Countryside Drive; and,
 - d) 1.2 hectares (3 acre) for the Manswood Estates area located west of the Gore Road and south of Queen Street.

These minimum lot sizes contribute strongly to the character of each of the areas. Estate lots greater than the minimum lot size for each of those Estate Residential areas shall be discouraged, unless a marginally larger size is required due to health regulations or due to topography or geometric constraints. This policy will provide continued protection of the existing rural estate housing community from consent and severance applications while at the same time ensure a long term supply of estate building lots.

- 4.1.3.4 The City shall consider the following principles in the design of an Estate Residential plan of subdivision:
- (i) maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
 - (ii) protection and enhancement of any stream, pond, marsh, valleyland and woodland habitat for natural wildlife;
 - (iii) maintenance and enhancement of the natural characteristics of water courses consistent with best management practices;



Huttonville Estates



Toronto Gore Rural Estate



Residential



Toronto Gore Rural Estate

- (iv) protection of the quantity of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with Estate Residential development;
- (v) protection and maintenance of remaining trees and woodlots;
- (vi) the need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
- (vii) that stream valleys and an adequate area above the top of banks shall be conveyed to the City or the Conservation Authority and remain essentially undisturbed and undeveloped for reasons of flood control, bank stabilization, valley integrity and to maximize the ecological and aesthetic quality of the natural features; and,
- (viii) that the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate.

4.1.3.5 The City shall also consider the following in its assessment of an Estate Residential plan of subdivision:

- (i) It is preferable that access to individual lots be from internal roads and not from existing or unopened concession roads, Regional Roads or Provincial Highways.
- (ii) Convenient access to an existing concession or Regional Road, or a Provincial Highway from an estate residential subdivision shall be required to ensure ready accessibility for all vehicular traffic;
- (iii) Lots shall have sufficient land to meet the requirements of the City's Building Department with regard to the proper installation and functioning of private or communal services.
- (iv) Subdivision of land for residential development in areas designated Estate Residential be subject to the provision of piped municipal water by the Region of Peel.
- (v) Impact studies, as required by the City, are to be provided by the development proponent in accordance with the policies of this Plan; and,
- (vi) Accessory buildings shall be small in scale, designed and constructed in a fashion sympathetic to the primary intended use and regulated by the comprehensive zoning by-law.

4.1.3.6 Consent applications in respect of land located within designated Estate Residential areas, as shown on Schedule "A", shall be considered and may only be granted:

- (i) in accordance with the policies of this Plan;
- (ii) when it is clear that the consent will not adversely impact the ultimate development pattern of the entire holding;
- (iii) if the general policies, conditions and criteria in the consent policies of the Implementation Section of this Plan are complied with; and,
- (iv) the lot size and access provisions of the preceding Estate Residential policies are satisfied.

4.1.4 Village Residential

Village Residential designation applies to lands in the villages and hamlets which were part of the original settlement areas of Brampton, specifically Huttonville and Churchville. Although these lands are now part of the urban system, it is desirable to maintain the unique or historical character of the Village Residential to preserve and reflect the history of the City. The City proposes through its Development Design Guidelines to ensure appropriate integration of the Village Residential areas with newer development.

Policies

- 4.1.4.1 The City may, in addition to residential uses within village and hamlet settlements, permit convenience commercial, community services, crafts, and home workshops/offices which comply with detailed criteria set out in applicable Secondary Plans.
- 4.1.4.2 In formulating Secondary Plans for urbanizing areas abutting or incorporating an identified Village Residential designation, the City, in conjunction with the public, area landowners and others as appropriate, shall consider the need for ways and means to integrate the character of the settlements into an urban environment.
- 4.1.4.3 Development applications, including consents, within the Village of Churchville shall be subject to the policies of the Churchville Heritage Conservation District Plan.
- 4.1.4.4 Consent applications in respect of land located within the Village Residential designation (Churchville and Huttonville) or one of the identified hamlets shall be considered and may only be granted:



Huttonville Estates



Huttonville Village





Village of Churchville

- (i) in accordance with the policies of this Plan;
- (ii) when it is clear that the consent will not adversely impact the ultimate development pattern of the entire holding and a plan of subdivision is not necessary;
- (iii) if the general policies, conditions and criteria in the consent policies of the Implementation section of this Plan are complied with; and,
- (iv) the creation and use of the proposed lot is genuine infilling between existing developed lots.

4.1.4.5 Infilling within the context of this policy shall mean situations where one or more lots are proposed between two existing buildings located on the same side of a public highway and separated by a maximum distance of 61 metres (200 feet).

4.1.4.6 Development applications within village and hamlet settlements identified as being within fill or flood regulation areas shall be subject to the policies of Secondary Plans, and where no Secondary Plan is in place, review and approval of the relevant Conservation Authority, and the applicable policies of the Natural Areas and Environmental Management section of this Plan.

4.1.5 Intensification

Intensification is an essential growth management strategy to minimize the infrastructure requirements of new development and to utilize existing service such as transit, school and open space. Intensification can be achieved through residential conversions, infill and redevelopment to promote an increase in built densities and to achieve a desirable compact urban form. Furthermore, intensification of land use assists in preserving sensitive environmental and other natural areas. In line with these planning principles, residential intensification is encouraged at a number of general locations in the City. These include the Transit Supportive Nodes and Intensification Corridors identified in the City Concept, in particular those in the Central Area.

Policies

4.1.5.1 The City shall encourage appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans.

4.1.5.2 Two-Unit Houses are generally discouraged and shall only be permitted within residential designations:



Bramalea Condominium

Residential

- (i) through a rezoning process that has given due consideration to all relevant planning and compatibility issues such as, but not limited to:
 - neighbourhood impact and related matters;
 - the degree of parking availability and traffic congestion in the immediate area;
 - the concentration of such units within the immediate area; and,
 - housing form, lot width and area, street width, driveway spacing, and the physical characteristics of the neighbourhood.
- (ii) provided that in all cases, such two-unit houses shall comply with all other relevant Zoning By-law provisions.

4.1.5.3 The City shall permit rooming, boarding and lodging houses in residential designations, subject to zoning, licensing, and safety regulations and the ability to integrate such housing forms with the host neighbourhoods in an acceptable and appropriate manner, where such housing forms are permitted in the applicable Secondary Plan.

4.1.5.4 The City may, in older residential neighbourhoods, consider an increase in residential density where the scale and physical character of new residential buildings can be physically integrated with the surrounding area, where heritage resources can be preserved, and where physical infrastructure, transportation facilities and community services provide an adequate level of support facilities. Sensitive and high quality urban design shall be required for these residential intensification projects to ensure compatibility with the existing neighbourhood.

4.1.5.5 The City shall consider participating in government programs to rehabilitate older residential neighbourhoods.

4.1.5.6 In evaluating applications for the residential conversion of industrial, commercial and other non-residential properties, the City shall assess the impacts of such conversion on the host community including traffic, public transit, infrastructure, community services, design, integration and assessment base considerations, including the phasing policies of this Plan. The property or area identified for residential conversion shall be designated for residential purposes in the applicable Secondary Plan.

4.1.5.7 The City shall, in the process of reviewing or formulating Secondary Plans, undertake studies related to the improvement and intensification of older residential areas, as deemed appropriate. Such studies shall consider



Belevedere Condominium
Downtown Brampton



Residential



Intensification Project
GTA Example

and evaluate measures to improve the condition of housing and neighbourhood amenities including:

- (i) programmes for the rehabilitation of properties consistent with the character and role of the particular area within the City;
- (ii) acquisition and clearance of land for community services;
- (iii) the protection, enhancement and rehabilitation of the natural environment;
- (iv) improvement of municipal services including streets, sidewalks, public utilities, sewer and watermains, street lighting, parking and landscaping;
- (v) acquisition and clearance of blighted properties or properties which seriously conflict with the residential character of the neighbourhood;
- (vi) enhancing access to public transit and the pedestrian environment;
- (vii) promoting high quality urban design and harmonious integration of the new and existing development functionally and visually; and,
- (viii) accessibility for persons with disabilities.

4.1.5.8 The City shall, in the review of existing residential secondary plans, consider the designation of areas for residential intensification within the Secondary Plan where the following criteria are satisfied:

- (i) the physical potential of the building stock and/or development sites can accommodate appropriate forms of residential intensification;
- (ii) existing and proposed community and physical services can support additional households;
- (iii) the potential demand for such accommodation can be demonstrated through an analysis of housing needs in the community, in relation to the characteristics of various intensification forms;
- (iv) the intensification forms can be physically integrated with the host community; and,

- (v) the scale, design and character of the new development/redevelopment are compatible with that of the existing neighbourhood and are in conformance with the Urban Design policies of this Plan and the Development Design Guidelines.

4.1.6 Affordable Housing

The Provincial Policy Statement requires that a suitable proportion of new housing within the City of Brampton be affordable housing. An appropriate amount of housing is to be provided to cater to the needs of present and future residents who are in the low to moderate income brackets. The City will ensure that the location of affordable housing are well integrated and fit with the general design of the community.

Policies

- 4.1.6.1 The City may require an applicant to provide an appropriate amount of affordable housing. Specific details of the methods to provide affordable housing may be the subject of development, site plan or subdivision agreements, as appropriate.
- 4.1.6.2 The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means.
- 4.1.6.3 The City may adopt, from time to time and as may be required by the Province of Ontario, a housing strategy setting out, in addition to other matters, various housing targets for the City.
- 4.1.6.4 Applications for the construction of condominium projects or for the conversion of rental tenure buildings to condominium tenure shall be evaluated in the context of any relevant policies and standards of the City and in the context of any applicable Provincial legislation.
- 4.1.6.5 The City shall give consideration to alternative development standards to facilitate housing affordability objectives in accordance with the principles of sustainability.



Infill Housing
Church Street



Bramalea – Zero-lot Line
Development



Example of Quadplex
Ural Circle

4.1.7 Special Housing Needs

Brampton's diverse population including persons with disabilities have various special housing needs. These special housing needs are not typically met by the general housing market but are often satisfied by the public, private and non-profit agencies and organizations. Special Housing includes Social Housing, Auxiliary Group Homes, Supportive Lodging Houses, Supportive Housing Facilities and Retirement Housing. For policies on Long Term Care Home, please see Section 4.8.4.

Brampton supports and promotes the provision of specialized housing for a diverse community in co-operation with public and non-profit agencies, with the planning requirements to ensure that specialized housing are strategically located and integrated in the community to provide access to all public amenities including, transportation, parks and open spaces. Consideration should also be given to the City's emergency management capability to respond to evacuation in case of emergency. In this context, both the location and the concentration of special housing in a particular location are important considerations due to the relatively large group of occupants with special needs including elderly, and persons with disabilities. The advice of the City's Emergency Measures Office should be sought as appropriate in reviewing and planning for these types of residential development.

Policies

Social Housing

- 4.1.7.1 The City shall continue to support and approve social housing projects within new development areas and older residential neighbourhoods, where appropriate.
- 4.1.7.2 The City shall support Peel Living in its efforts to provide accommodation for families, individuals, senior citizens and persons with disabilities according to recognized need.
- 4.1.7.3 The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines:
- (i) accessibility to public transit, convenience shopping, parks and recreation facilities; and,
 - (ii) convenient access to public day care facilities and other community service, social and health facilities/services.
- 4.1.7.4 The City shall review plans for publicly financed multiple residential developments in light of the demonstrated need and demand for accommodation for persons with disabilities, and shall encourage design modifications to ensure accessibility to some units in accordance with the City of Brampton Accessibility Technical Standards.



Holland Christian Homes

- 4.1.7.5 The City may establish a policy with respect to the distribution of assisted housing within the City and may attempt to influence funding allocations of senior levels of government accordingly.

Group Homes

- 4.1.7.6 The City supports the principle of integrating Group Homes into existing and new residential communities as approved by the City and the appropriate government regulatory agency, subject to zoning and registration requirements.
- 4.1.7.7 The City shall permit group homes in dwellings within areas designated as Estate Residential, Village Residential, Residential, Major Institutional, Business Corridor, Regional Retail, and Office on Schedule "A" to this Plan subject to the following criteria:
- (i) group homes shall occupy part or the whole of the dwelling unit;
 - (ii) group homes shall conform in size, height and general appearance with other dwellings in the host neighbourhood;
 - (iii) to prevent a concentration of group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City of Brampton; and,
 - (iv) all group homes shall comply with the relevant zoning and registration requirements.

Auxiliary Group Homes

- 4.1.7.8 The City shall permit auxiliary group homes in single detached dwellings, semi-detached dwelling units and multiple dwelling units, all to be within areas designated Estate Residential, Village Residential, Residential and Major Institutional on Schedule "A" to this Plan subject to the following criteria:
- (i) all auxiliary group homes shall comply with the relevant zoning and registration requirements; and,
 - (ii) to prevent a concentration of group homes and auxiliary group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City.



Supportive Lodging Houses

4.1.7.9 The City shall permit Supportive Lodging Houses in any area designated Residential in the Official Plan subject to the following provisions:

- (i) to prevent a concentration of supportive housing facilities, including supportive lodging houses, in any one area, the City shall adopt dispersal and minimum distance separation criteria;
- (ii) the facility shall comply with the City's licensing and zoning requirements for supportive lodging houses; and,
- (iii) the supportive lodging house shall comply with all requirements set out in any applicable by-laws regulating supportive lodging houses, and the following criteria:
 - a) accessibility of the premises to public transportation, shopping facilities, churches, libraries, public parks and other community services;
 - b) adequate vehicular ingress/egress and on-site parking;
 - c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
 - d) siting and landscaping to minimize any adverse impact on adjacent residential uses; and,
 - e) appropriate integration of the proposed use with adjacent uses and the host neighbourhood.

Supportive Housing Facilities

4.1.7.10 The City shall permit supportive housing facilities for more than 10 persons (i.e. retirement homes) located in any area designated Major Institutional on Schedule "A" to this Plan and in the applicable Secondary Plan, subject to the policies of these documents, in particular the Institutional and Public Uses section of this Plan.

4.1.7.11 The City shall have regard for the need for group homes, supportive lodging houses and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis.

4.1.7.12 The City will monitor applications for, and the establishment of group homes and supportive lodging houses in order to ensure available opportunities for additional group homes and supportive lodging houses.

4.1.7.13 Council shall direct staff to review opportunities for the development of group homes and supportive lodging houses when 60 percent of the potential opportunities in the City have been utilized. Staff will report to Council within one year of this direction and recommend appropriate strategies regarding adequate opportunities for this type of housing.

4.1.7.14 Notwithstanding Section 4.1.7.7(iii) and 4.1.7.9(i) above:

- (a) where a zoning by-law sets a limit on the number of group homes or supportive lodging houses permitted within a planning area; and
- (b) where the said limit has been reached, an application for a minor variance to this provision of the zoning by-law, permitting the creation of an additional group home or supportive lodging house within the subject planning area will not be unfavourably considered by staff solely on the basis that the limit within the subject planning area will thereby be exceeded, or that there are opportunities available elsewhere in the City.

Retirement Housing

4.1.7.15 The City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions:

- (i) Retirement home shall comply with all zoning requirements set out in the City's By-law;
- (ii) In determining the suitability of a site for use as retirement housing, due regard shall be given to:
 - (a) the accessibility of the site to public transportation, shopping facilities, churches, libraries, public parks and other community service facilities;
 - (b) adequate vehicular ingress/egress and on-site parking;
 - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
 - (d) siting and landscaping to minimize any adverse impact on adjacent uses;
 - (e) impact of the development on the ecosystem and natural environmental features;



Variety of Dwelling Units
Day Springs Retirement Village



Residential



Rosedale Village
Senior Housing

- (f) appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
- (g) access to municipal water and sanitary waste; and,
- (h) accessibility for persons with disabilities.

4.1.7.16 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing.

4.1.8 Design

Diversity in residential housing form is to be achieved in conjunction with a variety of planned residential communities to reflect a high standard of environmental, design and functional qualities. The Development Design Guidelines adopted by Brampton City Council provides directions for dealing with design issues to ensure that new communities fit and are integrated with neighbourhoods. The Development Design Guidelines for residential areas are premised on the notion that variety and diversity are the key components of visually appealing and vibrant residential communities.

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, natural features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Incorporating important existing features and conditions. These features may include natural areas such as woodlands, valley lands, ponds, creeks and streams, built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space systems and the siting of major features, public uses and built form; and
- (iv) Implementing the Flower City Strategy

For ground-related residential developments, the following objectives shall be encouraged:

Residential



- To vary densities by introducing a variety of lot widths and housing types to promote diversity;
- To design housing that enhances the relationship between the house and the street;
- To create a varied and intimate streetscape;
- To use projecting elements such as porches, porticoes, bay windows and balconies;
- To observe an appropriate and comfortable relationship to grade for raised entrances and porches;
- To create architecturally well-scaled elevations with carefully considered window design placement;
- To use a variety of roof forms within one streetscape;
- To avoid the placement of large garages on narrow lots;
- To recess attached garages from the main building façade and limit the maximum garage projection;
- To avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;
- To proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,
- To use single car garages for townhouses, semi-detached and small detached units.

For non-ground related residential developments, the following objectives shall be encouraged in accordance with the Development Design Guidelines:

- To locate at primary streets and gateways intersections;
- To locate primary building faces parallel to primary roads;
- To locate parking areas below grade (where possible);
- To provide pedestrian protection (i.e. canopies) for apartment entrances;
- To encourage grade-related apartment units (i.e. entrance and main windows) facing the principal street; and
- To locate mixed use development on the ground floor.

Policies

- 4.1.8.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.
- 4.1.8.2 The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations in individual unit



Rosedale Village – Pedestrian Scale



Executive Townhouses
Bramalea



Building Quality
Communities

and neighbourhood design and incorporate design standards and criteria in accordance with the Urban Design section of this plan and the Development Design Guidelines.

4.1.8.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility.

4.1.8.4 Through its review and approval of site plans for residential developments pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Features and Environmental Management sections of this Plan, the City shall:

- (i) promote an appropriate massing and conceptual design of buildings;
- (ii) endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;
- (iii) encourage the protection and enhancement of safe and attractive built environments;
- (iv) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
- (v) the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings; and,
- (vi) encourage the preservation of existing natural features, such as trees, hedgerows and woodlots, where possible.
- (vii) encourage the placement of recessed garages behind the main wall of the building
- (viii) consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development.
- (ix) encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities.

4.1.9 Residential Land Supply

The Provincial Policy Statement requires municipalities to designate and maintain a minimum ten (10) year supply of serviceable residential land to meet the needs of the community. Available residential lands are to include existing lands for units that are a result of intensification and redevelopment.

Brampton's Growth Management Program provides strategic response to meet the Provincial requirement as well as to ensure that the City maintain the required 10 year supply based on the projected population for the Region of Peel.

Policies

- 4.1.9.1 The City shall consider future residential land needs and maintain a minimum 10 year supply through the timely preparation of Secondary Plans and regular reviews of the Official Plan. Reviews shall, among other matters, consider long term population and household growth, the anticipated demand for housing types and densities, intensification potential and availability of urban services.
- 4.1.9.2 The City shall, in cooperation with the Region of Peel and the Ministry of Environment, ensure that any lands designated for future residential development can be serviced with municipal water and sanitary services.
- 4.1.9.3 The City shall endeavour, at all times, to manage a development approval process where a minimum three-year supply of draft approved and vacant, registered lots and blocks can be maintained within the inventory of designated residential lands.

4.1.10 Residential Phasing

Designated residential lands shall be developed to achieve economic efficiency in the provision of municipal services and infrastructure. Phasing of residential development allows for the orderly development of lands in the City and the timely delivery of services and infrastructure for its residents. Brampton's Growth Management Program is an effective planning tool for phasing development in concert with required urban services.

Policies

- 4.1.10.1 The City shall establish the phasing of residential development on the basis of economic efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance with the objectives and policies of the Financial and Phasing section of this Plan.



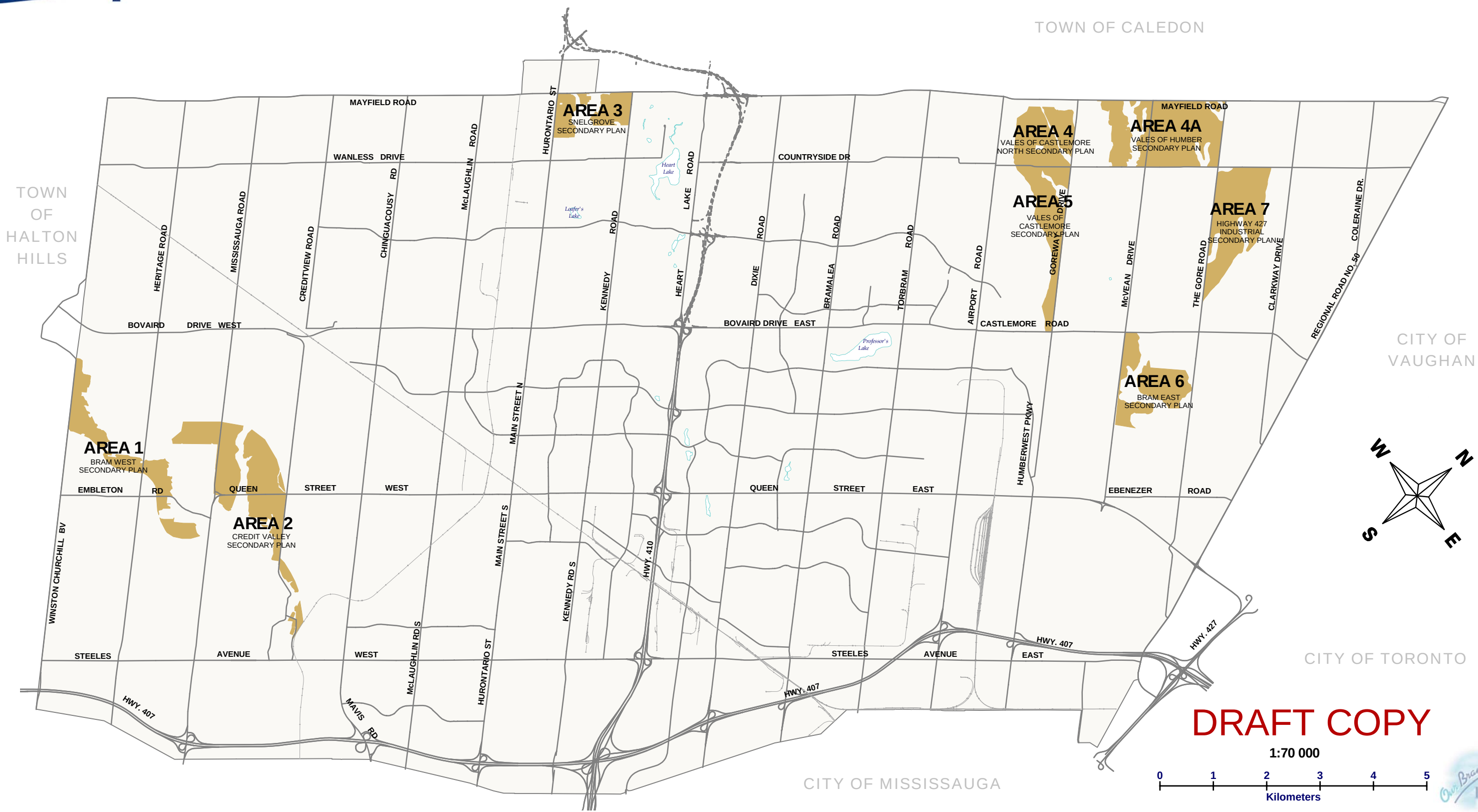
- 4.1.10.2 The City shall, for new lands that are designated for residential purposes, not permit such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan have been formulated for the particular new development area by means of an amendment to this Plan.
- 4.1.10.3 In the case of residential lands, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan, Community Block Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.
- 4.1.10.4 Conversion of lands designated Industrial on Schedule A of this Plan to residential use shall only be considered in the context of an Official Plan review or a comprehensive Secondary Plan review in accordance with the Provincial Policy Statement.

4.1.11 Monitoring

Brampton's objective to promote the development of a variety of housing forms and tenure for a diverse community is to be achieved within the dynamics of the market economic system. The housing market will be monitored on a regular basis as part of the Growth Management Program in conjunction with other applicable mechanism in use by CMHC, provincial and Region of Peel to determine whether the policies in this Plan are being achieved.

Policies

- 4.1.11 The City, in conjunction with the Province and the Region of Peel as appropriate, shall monitor the performance of the housing market and development approval process in the City by:
- (i) maintaining a development application tracking system and monitoring application processing time frames;
 - (ii) monitoring the supply of draft approved and vacant, registered residential lots and blocks within the City together with the supply of residential land in general;
 - (iii) monitoring the range of housing forms produced through new development lands and intensification; and,
 - (iv) monitoring housing prices and rents for various housing forms subject to the availability of sufficient data.



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Legend



UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS

Last Amended Date

April 7, 2006

Printed Date

April 7, 2006

Notes

Schedule A1

Upscale Executive Housing
Special Policy Areas



4.2 COMMERCIAL

The commercial fabric of the City of Brampton is concentrated in three main areas, namely: the Central Area, Office Centres and Retailing. Each component has a distinctive role to play in the development of the City as a sustainable community and for Brampton to fulfill its role as a major urban centre.

The economic and cultural vitality of Brampton depends on a robust and healthy downtown and Central Area. The policies of this Plan reinforce the Central Area as the place for business, shopping, living, dining, entertainment and cultural activities in the City of Brampton.

In addition to the Central Area, there are a number of designations for office development in the Official Plan as shown in Schedule A. Some of these are also identified as Transit-Supportive Nodes on the City Concept schedule as they are strategically located with respect to the transportation system and other important site attributes. These designations reflect the desire of the City to promote a human scale of development and compatible land uses that offer live-work opportunities, where practical, while taking advantage of existing and proposed transportation and transit infrastructure.

Retailing represents an important part of Brampton's economy and with the identification of an appropriate retail hierarchy in the Official Plan, the widest range of goods and services can continue to be provided to those who live or work in Brampton. Brampton's retailing is organized within a hierarchy that delivers goods and services at the regional, district and local scale.

The designations and policies of this section are consistent with the City's "Six Pillars" Strategic Plan that forms the underlying foundation of the Official Plan, in particular Pillar Two: "Managing Growth" and Pillar Four: "A Dynamic and Prosperous Economy."

Objectives

It is the objective of the Commercial policies to

- a) Continue to promote the Central Area as the major location for business, shopping, living, dining, entertainment, tourism and cultural activities in the City of Brampton;
- b) Encourage place making by identifying opportunities for Office Centres in locations that are strategically located with respect to the transportation system and accessible by all modes of transportation;
- c) Establish a retail hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of those who live or work in Brampton while providing employment opportunities; and,



Downtown Brampton



Downtown Brampton –
Enhancing the pedestrian
environment



Main Street South



Main Street North - Mixed Uses

- d) Designate appropriately located multi-purpose retail sites where people can access them easily by foot or bicycle to promote sustainable communities and place making opportunities, and to satisfy the market demand for consumer goods and services.

4.2.1 General Commercial Policies

- 4.2.1.1 Human scale commercial development shall be encouraged through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan.
- 4.2.1.2 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan.
- 4.2.1.3 Development of some office or mixed-use projects will be governed by a hierarchy of maximum density guidelines to be found in the relevant Secondary Plans. Specific refinement of permissible office and mixed use densities within these ranges may be specified where appropriate in the relevant Secondary Plans.
- 4.2.1.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in commercial development.

4.2.2 The Central Area

Brampton's Central Area, including Downtown Brampton, represents the cultural, economic and entertainment heart of the City. Within the context of the GTA, few communities besides Brampton have the advantage of an attractive downtown. Walking, transit and cycling to and in the Central Area will be given priority, particularly during peak traffic periods. In recognition of its potential, Brampton's Central Area is identified as one of the Urban Growth Centres in the Province's Proposed Growth Plan for the Greater Golden Horseshoe.

The Central Area is highlighted as a significant corridor in the Official Plan with a wide range of land uses and day/night year-round activities. This objective is supported by protecting the residential neighbourhoods in and near the Central Area and by increasing the number of dwelling units to provide people the opportunity to live and work in the same area.

The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an improved pedestrian environment and upgraded transit, the Central Area is

Commercial



expected to realize significant residential, commercial and tourism activities during the life of this Plan.

The Central Area's unique heritage resources will be protected through heritage conservation and enhanced through unique development which respects and compliments existing heritage buildings.

Recognizing that the existing character of much of the Central Area east of Kennedy Road is dominated by space extensive retailing, highway commercial and automotive related uses, appropriate transition policies are required at the Secondary Plan level to achieve a gradual but consistent transition towards the intended vision of the Central Area. New buildings and spaces will reflect a human scale of development and will be guided by design criteria. This is intended to result in a significantly enhanced pedestrian environment.

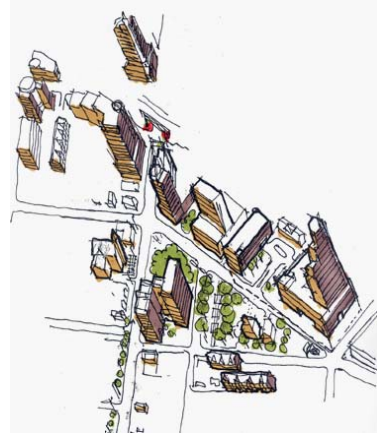
The Central Area is the focus for the implementation of the City's bus rapid transit (BRT) route known as Acceleride which forms part of the City's Transportation and Transit Master Plan. Acceleride addresses the short-term need to link Brampton Transit to the evolving inter-regional transit system in Mississauga, York Region and the Greater Toronto Area served by GO Transit. With its emphasis on enhanced services on the east-west Queen Street corridor and the north-south Hurontario – Main Street route, Acceleride proposes increased service frequency throughout these corridors, enhanced east-west connections to the TTC, and north-south connections with GO Transit services in the Highway 407 and 403 Corridors, Central Mississauga and the Port Credit GO Station. This enhanced transit service provides another incentive for people to live and work in the Central Area.

Downtown Brampton is regarded as the eastern anchor of the Central Area and is designated as a Special Policy Area under the provisions of the Provincial Policy Statement. In order to facilitate redevelopment of land within the Special Policy Area, the City, Toronto and Region Conservation Authority and the Province will work together to achieve an appropriate policy framework for redevelopment to occur within its boundary.

Policies

4.2.2.1 The Central Area, as designated on Schedule "A", serves as the major location for free-standing or mixed-use development including:

- (i) a full range of office, retail and service activities, in addition to multiple residential uses;
- (ii) entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City; and,
- (iii) governmental, institutional and community facilities and uses.



Downtown Brampton
GO Station



Perspective View from
George Street North



The Rose Theatre

Commercial





Downtown Brampton Vision

- 4.2.2.2 The City shall encourage major offices, hotels, convention centres and institutional uses to locate within the Central Area.
- 4.2.2.3 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan.
- 4.2.2.4 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.
- 4.2.2.5 Notwithstanding this designation, existing industrial uses both within and adjacent to this designation in the general vicinity of Highway 410, Kennedy Road, Eastern Avenue and the CN Rail line, will continue to be permitted by this Plan and the relevant Secondary Plan. The potential impact of development and redevelopment on the viability of existing industrial uses within this general area will be considered as part of the comprehensive land use and transportation studies that are required to provide for the transition of the Central Area to a higher order, mixed-use corridor.
- 4.2.2.6 Notwithstanding the importance of the Central Area as the focus for community activity, the following additional limited permissions for movie theatres in Regional Retail and Local Retail designations shall be allowed to be consistent with commercial trends:
 - a) Regional Retail designations – movie theatres shall be permitted on two of the City's Regional Retail designated sites and the two conceptually identified Regional Retail areas in northeast Brampton and west Brampton as follows:
 - b) Highway 410/ Bovaird Drive – movie theatres shall be permitted subject to a maximum of 16 screens and 3,860 seats; and,
 - c) Highway 10/ Steeles Avenue – movie theatres shall be permitted subject to a maximum of 10 screens and 3,050 seats.
 - d) North East Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of northeast Brampton.
 - e) West Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part



Bramalea City Centre Vision

Commercial



of the preparation of secondary plans for the emerging areas of west Brampton.

- f) Neighbourhood and District Retail designations – movie theatres shall be permitted in Neighbourhood and District Retail designations subject to a maximum of 3 screens and 780 seats.

4.2.2.7 Notwithstanding the above-noted permissions for movie theatres in Regional Retail and Local Retail designations, the following two exceptions, which are currently existing and Ontario Municipal Board approved respectively, shall continue to be acknowledged as permitted uses subject to the following limitations:

- a) Gateway Six (Queen Street and Gateway Boulevard)-movie theatres shall be permitted subject to a maximum of 6 screens and 1,490 seats; and,
- b) First Gulf Properties (Steeles Avenue and First Gulf Boulevard) – movie theatres shall be permitted subject to a maximum of 10 screens and 42,000 square feet (3,902 square metres) gross commercial area.

4.2.2.8 Council may from time to time, as it deems appropriate, establish Community Improvement Programs, planning policies, development standards or financial assistance programs to stimulate or support development within portions of the Central Area in recognition of:

- the unique role of the Central Area as the business and entertainment centre of Brampton and as an area that benefits all residents and businesses in Brampton;
- the appropriateness of supporting some of the cost of establishing and maintaining a vital Central Area;
- the relative higher costs of development within the Central Area due to factors such as lot size constraints and site rehabilitation requirements; and
- existing facilities such as parks, recreation and cultural facilities, public parking facilities and public transit which constitute significant resources capable of supporting additional development.

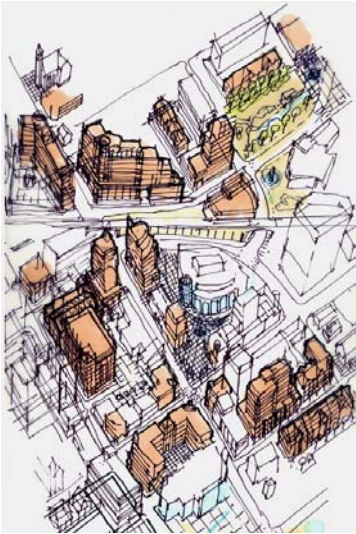
4.2.2.9 Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:



McLoughlin Park –
Downtown Brampton
(Queen Street & James Street)



Commercial



Vision for Downtown
Brampton, Four Corners

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;
- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
- Provision of special services or facilities; and,
- Capital or infrastructure improvements necessary to promote new development or sustain existing development.

4.2.3 Office Centres

Office designations provide a great opportunity for place making, which results from a concentration of uses and activities. By providing access and linkage, a strong image and identity will create centres of activity focussed around office development.

A number of Office designations on Schedule “A” of the Official Plan may presently have lower order commercial or employment uses but have the potential to transition into areas with an office concentration and, as such, should be protected for such a purpose, where appropriate.

Although other smaller scale offices may locate in Retail or Employment Land designations of this Plan, such uses are inherently more flexible and do not require the same critical mass of office space to maintain their attractiveness for such uses.

Policies

4.2.3.1 The Office designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses.

4.2.3.2 Notwithstanding the foregoing, development, infilling and redevelopment for residential and certain noise sensitive institutional uses such as day care centres, nursing homes, schools and hospitals are prohibited in the Lester B. Pearson International Airport (LBPIA) Operating Area.



County Court Blvd –
Professional Offices

Commercial



- 4.2.3.3 The City shall require that office buildings be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.
- 4.2.3.4 The City may permit the development of limited residential uses in combination with commercial uses, or live-work opportunities, within the Office designations to the extent designated in the secondary plan subject to the following considerations:
- (i) amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;
 - (ii) any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized; and,
 - (iii) site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.
- 4.2.3.5 The City shall encourage office development to be designed to facilitate pedestrian access, and develop at a scale that maximizes the use of existing and planned road networks and transit systems in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan, consistent with the prescribed functional role of the particular office area.
- 4.2.3.6 The Office designations identified on Schedule “A” of this Plan are to be referred to as:
- (i) The Mississauga Road Corridor in the Bram West Secondary Plan;
 - (ii) Bramalea South Gateway;
 - (iii) South Fletcher’s Courthouse Area; and,
 - (iv) Bram East.
- 4.2.3.7 Through its review and approval of development applications within the Office designations pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas and Environmental Management policies of this Plan, the City shall:



County Court Blvd –
Professional Offices



South Fletcher’s Courthouse



Hollow Blvd –
Professional Offices

- (i) require the approval of a Design Brief prior to zoning approval that indicates the ways in which the proposal reflects and responds to the direction set out in the City's Development Design Guidelines;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vii) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands, hedgerows and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven or animate the street frontage and promote visual diversity;
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. Loading door(s) shall be well removed from arterial and collector roads;
- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- (xi) promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xii) specify qualities and features of an office development that can be required as a condition of development approval;
- (xiii) implement the Flower City Strategy; and,

- (xiv) encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in office development.

4.2.4 The Mississauga Road Corridor (Bram West)

The Mississauga Road Corridor Office Centre in the Bram West Secondary Plan, with access and visibility to Highway 407, has the locational and public infrastructure attributes to attract significant development including corporate head offices, and high performance employment uses such as research and development facilities.

The development of Bram West as a major office area is predicated on the results of the Bram West Review, which states that this area has a well-developed transportation network, excellent accessibility to Lester B. Pearson International Airport and proximity to major markets in the United States via the Provincial highway system.

Bram West shall be developed and reinforced as the major office activity area for the City of Brampton outside the Central Area and is planned to permit the highest densities for office development.

Policies

4.2.4.1 The Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the Urban Design Section of this Plan:

- (i) office and research and development uses;
- (ii) limited high performance prestige industrial uses;
- (iii) hotels, and conference/convention centres; and,
- (iv) limited accessory retail and service commercial uses that provide support to the adjacent employment areas.

4.2.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:

- (i) Preventing the intrusion of residential uses and other non-complementary lower order industrial uses; and,
- (ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape



Loblaws HQ - Mississauga Rd & Hwy 407 (Bram West)

treatments as well as appropriate massing in order to provide a sense of arrival and destination.

- 4.2.4.3 The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, shall be prescribed by the Secondary Plan for the area.
- 4.2.4.4 The City shall interpret the land use designations in the Bram West Secondary Plan as identified on Schedule "A" as permitting the development of major office uses at appropriate locations along with accessory retail and personal service, hotels and business support services. Limited high performance prestige industrial uses that are compatible with a major gateway function are permitted on a limited basis subject to being developed with superior urban design features.
- 4.2.4.5 The City shall require proposals to expand or add to the Mississauga Road Corridor to be the subject of an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and transportation impact of a proposed development.

4.2.5 Bramalea South Gateway

The Bramalea South Gateway Office Centre is located at the intersection of Steeles Avenue East and Bramalea Road. This area is recognized as an urban gateway to the City of Brampton from the south. The development of this area for significant concentrations of office buildings is based on the planned expansion of the Bramalea GO Station to include all day, two-way train services; excellent accessibility to Highway 407 and its interchange with Bramalea Road, and the functional integration of public transit facilities as detailed in the Transportation policies of this Plan. This area will continue to permit additional employment uses which are still compatible with the surrounding area, in order to permit transition from industrial to limited commercial/retail and office development over time. No residential development shall be permitted within the boundaries of the Bramalea South Gateway Office Centre

Policies

- 4.2.5.1 This area currently has a mix of employment uses, but has the potential to transform into an office centre over time to attract the following uses:
 - (i) Higher order office and service uses;
 - (ii) Offices and local serving commercial; and,
 - (iii) Additional employment uses compatible with the surrounding employment precinct.



Bramalea GO Station

4.2.6 South Fletcher's Courthouse Area

The South Fletcher's Courthouse Area Office Centre is located in the general vicinity of Highway 10 between Steeles Avenue and Highway 407, focused on the intersection of County Court Boulevard and Highway 10. This area contains a significant number of institutional buildings such as the Provincial Offences Office, the A. Grenville & William Davis Courthouse, and Peel Regional Police Headquarters, in addition to a number of office buildings. The South Fletcher's Courthouse Area is expected to continue to develop as an important office area providing a mix of uses including retail, institutional and residential.

Policies

4.2.6.1 The South Fletcher's Courthouse Area Office Centre has developed into a mixed-use office centre and shall be protected from lower order and incompatible uses by prohibiting:

- (i) Motor vehicle body shops, repair shops, and sales;
- (ii) The development or expansion of service stations or gas bars; and,
- (iii) Residential uses fronting on arterial roads.

4.2.7 Bram East

The Bram East Office Centre comprises the area centered around Highway 107 and bounded by Ebenezer Road, Claireville Conservation Area and Highway 50, and shall form the gateway to the City of Brampton from the east. Specific urban design policies are required to maintain this gateway, including a requirement for high-quality architectural design and landscape treatment as well as appropriate massing in order to maintain the planned "gateway" effect. The designation will permit both office uses and complementary retail and service uses. The Bram East Office Centre shall be designated a secondary plan to provide a minimum space requirement of 100,000 square feet of office development, directed to prominent intersections along Bovaird Drive East.

Policies

4.2.7.1 The Bram East area has good potential to develop into a mixed-use office centre over time and accordingly, the following uses will be encouraged:

- Higher order office and service uses;
- Offices and local serving commercial; and,
- Additional employment uses compatible with the surrounding residential neighbourhood.



Grenville & William Davis
Courthouse



Provincial Offences
Courthouse



Commercial



Lakeridge Plaza



South Fletchers Meadow
Plaza

4.2.8 Retail

Retailing is constantly changing in response to innovations in technology, evolving demographics and changing lifestyle patterns. The dynamic nature of retailing presents challenges for planning commercial uses within the City. As such, commercial strategies need to balance the flexibility necessary to address the evolving form and function of retail centres with the specific requirements to achieve sustainable development consistent with the goals and objectives of the City.

Supermarkets have become larger and now offer non-traditional product lines. Entertainment-based retail centres have become a part of the current commercial fabric. The resulting emergence of large format, theme stores and power centres and the consolidation of department store anchors have induced property owners to invest in new mall concepts that include big box retailers and entertainment components such as large-scale movie theatres and theme restaurants.

The retailing of goods and services represents an important component of Brampton's economy as well as a means to provide the widest range of consumer goods and services to the residents of Brampton and those in outlying areas. Schedule "A2" identifies the City's Retail Structure which includes Regional, District, Neighbourhood and Convenience Retail. The intent of this retail hierarchy is to ensure a well-balanced distribution of centers that offer goods and services to residents and businesses in a convenient fashion. As well, commercial centres act as a strong structuring element in community design, and contribute to creating a sense of place and identity.

Policies

- 4.2.8.1 The Retail designations identified on Schedule "A2" of this Plan are used to indicate the location of land uses that primarily involve retail trade but also include the buying and selling of goods and services including retail stores, offices and service functions, cultural and entertainment facilities and community services.
- 4.2.8.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.
- 4.2.8.3 The City shall restrict entertainment uses in all the Retail designations to ensure they are of a limited scale relative to the primary retail function of a particular retail centre in accordance with Section 4.2.2.6 of this Plan and as defined in the relevant Secondary Plan and/or zoning by-law, yet recognize commercial trends with respect to movie theatres. Such restriction is also necessary to protect Central Area's role as the City's primary entertainment center.
- 4.2.8.4 The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies

Commercial



of this section, Urban Design and Natural Areas and Environmental Management Sections of this Plan:

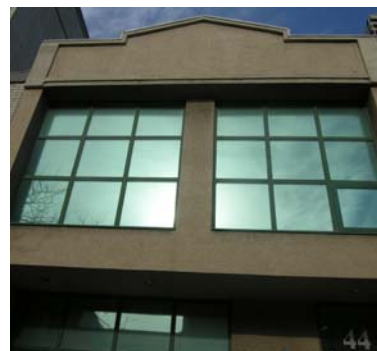
- a) in order to assist in the planning of new Secondary Plan areas, the City may undertake or require the submission of commercial studies to determine the type, location, and extent of intended retail land use designations in order to adequately serve the anticipated future trade areas;
- b) proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation;
- c) applications for the redesignation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable; and,
- d) The City may require the submission of appropriate studies to support proposals to designate new small scale business, retail, office or service commercial sites or clusters in Secondary Plans.

4.2.8.5 Through its review and approval of development applications pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan, the City shall:

- (i) require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities ;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vii) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, hedgerows



McLaughlin Corners West Plaza



High Quality Architectural Articulation

Commercial



George Street, Downtown
Brampton



Flower City Strategy

- and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;
- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- (xi) promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xii) implement the Flower City Strategy; and,
- (xiii) encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.

4.2.8.6 The City shall, in considering applications for retail centres adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan.

4.2.8.7 Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

Interpretation

4.2.8.8 The City shall interpret the location of Retail designations on Schedule "A2" of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including live-work units in a residential area to be designated in Secondary Plans, where applicable.

4.2.8.9 The City may approve a retail centre proposal that is within, or in the general vicinity of, a particular retail designation without an amendment to this Plan, or the applicable Secondary Plan, provided that:

- a) the retail centre proposal is of the type and scale designated as applicable for the particular area;

Commercial



- b) such a retail centre has not already been approved for an adjacent site; and,
- c) the specific site of the proposal possesses all of the key attributes of the original designation for the use intended.

Phasing and Integration of Retail Areas

- 4.2.8.10 The City may permit Regional Retail designations to be developed in stages where this is appropriate to meet the needs of a growing trade area population. The basic requirements for the development of the complete centre will be established in the first phase.
- 4.2.8.11 Where retail uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, the City may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.
- 4.2.8.12 The City shall encourage the development of retail areas to be planned and managed in an integrated manner and to be of sufficient scale to accommodate the majority of establishments appropriate to a given location.
- 4.2.8.13 Through its review and approval of development applications for new retail development pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas and Environmental Management policies of this Plan, the City shall require the approval of a Design Brief to implement the City's Development Design Guidelines prior to zoning approval.
- 4.2.12.1 In particular, where a retail development is proposed as a condominium, it will be subject to rigorous urban design analysis in order to achieve a built form that is compatible with the adjacent community.

4.2.9 Regional Retail

Regional Retail sites are intended to be planned as large scale multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.

Regional Retail centers or areas serve as identifiable destinations for major shopping needs, recreation, entertainment and hospitality uses.



Policies

- 4.2.9.1 Regional Retail centers shall be designated at key intersections of arterial roads and/or Provincial highways to conveniently serve a fairly large trade area.
- 4.2.9.2 Regional Retail sites shall be served by primary transit routes to provide the greatest possible accessibility to the wider community.
- 4.2.9.3 The integration of transit facilities within Regional Retail sites shall be encouraged.
- 4.2.9.4 Regional Retail centres generally will be in excess of 46,500 square metres (500,000 square feet) of total gross leasable area in size. Permitted uses include all types of retail stores, major full line department stores, discount department stores, major and specialty food stores, supermarkets, pharmacies, restaurants, offices, retail warehouses, entertainment facilities and service establishments. Regional Retail centres are typically anchored by major full line department stores, discount department stores, or retail warehouses such as warehouse membership clubs and home improvement stores. Notwithstanding the foregoing, entertainment uses shall be subject to Section 4.2.8.3 of this Plan.
- 4.2.9.5 Complementary uses such as automobile service stations may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses. Residential uses may also be integrated into Regional Retail areas if provided for in multi-use plans adopted as a component of a relevant Secondary Plan.
- 4.2.9.6 The specific Regional Retail areas designated on Schedules "A" and "A2" of this Plan are:
- (i) Brampton Shopper's World (NW quadrant of Hwy 10 & Steeles Avenue West);
 - (ii) Bramalea City Centre (SE quadrant of Dixie Road & Queen Street East); and,
 - (iii) Trinity Common (NE quadrant of Highway 410 & Bovaird Drive).
- 4.2.9.7 This Plan acknowledges the need to designate future retail hierarchies in both North East Brampton and North West Brampton consistent with the retail policies and designations of this Plan.. These centers will be designated on Schedules "A" and "A2" of this Plan as part of the implementation of Secondary Plans for these new development areas of the City.



Bramalea City Centre



Regional Retail Centre,
Trinity Commons
(Hwy 410 & Bovaird Dr.)



Commercial



4.2.10 District Retail

District Retail sites are generally planned as multi-use, multi-purpose developments that offer a wide range of retail, service, community, institutional and recreational uses serving several nearby residential and business areas at a sub-regional scale.

Policies

4.2.10.1 District Retail centres shall be designated at the intersection of an arterial road and/or provincial highway with an arterial or collector road.

4.2.10.2 Designated locations shall be well-served by public transit.

4.2.10.3 Where appropriate, District Retail centers shall be integrated with existing or planned major public, institutional, recreation and office uses and multiple density housing.

4.2.10.4 The City shall interpret a District Retail centre as a group of retail establishments that generally ranges from 11,620 to 46,500 square metres (125,000 to 500,000 square feet) in total gross leasable area. District Retail centres will be anchored usually by any two of the following uses:

- Supermarket, major department store, discount department store, home improvement store, warehouse membership club and, hardware and automotive store. In addition, pharmacies, restaurants and service establishments are also permitted uses.

4.2.10.5 Complementary uses including places of worship and institutional uses such as government offices compatible with and complementary to the planned function and policies of the designation may also be permitted within areas designated District Retail in Secondary Plans.

4.2.10.6 The City may permit complementary uses such as gas bars, rapid oil change operations, car washes, service commercial, office and entertainment uses in conjunction with the District Retail designation. Notwithstanding the foregoing permitted uses, the permission of entertainment uses shall be subject to Section 4.2.8.3.

4.2.11 Local Retail

Local Retail centers consists of Neighbourhood Retail and Convenience Retail sites as designated on Schedule “A2”. These sites are usually located in residential areas in order to serve the shopping needs of the community. Designations and related policies are specified in this Plan act as a guide to detailed policies and locations in the applicable Secondary Plan.



District Retail
Heart Lake Town Centre



City South Plaza



Springdale Square – Bovaird Dr
& Mountainash Rd



Neighbourhood Retail Centre
Mayfield Rd & Hurontario St.

Commercial

Policies

- 4.2.11.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.4 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.
- 4.2.11.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.
- 4.2.11.3 Local Retail sites shall be well served by public transit.
- 4.2.11.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.
- 4.2.11.5 The Local Retail uses are defined as follows:
- a) Neighbourhood Retail: A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.
 - b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).
- 4.2.11.6 Complementary uses such as those permitted in the Institutional and Open Space designations may also be permitted within areas designated for Local Retail purposes in Secondary Plans.
- 4.2.11.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.
- 4.2.11.8 The City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan. An Official Plan Amendment will be required to permit the development of a new Local Retail centre in a location not designated for such a use in the relevant Secondary Plan or to permit an extension to an existing Local Retail centre.



Convenience Retail
Fletchers Meadow

- 4.2.11.9 The City shall, in the Secondary Planning process, designate the number and distribution of Local Retail uses within secondary plan areas recognizing that nearby Business Corridor designations may accommodate competing retail uses. It is not the intention of this Plan to safeguard the residential trade areas of Local Retail uses internal to residential areas by selectively restricting competition from retail centers located outside residential trade areas.

4.2.12 Small Scale Commercial in Secondary Plans

It is intended that small scale commercial sites or clusters of a business, office, retail or service nature may be recognized or designated in Secondary Plans. Development of designated small scale commercial sites shall be subject to a superior urban design.

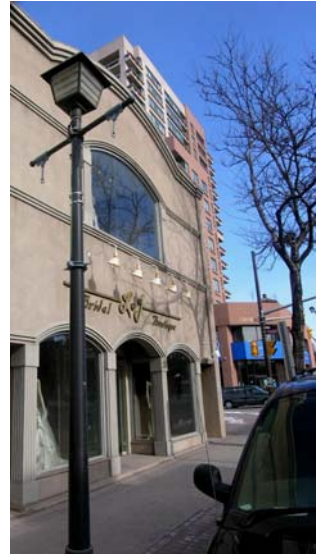
Policies

- 4.2.12.2 Small scale business, retail, office or service commercial sites or clusters, ranging up to approximately 2 hectares (5 acres) in size, that do not fit the Local Retail definitions, may also be designated in predominantly residential Secondary Plans without needing an amendment to this Plan.
- 4.2.12.3 The City shall require that such small scale business, retail, office or service commercial sites or clusters are only designated in Secondary Plans to recognize existing legal uses or pursuant to a satisfactory market and/or planned function and land use planning evaluation that addresses existing or potential designations in this Plan and adjacent Secondary Plans.
- 4.2.12.4 Through its review and approval of development applications for commercial development pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan, the City shall require the submission of a design brief to implement the City's Development Design Guidelines prior to zoning approval.

4.2.13 Motor Vehicle Commercial

Policies

- 4.2.13.1 The City may permit Motor Vehicle Commercial uses including gas bars, automobile service stations, limited automobile repair facilities and car washes in all of the land use categories on Schedule "A" of this Plan provided that, where applicable, such uses are appropriately designated in the respective Secondary Plans, and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.
- 4.2.13.2 A drive-through facility may be permitted in conjunction with a Motor Vehicle Commercial use subject to specific provision in the respective



Queen Street Retail,
Downtown Brampton

Secondary Plan, Section 4.10.3.6 of this Plan and the Development Design Guidelines. Such development shall be subject to site plan approval and addresses, among other matters, compatibility with adjacent land uses, a satisfactory on-site traffic circulation study including ingress/egress arrangements, and a suitable design with respect to built form, adequate on-site parking, screening, signage and safety.

4.2.13.3 In the case of areas not subject to Secondary Plans, gas bars, automobile service stations and car washes will be permitted subject to an amendment to this Plan, provided that such uses are limited to one per intersection and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.

4.2.13.4 Motor Vehicle Commercial uses will be discouraged as stand-alone uses and should be integrated with other commercial development.

4.2.13.5 Motor Vehicle Commercial uses will be permitted to locate at intersections, except where such locations are important or sensitive with respect to City image, area character, streetscape or significant natural factors, as determined in the secondary planning process.

4.2.13.6 The City shall, when evaluating proposals to develop or expand a Motor Vehicle Commercial use, have regard for the following:

- a) the potential environmental, noise, visual (including signage), and air quality effects of such a use on adjacent existing or proposed uses, especially residential, in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan; and,
- b) the potential effects of such a use on personal safety, the parking and traffic circulation generated by adjacent uses, and on the traffic movement on adjacent streets.

4.2.13.7 Notwithstanding the above policies, Business, Highway Commercial, Service Commercial or similar designations not explicitly identified in this Plan, may be permitted within “Residential” designations as shown on Schedule “A” as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.



Examples of well designed
Motor Vehicle Commercial

4.2.14 Live-Work Units

The City recognizes the opportunity for Live-Work Units that provide for limited home-based office, personal service and convenience commercial uses that are compatible with the primary residential use.

Policies

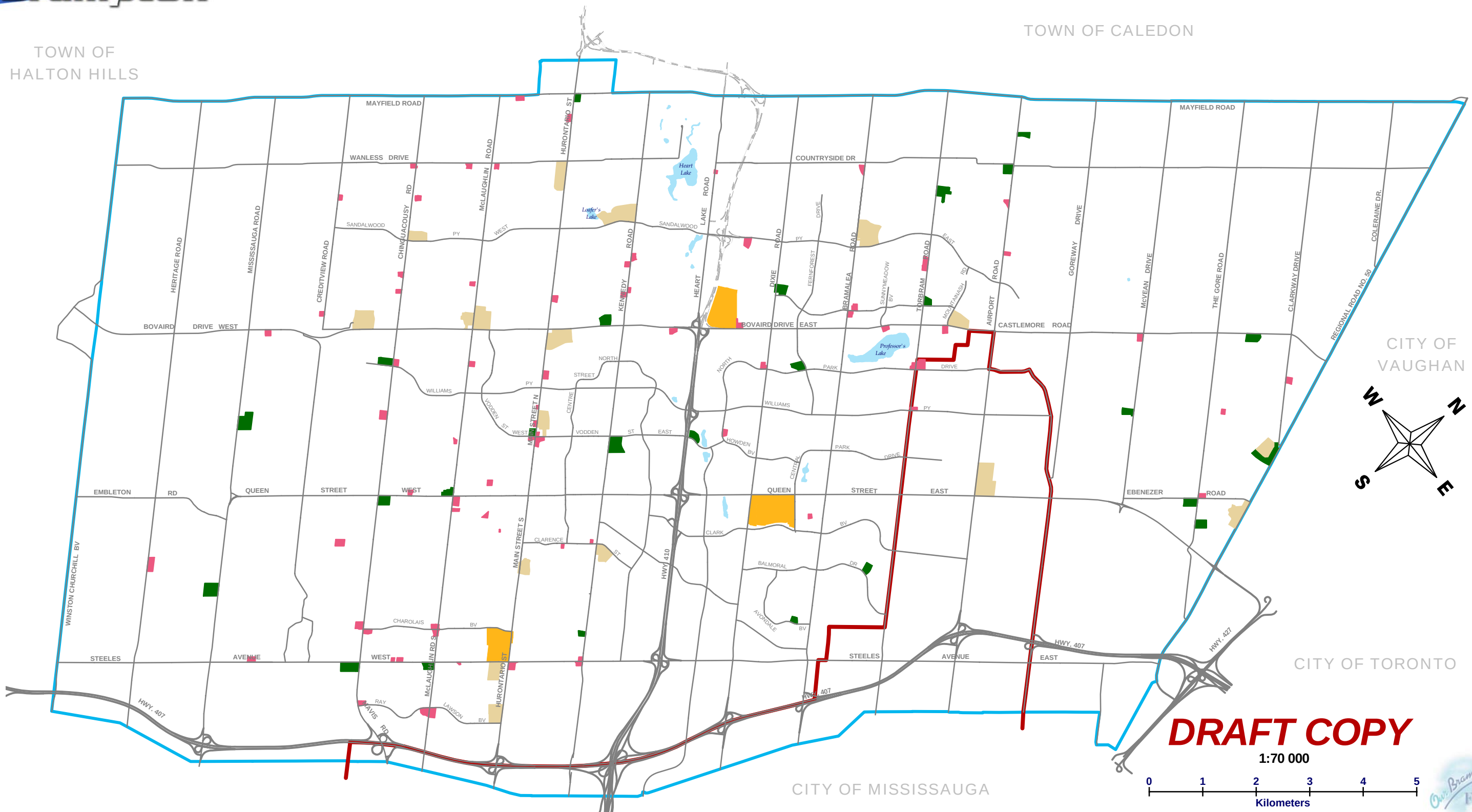
- 4.2.14.1 Live-Work Units shall be identified, as appropriate, as part of the preparation of Block Plans with respect to the emerging Secondary Plan areas of the City.
- 4.2.14.2 Regulations relating to the location of Live-Work Units shall be included in the City's Comprehensive Zoning By-law.
- 4.2.14.3 Zoning By-law regulations relating to Live-Work Units shall be based on the following:
 - a) the home occupation is intended to be carried on primarily by the residents of the Live-Work Unit;
 - b) The home occupation shall be accessory to the primary residential use of the Live-Work Unit, and the area within the Live Work Unit devoted to the home occupation shall be restricted to a percentage of the size of the dwelling unit, to be specified by the implementing Zoning By-law;
 - c) Outside storage and display areas will be prohibited and exterior lighting and signage will be restricted to avoid impacting adjacent land uses; and,
 - d) The home occupation shall be compatible with adjacent residential uses with respect to noise, odour, traffic and parking and the Live-Work Unit shall be compatible with the built form of adjacent residential units.



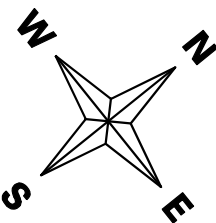
GTA Examples of Live-Work Units

TOWN OF
HALTON HILLS

TOWN OF CALEDON



CITY OF
VAUGHAN



CITY OF TORONTO

CITY OF MISSISSAUGA

DRAFT COPY

1:70 000



Legend

- REGIONAL RETAIL
- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL

- CONVENIENCE RETAIL
- LBPIA OPERATING AREA

Last Amended Date
April 07, 2006

Printed Date
April 07, 2006

Notes
The boundaries and alignments of designations on this schedule are approximate and are not to be scaled.
This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans.

Schedule A2

**RETAIL
STRUCTURE**

4.3 EMPLOYMENT LANDS

With a population of 7.8 million people in 2001 and a workforce of some 3.8 million, the Greater Golden Horseshoe is one of the fastest growing regions in North America, and represents an economy of international significance.

Brampton's strategic location within Canada's largest population centre provides an excellent economic advantage for attracting business and industry. Brampton is in proximity to a large proportion of the North American market and is serviced by an extensive highway and rail network that provides easy access to local, national and international markets. Brampton's other strengths include its skilled and educated labour force, proximity to Lester B. Pearson International Airport, the presence of two intermodal terminals, available serviced land and Brampton's reputation as a great place to live, work and play.

Brampton is home to the third largest population and the third largest number of workers among the municipalities that comprise the Greater Golden Horseshoe based on daytime place-of-work data from the 2001 Census of Canada. In this respect, the City recognizes the opportunity to achieve a strong live-work ratio as a means of enhancing the quality of life of the community and contributing to sustainability.

Based on Brampton Economic Development Office's Employer Survey Data for 2003, Brampton's manufacturers play a significant role in six of the ten manufacturing clusters identified in the Greater Toronto Area. These six manufacturing clusters include Automotive, Food, Chemical, Metal Manufacturing, Production Technology, and Jewellery and Precious Metals. Brampton is therefore widely recognized as a powerhouse of economic activity and growth in Peel Region.

The goal with respect to Pillar Four of Brampton's Strategic Plan, entitled "A Dynamic and Prosperous Economy", seeks to foster the emergence of Brampton as one of Canada's dynamic and prosperous local economies by attracting and retaining targeted employment growth in strategic locations. Targeted industrial sectors include life sciences (pharmaceutical, bio-medical), advanced manufacturing and design (automotive, aerospace, consumer products), food and beverage (processing and equipment), retail trade (administration and logistics), information and technology, and financial services.

Industrial and related employment uses represent the primary activities within Brampton's economy and are anticipated to continue during the period of this Official Plan. The objectives and policies contained in this section provide direction for the protection of the City's designated industrial land supply to facilitate the development of the non-retail service sector in accordance with the Business Corridor and Industrial designations and other relevant policies of this Plan.



Brampton CN Intermodal Terminal



Goreway Business Park



4.0 A Dynamic and Prosperous Economy



First Gulf Business Park
Biscayne Crescent



Employment Lands



Daimler Chrysler Plant
Chrysler Drive



ABB Incorporated –
Westcreek Blvd



Magna International

Employment Lands

Objectives

It is the objective of the Employment Lands policies to:

- a) Retain and enhance business, industry and employment opportunities within Brampton;
- b) Designate high quality employment areas close to major transportation and transit facilities that are compatible with natural areas and adjacent land uses;
- c) Encourage a 2:1 live-work ratio that will contribute to sustainability and enhance the quality of life of the community;
- d) Protect the supply of designated employment lands within the City in order to provide a variety of industrial space opportunities for the non-retail service sectors;
- e) Increase the proportion of the City's non-residential assessment base by facilitating and promoting increases in the current level of business and industrial activity;
- f) Provide for the continued operation and appropriate expansion of viable industrial uses within the City; and,
- g) Provide for supporting provisions for future manufacturers and new land use opportunities for expected growth in the non-retail service sector.

4.3.1 Business Corridor

The Business Corridor designation recognizes, where appropriate, the existing linear commercial and industrial development that has occurred along certain sections of major roads in the City of Brampton. The Business Corridor designation permits a broad range of employment-related uses including industrial and commercial uses that require the exposure offered by such locations in order to accommodate the business and service needs of companies and employees and to accommodate, at appropriate locations, certain business activities that may also serve the general public. Public and institutional uses shall also be permitted within the Business Corridor designation.

A number of uses shall be prohibited on lands designated Business Corridor including auto-body paint and repair, automobile repair, commercial self-storage warehouses, and retail and industrial uses that involve outdoor storage and outdoor display of merchandise. In addition, a superior level of urban design is required to

maintain the positive business image of the City's industrial areas, including restricting open storage and truck trailer parking areas away from their entrances.

Notwithstanding the foregoing, development, infilling and redevelopment for supportive housing facilities and certain noise sensitive public and institutional uses such as day care centres, schools, nursing homes and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

Policies

4.3.1.1 The boundaries of the Business Corridor designations are to be interpreted flexibly and refined appropriately at the Secondary Plan level in accordance with studies undertaken as part of a new Secondary Plan or Secondary Plan review process.

4.3.1.2 Through the Secondary Plan process, the Business Corridor designation will be broken down as appropriate into various sub-designations (such as Prestige Industrial, Office, Mixed Commercial/Industrial, Highway Commercial, Service Commercial, Highway and Service Commercial and Business) and specific policies will be set out with respect to industrial, office, retail and service uses, restaurants, hotels and motels, and entertainment uses along with the appropriate requirements and restrictions as follows:

(i) Office Uses:

Corporate offices, ancillary offices, business-serving office uses within industrial malls, and free-standing office uses will be permitted through various sub-designations subject to criteria related to the following:

- consideration of the estimated economic/employment demand for the area;
- potential impact on the Central Area, where appropriate;
- density of the surrounding area, with a permitted maximum density of 0.5 FSI;
- location of site within the Business Corridor area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

(ii) Retail and Service Uses:

Selected retail warehousing such as warehouse membership clubs, home improvement stores, large furniture and appliance stores, and major toy or sporting goods stores may be permitted along the



Loblaw's Corporate Headquarters



Hudson Bay Company
Headquarters





Costco Wholesale
Biscayne Crescent



Restaurant Use in
Business Corridor
Orion Gate Power Centre



Marriott Courtyard
Orion Power Centre

Employment Lands

primary street frontage of an industrial area in a manner that will not negatively impact on adjacent residential areas. Such uses may be permitted through specific sub-designations in Secondary Plans, subject to the following development requirements and restrictions:

- consideration of the market demand/planned function for the area;
- potential impact on the Central Area, where appropriate;
- restrictions on the overall Gross Leasable Area/ Floor Space Index of the development to be set out in the respective Secondary Plan and/ or Zoning By-law;
- restrictions on the minimum Gross Leasable Area of individual retail and retail warehouse units to be set out in the respective Secondary Plan and/ or Zoning By-law; and,
- restrictions as to the type of goods sold to be set out in the respective Secondary Plan and/ or Zoning By-law.

(iii) Restaurant Uses:

Restaurant uses may be permitted through specific sub-designations subject to the following criteria:

- One restaurant per industrial mall, with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law;
- Free-standing restaurants to be permitted in the appropriate sub-designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions;
- Restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an evaluation of the potential impact on the Central Area, where appropriate.

(iv) Hotels and Motels:

Hotels are permitted in the proximity of a 400 Series Highway intersection. Motels, as defined in Section 5.2 of this Plan, are permitted within all sub-designations subject to appropriate locational criteria along arterial roads.

(v) Entertainment Uses:

The City may permit entertainment uses within sub-designations in accordance with Section 4.2.2.4 of this Plan and as defined in the relevant Secondary Plan and/or zoning by-law.

- 4.3.1.3 Notwithstanding the above noted restrictions on office, retail and service, restaurant, and hotel and motel uses in the Business Corridor designations, such uses, except for entertainment uses and except for more than one restaurant in an industrial mall, that are legally existing, zoned or designated in an approved Secondary Plan, as of the date of approval of this Plan, shall continue to be acknowledged as permitted uses in this Plan and shall be deemed to conform to the policies of this Business Corridor section.
- 4.3.1.4 Business Corridor designations within or at the edge of large Residential designation areas may be permitted to accommodate integrated or mixed commercial and residential uses, if determined to be appropriate and so indicated in the relevant Secondary Plan.
- 4.3.1.5 The City shall also permit Supportive Housing Facilities to be permitted within areas designated as Business Corridor that are not within the Lester B. Pearson International Airport (LBPIA) Operating Area subject to the following criteria:
- (i) the supportive housing facility shall have direct access or frontage on an arterial or collector road;
 - (ii) the supportive housing facility may occupy a single detached dwelling or any building converted or newly constructed for that purpose but in every case shall occupy the whole of such buildings; and,
 - (iii) to prevent a concentration of supportive housing facilities in any one area, the City shall adopt standards including a minimum distance separation between crisis care facilities, group homes or other residential care facilities.
- 4.3.1.6 At the development review or Secondary Plan stage, the planning of Business Corridor designations shall satisfactorily address the following matters:
- (i) a system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
 - (ii) the location of ingress and egress points to highways or arterial roads;
 - (iii) the impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;
 - (iv) the location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties;



- (v) the impact of large surface parking areas dominating the street edge;
- (vi) the types and locations of outside storage facilities and their effects on adjacent properties;
- (vii) opportunities for transit-supportive patterns and designs;
- (viii) the siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and
- (ix) accessibility for persons with disabilities.

4.3.2 Industrial

The Industrial section of this Plan provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Corporate head offices and high performance industrial uses such as research and development facilities are also permitted in the Industrial designation. The designation of non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base. Large scale retail developments shall not be permitted in areas designated Industrial in the Official Plan.

Policies

4.3.2.1 The Industrial designations identified on Schedule "A" of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan.

4.3.2.2 Notwithstanding the foregoing, development, infilling and redevelopment for certain noise sensitive community service uses such as day care centers, nursing homes, schools, and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

4.3.2.3 It is intended that, through Secondary Planning, the Industrial designation will be further refined into various sub-designations and that specific policies will be set out with respect to office, retail and service uses, and restaurant uses, along with the appropriate requirements and restrictions as follows:

- (i) Sub-Designations in Secondary Plans that Permit Primarily Industrial Uses:



Maritime, Ontario Road



Coca-Cola Bottling Plant



Daimler Chrysler Plant

Employment Lands



(a) Office Uses:

Ancillary office uses, corporate office uses in association with an industrial function, and industrial serving business uses within industrial malls;

(b) Retail Uses:

Ancillary and limited retail and business serving uses within industrial malls. The retail uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas as set out in Section 4.2.8 of this Plan;

(c) Government and Institutional Uses:

Limited government offices and institutional uses within industrial malls;

(d) Restaurant Uses:

Restaurant uses may be permitted on lands designated Industrial in Secondary Plans subject to the following criteria:

- One restaurant per industrial mall with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law.

(ii) Sub-Designations in Secondary Plans Permitting Industrial/Business or Similar Uses:

(a) Office Uses:

Ancillary office uses, corporate office uses in association with an industrial function, industrial serving business uses within industrial malls, and free-standing office uses subject to a City review on the basis of criteria including, but not necessarily limited to the following:

- consideration of the estimated economic/ employment demand for the area;
- potential impact on the Central Area, where appropriate;
- the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a permitted maximum density of 0.5 FSI;



Mandarin Restaurant



**Employment
Lands**

- location of site within the Industrial area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

(b) Retail and Service Uses:

Ancillary and limited retail and service uses, public and institutional uses, if provided for in a specific sub-designation in a Secondary Plan based on the following criteria:

- consideration of the estimated economic/ employment demand for the area;
- potential impact on the Central Area where appropriate;
- the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a maximum GLA or FSI to be set in the Secondary Plan;
- location of site within the Industrial area, with a preference given for sites in the proximity of major roads; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

Notwithstanding the above noted criteria, the retail and service uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas as set out in Section 4.2.8 of this Plan.

(c) Restaurant Uses:

Restaurant uses may be permitted on lands designated Industrial/Business subject to the following criteria:

- one restaurant per industrial mall with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law;
- free-standing restaurants to be permitted in Industrial/Business or similar designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions; and,
- restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an evaluation of the potential impact on the Central Area, where appropriate.

Notwithstanding the above noted restrictions on office, retail and service uses, and restaurant uses in the Industrial designations, such uses, except for more than one restaurant in an industrial mall, that is

legally existing, zoned or designated in an approved Secondary Plan, as of the date of approval of this Plan, shall continue to be acknowledged as permitted uses in this Plan and shall be deemed to conform to the policies of this Industrial section.

Location

4.3.2.4 The City shall provide land use opportunities of sufficient size to ensure an adequate supply, range and choice in terms of location, size of properties and the servicing requirements of industrial sites to accommodate anticipated growth demands in the non-retail services sector during the period of this Plan.

4.3.2.5 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.

Secondary Plans

4.3.2.6 The City shall adopt Secondary Plans for both existing and undeveloped areas designated Industrial in this Plan as a guide for development and to encourage the integration of new businesses and industries with natural areas and surrounding land uses.

4.3.2.7 The City may establish a number of more-detailed business, commercial and industrial designations in Secondary Plans for areas designated Business Corridor and Industrial on Schedule "A" of this Plan, based upon the following:

- (i) the varying requirements of commercial and industrial uses for road and rail access;
- (ii) the inter-relationship of different commercial and industrial firms;
- (iii) the need to minimize potential conflicts between different classes of land uses; and,
- (iv) the demands for regional and municipal services.

4.3.2.8 The City shall encourage the development of industrial areas of sufficient size to realize long-term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.

4.3.2.9 The sub-designations in Secondary Plans that permit prestige industrial and/or commercial uses will generally indicate areas:

- (i) that accommodate significant office, retail and service uses;



- (ii) that generally accommodate prestige industrial uses;
- (iii) that will be subject to site and building design standards intended to maintain attractive high quality appearances;
- (iv) where outdoor storage will not be permitted unless it is a limited display area for visually pleasing finished products;
- (v) where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses; and
- (vi) where natural features and/or man made buffers can be provided to screen the designation from other areas containing uses such as heavy industry, transportation terminals, recycling plants, and industry with outside storage.

4.3.2.10 The sub-designations to be used in Secondary Plans for primarily industrial uses will generally indicate areas:

- (i) that will be dominated by typical industrial uses, and that may be further divided into different categories of industrial uses related to the relative intensity of the industrial activity and potential perimeter impacts, and varying requirements for screening of outdoor storage and truck trailer parking areas and other similar provisions in the applicable zoning by-law;
- (ii) that may also accommodate limited retail, service, and office uses provided that they do not hinder the operation of the predominant industrial uses in accordance with Section 4.3.2 (ii);
- (iii) that will be subject to site and building design standards intended to achieve high quality urban design; and,
- (iv) where outdoor storage and truck trailer parking areas will be permitted.

Integration

4.3.2.11 The City shall, for new lands that are designated for industrial use purposes through an Official Plan Review, not permit such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan have been formulated for the particular new development area by means of an amendment to this Plan.

4.3.2.12 In the case of industrial areas designated through an Official Plan Review, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan, Community Block Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.



Goreway Business Park

4.3.2.13 The City may, where existing residential uses are located in an area designated for employment uses, refuse to permit lands abutting and adjacent to these residential uses to be developed for industrial uses until those lands can be developed in conjunction with the residential lands for such business or industrial purposes. As a condition of Secondary Plan, zoning or subdivision approval, the City may establish policies, which encourage the assembly of residential properties.

4.3.2.14 The City shall, in considering development within Industrial designations abutting residential or other sensitive uses, have regard for the following criteria:

- (i) no outside storage;
- (ii) not likely to generate air pollution, odour or excessive noise; and,
- (iii) will meet a high standard of building design and landscaping.

4.3.2.15 Conversion of lands designated Industrial to any other use shall only be permitted based on a comprehensive review in accordance with the Provincial Policy Statement that demonstrates that the lands are not required for the uses permitted within the Industrial designation over the long term.

4.3.2.16 In areas containing existing heavy industrial uses or on lands in proximity to such areas, the range of permitted uses shall be limited to avoid the introduction of additional uses which are incompatible with heavy industrial activities. The City shall deny applications for the development of residential and other sensitive land uses within and adjacent to designated industrial areas if such approval would result in these industrial uses ceasing to be in compliance with all pertinent standards or would inhibit development of designated industrial lands for the purposes permitted by the Plan.

Design

4.3.2.17 Through its review and approval of development applications pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan, the City shall:

- a) require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;
- b) promote an appropriate massing and conceptual design of buildings;
- c) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities ;



Goreway Business Park –
Kenview Blvd



Building to Street Relationship



The Bombay Company –
Canadian Head Office &
Distribution Centre
(Steeles Ave & Goreway Rd)

Employment Lands





First Gulf Business Park,
Biscayne Crescent



Front Entrance off Biscayne
Crescent – Mandarin
Restaurant



Delta Park Blvd
Industrial District

Employment Lands

- d) encourage the provision of safe and attractive built environments;
- e) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- f) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- g) encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands, hedgerows and woodlands, where feasible and practicable by minimizing impacts through site planning and grading;
- h) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- i) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads;
- j) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- k) promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;
- l) Implement the Flower City Strategy; and,
- m) encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in industrial development.

4.3.2.18 The City shall, in assessing situations which would create an interface between industrial and residential or other sensitive land uses, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural Areas and Environmental Management sections of this Plan.

4.3.2.19 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.

4.4 TRANSPORTATION

Movement of people and goods by various modes is one of the most important aspects of life in Brampton. A significant proportion of our daily lives is spent moving ourselves from our homes to our places of work, to our schools, and to our recreation and social activities.

The dominance of roads and automobiles as the primary way to transport ourselves is not sustainable as it creates a major drain on our time and resources. We are simply running out of the space required to provide an ever-increasing number of lane-kilometres of additional roads within our built-up areas to accommodate the ever increasing per capita trip rates.

There has been significant growth in vehicular numbers due to population growth and increased travel demands. This is a cause of concern due to the detrimental effects of the automobile on our quality of life and the environment in general. Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration. In addition, there is an ongoing concern with vehicular emissions contributing to air pollution and the creation of greenhouse gases that are triggering global climate changes.

In order to provide for more sustainable transportation practices in the future, Brampton must find ways and design policies to assist in reducing the number and length of automobile trips, by accommodating & encouraging increased transit ridership, by encouraging cycling and walking, by increasing car occupancy (i.e. carrying passengers, car pooling, etc.). The Plan endeavours to shift trips to transit by ensuring that transit services, routes, operating speeds, and interregional transit connections are as convenient as possible. In particular, the physical design of road and traffic signal systems needs to assign greater priority to accommodating the efficient movement of transit vehicles. However, a major shift from automobiles to transit use also requires senior government funding of transit, together with proportional reductions in the many hidden subsidies for roads and automobile use.

Similarly, the high proportion of goods movement by trucks places a similar burden on our roads and financial resources, as well as contributing to rising greenhouse gas emissions. Efforts to shift more goods movement towards rail transportation is one measure that would help reduce truck trips. Of course, we must ensure that practical cost effective methods exist to efficiently move goods into and out of our industrial areas so that our businesses remain competitive. Given this objective, we must substantially rely on the Province or Federal Government to significantly shift the balance of cost/flexibility in the direction of rail. Nevertheless, it is recognized that trucks will continue to play a dominant role in goods movement, and this Plan and other policies of the City should provide for this by ensuring that trucks have access to an efficient network of arterial roads.



View of Highway 410



All transportation modes, using our road network, particularly trucks and automobiles do impose impacts in terms of congestion, noise and pollution on adjacent residential, industrial, retail and other urban uses. The policies of this Plan will assist in avoiding or mitigating these negative impacts, recognizing that a high level of transportation activity is an inevitable part of a vibrant, healthy and growing community.

Overall, the City is committed to the provision and enhancement of an efficient transportation system, which is consistent with the City's 'Six Pillars' Strategic Plan to promote a "Modern Transportation System". The plan envisages the harmonious integration of all modes and elements of transportation with a long-term vision to provide a **"Balanced Transportation System"** that is accessible to all members of the Brampton community including persons with disabilities.

The Strategic Plan sets out the following goal:

"To provide a safe, convenient, economical, efficient, sustainable and energy conserving Transportation System for the movement of people and goods which supports the Official Plan land use designations and encourages the appropriate development of the City Centre, the Central Commercial Corridor and other activity centres, while protecting established neighbourhoods, and promoting orderly growth."

The transportation policies in this Plan reflect the intricate relationship between transportation, land use and physical form. The Plan adopts the balanced approach and advocates the necessary improvements to the road system and stresses the importance of establishing a greater role for public transit and encouraging transit-supportive development. The Provincial Transit-Supportive Land Use Planning Guidelines are referenced in formulating objectives and policies aimed at improving transit service. In addition to the envisioned improvements in the Road Network and Public Transit, the Plan emphasizes the need to optimize the available existing transportation facilities. The Plan also promotes a transportation system that is accessible to all, including persons with disabilities.

Objectives

The broad objectives for developing the transportation system policies are:

- a) To develop a balanced, integrated and accessible multi-modal transportation system which provides safe, economic and efficient movement of people, including persons with disabilities, as well as goods and services.
- b) To ensure the provision of adequate and accessible road, transit, pedestrian and bicycle links between Brampton and adjacent municipalities.

- c) To promote the development of an efficient transportation system and land use patterns that foster strong live-work relationship and encourages an enhanced public transit modal share.
- d) To promote a high standard of environmental management and aesthetic quality in the routing, design and construction of transportation and associated structures.
- e) To work cooperatively with the neighbouring Municipalities and the Regions to develop an integrated transportation plan.

4.4.1 Transportation System

The Transportation System in Brampton consists of the existing and proposed road network, transit, cycling, pedestrian, trucking, rail and air facilities. The Transportation System plays a major role in shaping the form, character and growth of the city. There is a strong interaction between the availability of adequate transportation facilities, and decisions about the direction of growth and the uses of land along with their spatial distribution and density of development.

The formulation of an effective Transportation System Plan involves various Authorities with a variety of jurisdictions. The Federal Government is responsible for Rail facilities, the Provincial Government has jurisdiction over Highways and GO Transit, the Region of Peel is responsible for Regional Roads, and the Local Road Network and Public Transit is the responsibility of the City of Brampton. The City recognizes the need for partnership, consultation, co-ordination and co-operation between various levels of Government to achieve the envisioned efficient transportation system.

The Transportation System and related policies of the Plan are designed to achieve the broad objective of a balanced transportation system that is accessible to all members of the Brampton community, including persons with disabilities. The various aspects of the Transportation System are addressed in the following sections:

- (i) **Road Network** section dealing with the hierarchy & functionality of roads, right-of-way widths, road planning, traffic circulation and transportation system & demand management improvement measures in order to enhance the overall efficiency of the road network;
- (ii) **Transportation System and Demand Management (TSM/TDM) Measures** section dealing with policies focussed on enhancing the capacity of the existing transportation system





Pearson Airport –
Terminal 3 Building

Transportation

by adopting TSM/TDM strategies and devising traffic circulation patterns to optimize road network efficiency;

- (iii) **Public Transit** section dealing with policies intended to support the enhanced use and accessibility of public transit by addressing supportive land use policies, a hierarchy of transit services, the rationalisation of the overall route network, transit priority schemes, interrelationships with urban form and land use, and the overall planning of local and interregional transit services;
- (iv) **Parking Management** section dealing with policies to achieve planning of the location, quantity, and cost of parking to ensure appropriate provision and accessibility of parking areas facilitating efficient functioning of the transportation system in keeping with the transit objectives of the Plan;
- (v) **Pathways System** section incorporating policies to encourage the use of cycling and walking and to develop a detailed pathway network in conjunction with the 'Pathways Master Plan', in order to accommodate work, recreational and other trips, while addressing issues of accessibility including accessibility for persons of disabilities, safety, aesthetics, community involvement and public awareness;
- (vi) **Trucking and Goods Movement** section incorporating policies proposing the development of goods movement strategies in consultation with goods movement companies and other levels of government to provide a safe and efficient multi-modal goods movement network with effective inter modal connections, while addressing the protection of residential communities from adverse impacts of the goods movement;
- (vii) **Railways** section incorporating policies respecting the need to provide adequate, accessible, and safe rail facilities, and particularly the need for the grade separation of railway mainlines from urban roads where feasible;
- (viii) **Airport** section recognizing the importance of the Lester B. Pearson International Airport as a major transportation facility and setting out policies supporting the integration of the Airport with other modes of travel and encouraging the provision of reliable, efficient and accessible transit services between the City and the Airport;
- (ix) **Implementation and Monitoring** section dealing with policies proposing to set out the comprehensive implementation strategy to ensure that the transportation objectives of the Plan are met and the functional efficiency of the transportation system is reviewed and monitored on a regular basis.



Policies

- 4.4.1.1 The City shall undertake to create a balanced transportation system consisting of strategic elements relative to Roads, Transit, Highway Linkages, Rail, Pathways and other major transportation facilities that are accessible to all members of the Brampton community including persons with disabilities. A comprehensive set of specific initiatives and programs will be created to support each of the strategic elements to provide efficient and accessible transportation services that contribute towards economic vitality and a sustainable and healthy future for Brampton.
- 4.4.1.2 The City shall endeavour to achieve a balanced transportation system as identified on “Schedules B, B1, C & C1” by obtaining sufficient direct funding or expanded revenue sources from senior levels of government to enable the City and other transit agencies to implement the identified/designated transit system.
- 4.4.1.3 The City shall, in co-operation with other authorities and senior levels of government, undertake or participate in comprehensive transportation studies as required to refine transportation facility requirements, and to designate and protect corridors and areas required for future transportation facilities.
- 4.4.1.4 The City shall, in the planning and construction of transportation facilities in Brampton, promote a high degree of intra-regional and inter-regional accessibility, particularly with respect to supporting transit facilities linking the urbanized parts of Brampton with the urbanized parts of the City of Mississauga, Metro Toronto, Lester B. Pearson International Airport and the City of Vaughan.
- 4.4.1.5 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the Road Facilities, Local and Regional Transit Services, Commuter Rail System, Pathways System and Parking. Additionally, the City shall undertake the long term monitoring of the environmental impacts of the various elements of the transportation system to determine the need for remedial measures.
- 4.4.1.6 The City shall, where appropriate, designate certain roads or sections of roads with attractive natural or man made scenic views or vistas as Scenic Drives, and may regulate adjacent land uses, environmental treatment and management, landscaping and roadside structures in accordance with the Development & Civic Design and Natural Areas & Environmental Management sections of this Plan.
- 4.4.1.7 The City shall, in the planning and construction of all elements of the transportation system, ensure consistency with the Natural Areas & Environmental Management and Development and Civic Design sections



of this Plan as well as the City of Brampton Accessibility Technical Standards.

4.4.2 ROAD NETWORK

Brampton's road network consists of city roads, regional roads and provincial highways. This road network must respond to changing urban development patterns and travel demands. The role and function of each element of the road system should be clearly defined within an effective road classification system to support the provision of an efficient, safe and accessible road network with adequate capacity for both passengers and goods movement

The road network in Brampton has been planned taking into account the anticipated evolution of the network from the existing level to the Plan horizon of 2031. In order to achieve and maintain the integrity of the major road network as shown in Schedule 'B', the City has to overcome many challenges such as a limited number of Credit River crossings on the western side of the city, deficiencies in the linkages at the West Branch of the Humber and at the municipal boundary on the eastern side of the City, and constantly urging the Province to move forward with major highway initiatives to keep pace with the City's development and travel demands. Additionally, railway lines also pose obstacles to well-integrated road linkages and need to be appropriately grade separated.

Objectives

It is the objective of the City to adopt a road network plan based on a clear functional hierarchy of roads, including freeways, arterials, collectors and local roads in a pattern that:

- a) Accommodates inter-regional vehicular traffic without causing disruption to local traffic;
- b) Facilitates safe, efficient and convenient vehicular movement within the City
- c) Protects residential neighbourhoods from high volume of vehicular traffic;
- d) Avoids, minimizes or appropriately mitigates adverse environmental impacts and disruption to ecosystem features and functions;
- e) Facilitates the establishment of efficient and well-integrated public transit routes that are accessible to all members of the Brampton community including persons with disabilities;

Objectives cont'd

- f) Provides alternative route choices to reduce through traffic through the Business Corridors;
- g) Encourages the use of alternate modes of travel including cycling and walking; and,
- h) Promotes the use of innovative technologies and transportation demand management measures to enhance mobility and optimize the functioning of the Road Network.

Policies

4.4.2.1 The proposed road network component of the City's overall transportation system plan is based on the assumption that:

- (i) Inter-Regional travel demands will be accommodated on the Provincial Freeway and Highway system;
- (ii) Freeways and Interchanges within the City limits will be designed and constructed appropriately;
- (iii) Freeways within the City limits will be designed and constructed to provide sufficient local road crossings to allow for traffic movement across the freeways;
- (iv) Widenings of Regional Roads will be planned, designed and constructed in accordance with the results of regular needs analyses and established road planning practices;
- (v) The extension of Provincial Highway 410 will be constructed as a 6 lane facility from Bovaird Drive and connect to Highway 10 north of Snelgrove by 2008;
- (vi) Highway 410 from Bovaird Drive to the south City limits will be widened to at least an 8-lane facility by 2011;
- (vii) The extension of Provincial Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the Oak Ridges Moraine in the vicinity of Brampton's northern boundary, and subsequently will be extended to Highway 9 and beyond;



Highway 407



Transportation



- (viii) Highway 407 will be widened to an 8-lane facility between Highway 427 and its junction with Highway 401 by 2011. A new Interchange at 407 will be planned and constructed in conjunction with the implementation of the Bramwest Parkway facility near the western edge of the City.
- (ix) Further network planning and corridor protection for a Peel/Halton North-South Transportation Corridor and related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401/407 to the vicinity of Bovaird Drive by 2011, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule "B", with financing directly from the Provincial Government. The expanded municipal revenue sources may be used for carrying out the network and related roadway planning.
- (x) Road improvements and widenings will be undertaken in accordance with the Environment Assessment Act for those roads and links proposed to achieve the Major Road Network presented in Schedule "B".
- (xi) The transit strategy and all other key elements of the overall transportation system addressed in this section will be appropriately funded by senior governments and implemented in the time frames required.

Road Functional Plan

4.4.2.2 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:

- (i) Provincial Freeways/ Tollways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds together with rapid transit services through High Occupancy Vehicle (HOV) or dedicated transit lanes. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated with full access control to the abutting land uses.
- (ii) Major Arterials are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds together with transit services through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. The arterials will be designed with a high degree of access control to the abutting properties. Arterial Roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate.

- (iii) Minor Arterials are to be planned, designed, constructed and designated to be continuous and to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds together with transit services through HOV lanes, dedicated transit lanes, or other transit priority measures with appropriate supporting street furniture including side walks and to serve traffic flows between more localized principal areas of traffic generation. Direct vehicle access to abutting properties is to be limited where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
- (iv) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or business and employment areas, or to and from the arterial system. Through traffic will generally be discouraged from using these roadways. Direct access from abutting residential properties will not be permitted near intersections with arterials, and will be appropriately managed elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
- (v) Local roadways are to be planned, designed, constructed and designated to accommodate low to moderate volumes of traffic travelling at low speeds between neighbourhoods, between points of origin and the collector road system. Through traffic will be discouraged from using such local roadways. Direct vehicle access from abutting properties will be permitted. Additional differentiation between categories of local and collector roadways and in the standards pertaining to them may be specified as appropriate in Secondary Plans or in Subdivision Design Standards.

4.4.2.3 The City shall interpret the functional road classification and associated guidelines of the preceding policy with due regard to the appropriate network role of various roadways in accordance with adjacent land use designations. In order to achieve an effective road functional plan, the City shall encourage innovative road cross-section designs supporting pedestrian and transit supportive land use development.

4.4.2.4 The desired major road network, consisting of Provincial Freeways, Regional Roads, Major Arterials, Minor Arterials and the most significant Collectors in accordance with the classifications of the preceding policy is indicated on Schedule "B". Based on the adopted road hierarchy the classification of some road links may require changes over the 20-25 year



horizon. The Environmental Assessment approved alignment for the extension of Highway 410 is illustrated on Schedule "B". The proposed future Transportation Corridors for the extension of Highway 427 and potential future North-South Transportation Corridors are schematically illustrated within their respective Corridor Protection Areas on Schedule "B". The more minor collector roads and significant local roads will generally be shown in Secondary Plans. The remainder of the minor road network will be planned as part of the subdivision design process.

Right-Of-Way

- 4.4.2.5 The required minimum Right-of-Way widths for the designated major road network for the City of Brampton are shown on Schedule "B1". Right-of-Way width requirements for the minor road network will typically be less than 30 metres depending on the specific function of a roadway pursuant to Secondary Plan policies or subdivision design standards.
- 4.4.2.6 The City shall, in conjunction with the Regional Municipality of Peel, endeavour to reserve or obtain the necessary Rights-of-Way shown on Schedule "B1" through subdivision, land severance, site plan control or agreements, or by gift, bequeathment or purchase or through expropriation where necessary and feasible.
- 4.4.2.7 The City shall interpret the required Right-of-Way widths shown on Schedule "B1" to denote only the basic requirement for the section of the road. Additional Rights-of-Way may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/intersection geometric design. There may also be additional requirements for Rights-of-Way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, and transit priority measures. Any such additional Right-of-Way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 4.4.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.
- 4.4.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant

community and mitigates any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

- 4.4.2.10 From a streetscape perspective, the City may require additional road right of-way to provide for improvements like medians, double row planted street trees and civic design considerations.
- 4.4.2.11 The City will require specific arrangements through Secondary Plans, Block Plans and Cost Share Agreements, to the City's satisfaction, to ensure that the right-of-ways and road widenings to accommodate the construction or widening of Arterial, Collector and other essential roads will be provided when required, based on available compensation mechanisms, and at no additional cost to the City.
- 4.4.2.12 The City will require that Secondary Plans and Block Plans (and potentially Cost Share Agreements) identify and address those locations along existing Arterial or Collector Roads, including boundary roads, where cemeteries, heritage sites or buildings, or environmental features or any such physical constraints will require that a greater road widening be taken on one side of the road than the other, in order to ensure that such greater widenings are readily obtainable as a condition of development approval at no extra cost to the City.

Road Planning

- 4.4.2.13 The City shall work cooperatively with the adjacent Local Municipalities, the Ministry of Transportation and the Regions of Peel, Halton and York in the monitoring and planning of roads crossing municipal boundaries, and specifically with respect to the addition of a Major North-South Transportation Corridor in the Halton/Peel boundary area, the extension of the 427 & 410 Transportation Corridors, and associated interconnecting Arterial Roads. All concerned parties are urged to participate in comprehensive road network reviews and further Environmental Assessment Studies in these areas to adequately address need and justification, feasibility, environmental and other impacts, evaluation of alternatives and public input.
- 4.4.2.14 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:
 - (i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
 - (ii) Requiring the provision of adequate off-street private parking (i.e. private driveways, garages, etc.); and,



- (iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

4.4.2.15 The City shall design systems of local and collector streets to discourage through trips from penetrating residential neighbourhoods, thereby protecting such areas from noise & air pollution and physical danger of excessive vehicular traffic, while ensuring that the accessibility and functionality of the transit system is not impeded. In order to reduce reliance on the collector and arterial roads for most short trips and improve the coverage and accessibility of transit routes, it may be advantageous to disperse local traffic over a denser grid network of local streets as opposed to the use of cul-de-sac and crescent streets.

4.4.2.16 The City shall establish detailed alignments of streets and roads in Secondary Plans and Subdivisions only after consideration of adjacent land uses, ecosystem function, environmental integrity, flood and erosion risk, natural features, existing topography, existing vegetation, traffic safety and efficiency.

4.4.2.17 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards where appropriate and in accordance with the Development & Civic Design and Natural Areas & Environmental Management sections of this Plan.

4.4.2.18 Reverse frontage shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible. Window streets are encouraged.

4.4.2.19 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

4.4.3 TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT MEASURES

The policies presented in this section are focused on enhancing the capacity and efficiency of the existing transportation system by adopting transportation system management (TSM) and transportation demand management (TDM) measures to ensure an optimal mix of both supply and demand rather than always adding capital-intensive new transportation facilities.

Transportation System Management (TSM) strategies have been recognized as an effective way to optimize the road network capacity, especially due to the increased demand for limited road capacity and the inability to keep constructing new transportation infrastructure to satisfy that demand due to right-of-way and funding constraints. These official plan policies propose various TSM strategies to optimize transportation infrastructure and manage congestion by means of additional

operational improvements such as signal pre-emption for transit, HOV lanes, bus bays, turning lanes, segregation of slow moving traffic, minimizing vehicular-pedestrian conflicts and exploring other appropriate innovative and technological improvements that fall into the category of Intelligent Transportation Systems (ITS). Potentially useful ITS measures include traffic signal control systems, transit management systems, and citywide multi-modal traveller information systems. There is a general consensus that the successful implementation of TSM or ITS elements requires extensive cooperation between various jurisdictions and the concurrent deployment of an appropriate technology at various geographic locations.

Transportation Demand Management (TDM) strategies are aimed at improving the efficiency of the transportation system by influencing travel demands and trip patterns. TDM measures endeavour to alter travel mode choice, frequency of travel, and time of travel to reduce peak travel demand resulting in enhanced road network capacity. Recent trends in Brampton indicate increasing dependence on the automobile. Keeping with the fundamental objective of moving people and not vehicles, TDM techniques and policies provide opportunities to reduce the number of vehicles travelling on the road network by formulating programs to promote the use of sustainable modes like public transit, ridesharing, cycling and walking thereby providing improvements in the transportation network and the environment.

Objectives

- a) To encourage personal mobility and travel choices that reduce overall transportation resource demands through enhancement of the Brampton Transit System, adopting Transportation System & Demand Management measures and Intelligent Transportation System Strategies.
- b) To optimize the people moving capability of the transportation network by the utilization of Reserve Bus Lanes or High Occupancy Vehicle (HOV) lanes where appropriate, and other Traffic Management strategies for the purposes of minimizing the social, financial and environmental costs of transportation, mitigating transportation related pollution and to reduce dependency on fossil fuels.

Policies

Improve Traffic Circulation

- 4.4.3.1 The City shall encourage the maintenance of efficient traffic flows by design improvements such as jog elimination, regulation of turning movements, one-way streets, implementation of traffic control devices,



transit priority measures, parking restrictions, intersection geometric improvements, etc as warranted by the traffic volumes and site conditions and in accordance with the City's Traffic By-law.

4.4.3.2 The City shall, in conjunction with the Region of Peel, protect and enhance the function of the Provincial Highway, Arterial and Collector systems by:

- (i) Discouraging intersections of local streets with Major Arterials in the design of new subdivisions;
- (ii) Minimizing the intersections of local streets with Minor Arterials in the design of new subdivisions, subject to the achievement of a maximum spacing of 400 metres between transit access points;
- (iii) Reducing the number of driveways along arterial streets in developed areas through the provision of common off-street parking and service areas for commercial uses where appropriate and feasible;
- (iv) Limiting the number and controlling the design of accesses to multi-family residential sites from arterial roads; and
- (v) Requiring an internal road access design for low-density residential uses adjacent to arterial roads.

4.4.3.3 The City shall support pedestrians and transit users in the design of new subdivisions by supplementing the local street intersections along minor arterials and collectors with the provision of sufficient walkway access points so as to achieve a maximum spacing of pedestrian access points along transit routes of 400 metres.

Optimize Road Efficiency

4.4.3.4 The City shall strive to achieve significant increases in vehicle occupancy rates on an overall basis and particularly within the Primary Office Core, Office Node and Business Retail areas by expanding and improving local and higher order transit systems on a continuous basis.

4.4.3.5 The City shall pursue designation of exclusive Reserve Bus Lanes (RBL) or High-Occupancy Vehicle (HOV) lanes on major arterials in coordination with the Region of Peel, the Ministry of Transportation and adjacent municipalities. The City, in consultation with the Region of Peel, shall establish criteria for the designation and development of such RBL or HOV facilities.

4.4.3.6 The City shall take a proactive role in promoting and coordinating the development of HOV Lane System and other Transportation Demand and System Management measures.



- 4.4.3.7 The City shall endeavour to support the effective operation of RBL and HOV systems by:
- (i) Encouraging the provision of a network of strategically located park and ride lots and, where appropriate, express transit stations;
 - (ii) Scheduling transit services to support RBL and HOV lanes;
 - (iii) Supporting transit signal priority at intersections; and,
 - (iv) Utilizing and encouraging incentives for people to reduce the number of single occupant vehicles by the use of ridesharing strategies.
- 4.4.3.8 The City shall develop a reduced parking strategy through Secondary Plans or Zoning By-laws applicable to the Office and Retail areas to recognize the availability of and encourage the use of transit, carpools and vanpools.
- 4.4.3.9 The City shall encourage the inclusion of multi-modal transit and ridesharing facilities in new development projects and ensure accessibility to all transit users.
- 4.4.3.10 The City supports the concept of adequate right-of-way reservation in corridors identified for future high capacity transit and HOV projects.
- 4.4.3.11 The City shall establish financial strategies to cooperatively develop HOV support facilities integrated with a Region-wide HOV system.
- 4.4.3.12 The City shall consider and, where appropriate encourage, the implementation of Travel Demand Management measures to optimize use of the planned roadway system. The City shall support the creation of Travel Demand Management Associations and shall work with the Region of Peel, MTO, Transport Canada and other jurisdictions for joint TDM implementation programs.
- 4.4.3.13 The City will support an awareness and marketing campaign for major employers and residents to explain the options and benefits of using alternatives to the private car.
- 4.4.3.14 The City shall develop an Intelligent Transportation System strategy including reviewing the signal system infrastructure and implementing Transit Signal Priority measures. The City shall examine and support studies to explore technological improvements such as high order traffic control and monitoring systems.
- 4.4.3.15 The implementation of Intelligent Transportation Systems on the specific City's arterial roadways would be established by conducting a technical



and economic feasibility, which would include appropriate consideration of expanded funding sources and information technology resources.

4.4.4 PUBLIC TRANSIT

Major issue pertaining to urban traffic is the role of public transit. Given the significant level of growth and intensification projected in this Plan, it is evident that transit must play a more important role in the future transportation system of the City. Rising energy costs, environmental quality issues and congestion have brought attention to the bigger role to be played by public transit. The policies contained in this Plan are intended to support the use of public transit in conjunction with land use policies that will provide the financial support and ridership for an enhanced transit system. Having envisaged the pivotal role for Brampton Transit in the overall transportation system, the key to transit's success in managing the growth of Brampton through the plan horizon will be providing fast, reliable, convenient, accessible and affordable service to key destinations.

The City must commit to providing a real and attractive transit alternative to the automobile for trips within Brampton and to external destinations. In order to achieve these broad objectives this Plan must:

- (i) Create strategic links to adjacent municipalities;
- (ii) Establish grid-based services in Brampton corridors to provide direct and effective access within the city; and
- (iii) Enhance these grid services by local feeder routes to ensure good access.

The City's transit system will continue to grow and play a dominant role but its growth will also depend upon effective integration with GO Transit and neighbouring transit services. Enhancement of service on the Georgetown and Milton GO rail corridors is essential, and introduction of GO Rail service on the Bolton corridor would also assist in balancing the modal split in Brampton.

The responsibility for transit services within Brampton lies with the Province and the City of Brampton. The major bus transit network needs to be designed as an optimal mix of Bus Rapid Transit corridors, 'Primary & Secondary Transit Corridors' and the 'Community neighbourhood services' to cover the entire developed City.

Through its 2004 Transportation and Transit Master Plan, the City has come to realize that a key component to achieving an enhanced transit service in Brampton is to develop a strong Rapid Transit network to serve as the backbone for a comprehensive full service transit system. The cornerstone of the City's overall transit strategy is the short-term implementation of **Bus Rapid Transit** service on both Queen and Main Streets with strong connections to compatible services at a



Bramalea Bus Transit Centre



Downtown Brampton
Transit Station

transit terminal near Highway 427 in York Region and at a transit terminal at the junction of Hurontario Street and Highway 407 at the boundary with Mississauga.

Objectives

- a) To provide a safe, reliable, accessible, convenient and attractive Brampton Transit System and Services, which encourage Public Transit ridership, increases personal mobility and travel choices, enhances accessibility for all members of the Brampton community including persons with disabilities, conserves energy resources, preserves air quality, promotes a sustainable environment and fosters economic growth.
- b) "To support and encourage the increased use of Public Transit by targeting during the plan period an average modal share across the City of 25 percent for transit during the peak travel periods recognizing that achieving this average will require significantly higher transit mode share on various corridors".
- c) To provide attractive and accessible services to riders including those with disabilities by improving operational efficiency, including rationalizing the transit route network, matching service levels with demands and expanding services into new developing areas, using a combination of "Corridor" and community-oriented services as appropriate.
- d) To support the continued expansion of conventional transit services to serve the needs of Brampton residents, employees, employers, and their customers.
- e) To support the initiation of Bus Rapid Transit in Brampton and its continued expansion to serve as the key backbone of an effective transit service throughout the City.
- f) To support the development and initiation of transit priority measures, including (but not limited to) HOV lanes, Reserve Bus lanes (RBL) and transit signal priority.
- g) To develop a Rapid Transit System to serve Brampton's needs in coordination with other initiatives in the Greater Toronto Area, and particularly to achieve convenient and appropriate transit service integration with Mississauga, Toronto, York Region and other neighbouring municipalities.
- h) To encourage the inclusion of multi-modal transit and ridesharing facilities in new developments and in conjunction with roadway improvement projects.



Bramalea Transit Centre

Objectives cont'd

- i) To undertake discussions regarding funding arrangements with upper-tier governments (including provincial & federal governments) and the private Sector for additional, stable and sustained funding to ensure continued efficient operation of Brampton Transit.

Policies

Bus Rapid Transit

4.4.4.1 The Transit Network shown on Schedule “C” presents the long-term transit concept for this Plan based on the following components:

- (i) Commuter Rail service to and from Brampton stations that will be expanded to full day two way service in stages during the period of this Plan;
- (ii) A Highway 407/ Steeles Avenue transit way to be constructed in stages during the period of this Plan as schematically identified along Steeles Avenue;
- (iii) A Lester B. Pearson International Airport Rapid Transit connection as shown schematically to be along Airport Road;
- (iv) New focal/terminal points at Mount Pleasant GO Station, Mississauga Road/Steeles Avenue, and a nodal facility at Hurontario street/Highway 407; and;
- (v) Introduction of new GO Rail service on the Bolton corridor

The exact alignments of these transit facilities will be finalized after environmental assessment, functional design studies and other appropriate studies are carried out so that the necessary rights-of-way can be reserved as development proceeds.

4.4.4.2 Brampton Transit’s hierarchy of transit services will consist of the following designations as shown on Schedule C:

- **Bus Rapid Transit (BRT) Corridors:** high-frequency services operate along major spines of the system, linking major trip generation and attraction destinations both within the City and externally. Peak headways are envisaged as being 5 minutes or less, and transit priority is ensured via design and signal systems;
- **Primary Corridors:** high frequency corridors, but at slightly higher peak headways of 5 to 7.5 minutes. They are major grid



services linking destinations primarily within the City, but also linking to Mississauga destinations;

- **Secondary Corridors:** these are the medium frequency corridors or the medium frequency ends of the primary corridors, which require less service to satisfy lower transit demands, typically operating with peak headways of 10-15 minutes; and
- **Community Services:** are envisaged to operate in neighbourhoods and act as feeder routes, delivering riders to or from the principal corridors or to specific destinations with peak headways of 15 to 30 minutes.

In addition to the City's Transit network, the Region of Peel is responsible for providing Public Transit service to persons with disabilities. This is a Peel TransHelp door-to-door accessibility service. The City will continue to support the efforts of the Region in this regard to improve the accessibility of the Local Transit System for persons with disabilities.

- 4.4.4.3 The City shall promote measures including transit priority schemes, high occupancy vehicle (HOV) and /or Reserved Bus Lanes, cooperation and integration with adjacent service providers and continually increased accessibility of the Transit System including accessibility for persons with disabilities.
- 4.4.4.4 The City shall support and consider alternative vehicle designs to operate its designated hierarchy of public transit services. The City shall encourage the use of specialized vehicles with advanced technology and low floor accessibility for its Bus Rapid Transit and Primary/Secondary Corridors.
- 4.4.4.5 The City will monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements including that of persons with disabilities in accordance with the Development & Civic Design policies of this Plan, and the City of Brampton Accessibility Technical Standards.
- 4.4.4.6 The City shall monitor and manage land use designations and zoning in a way that will support transit use and reduce traffic congestions.
- 4.4.4.7 The City shall, in conjunction with other local governments as required, play a leadership role in the planning and development of a rapid transit system in the 'Bus Rapid Transit Corridors' in accordance with Schedule "C". These Bus Rapid Transit Corridors would enable rapid connections between activity nodes in Brampton and rapid transit corridors and activity nodes in the City of Mississauga, and the City of Vaughan.



- 4.4.4.8 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.
- 4.4.4.9 The City shall protect planned Bus Rapid Transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way, which are identified in this Plan as opportunities for the construction of rapid transit lines, dedicated bus lanes or HOV lanes.
- 4.4.4.10 The City shall formulate strategies for providing Transit Priority in the Downtown by balancing the competing interests for limited rights-of-way on Main Street and Queen Street, shortages of off-street parking, and the traffic circulation needs of local business concerns.

Improve Transit Service

- 4.4.4.11 The City shall endeavour to provide a local transit stop within easy walking distance (300 to 400 metres) of all urban land uses.
- 4.4.4.12 The City may consider measures such as the following to increase the efficiency and accessibility of the City transit system
 - (i) Increased frequency of service where warranted;
 - (ii) Exclusive and reserved bus lanes;
 - (iii) Bus bays along arterial roads and/or along Primary and Secondary Transit Corridors;
 - (iv) Transit signal priority and queue-jump lanes for buses;
 - (v) Express bus services;
 - (vi) Expanded services into the new developing areas; and,
 - (vii) New focal/terminal points where warranted
- 4.4.4.13 The City shall endeavour to develop financially feasible plans for transit and pedestrian systems in major activity nodes that reduce reliance on automobiles for intra-city movement.
- 4.4.4.14 The City shall optimize transit passenger convenience and accessibility including accessibility for persons with disabilities by:
 - (i) Creating an information program, which acquaints transit users with routes, schedules and services available;

- (ii) Providing weather protection for transit users along major transit routes;
- (iii) Providing clear signage identifying the location of transit stops;
- (iv) Rationalizing the existing route structure and establishing new routes for enhanced transit connectivity;
- (v) Requiring that transit facilities, such as transit shelter locations are included in roadway design proposals and can be conveniently accessed by all users including persons with disabilities;
- (vi) Designing bus stops and transfer locations to minimize walking distances and to facilitate easy access by all users including persons with disabilities;
- (vii) providing comfort amenities and exploring intelligent transportation systems;
- (viii) minimizing transfers and transfer times between transit vehicles and transit systems;
- (ix) integrating with adjacent and inter-regional transit systems including coordinating services, schedules & fares; and,
- (x) providing continuous sidewalks along all the roads with transit routes that are accessible to all users including persons with disabilities.

4.4.4.15 The public transit systems and services shall be designed and provided in accordance with the City of Brampton Accessibility Technical Standards.

Transit and Urban Form

4.4.4.16 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities (e.g. by constructing buildings that are oriented towards the streets and close to the street line with appropriate facilities for persons with disabilities).

4.4.4.17 The City shall, where feasible, encourage the incorporation of transit shelters and waiting areas into the entry design of buildings that are located abutting existing or future transit stops and are accessible to all users including persons with disabilities.



Higher Densities Supporting
Public Transit Initiatives –
Shoppers World



Transit and Land Use

- 4.4.4.18 The City shall promote the use of public transit by encouraging the development of higher density residential and employment nodes in appropriate locations along major transit corridors.
- 4.4.4.19 The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's *"Transit Supportive Land Use Planning Guidelines"* to ensure transit and pedestrian oriented forms of development.
- 4.4.4.20 The City shall formulate a transit supportive development check list within the development applications review process to guide and encourage the location of a wide range of high density mixed uses along existing or planned rapid transit routes.
- 4.4.4.21 The City shall, in the Subdivision Plan and Site Plan Control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.

Commuter Transit

- 4.4.4.22 The City supports the expansion of existing GO rail services to and from Brampton, and shall actively promote the new GO Station at Mount Pleasant as a new focal/terminal point.
- 4.4.4.23 The City shall, encourage the retention and enhancement of all existing GO rail stations in Brampton to provide the accessibility, capacity and passenger service facilities required to meet anticipated future commuter rail service demands.
- 4.4.4.24 The City shall undertake discussions with the concerned jurisdictions and interest groups to investigate the feasibility of developing the North-South Orangeville Railway Line corridor to cater to future travel demand in that corridor.
- 4.4.4.25 The City shall, in conjunction with the Ministry of Transportation and GO Transit, study the feasibility of an alternative location of and access to the Bramalea GO station, in view of the proposed Highway 407 Transit way and the Bramalea Road South Gateway Secondary Plan.
- 4.4.4.26 The City shall promote transit supportive land uses at existing and future GO stations by planning for the establishment of higher density development forms within the vicinity of the station, in accordance with the policies of the relevant Secondary Plan and this Plan, and the ability to physically integrate such uses with existing land uses and other planning considerations.



Mount Pleasant
GO Station



Bramalea GO Station

4.4.4.27 The City shall encourage GO Transit to improve the existing commuter rail service between Brampton and downtown Toronto by use of measures such as the following:

- (i) introduction of all day two way service for commuters travelling to and from Brampton;
- (ii) provision of adequate off-peak service;
- (iii) better connections with subway and other transit nodes;
- (iv) expansion and enhancement of access to all existing Commuter Rail stations; and,
- (v) provision of adequate parking lots/spaces.
- (vi) improved pedestrian access and provision of bicycle facilities.

4.4.4.28 The City shall encourage efficient interconnections between the local transit system and the GO commuter bus & rail Services.

4.4.4.29 The City shall encourage fare and service integration between Brampton Transit, Mississauga Transit, York Region Transit, TTC and GO Transit systems.

4.4.4.30 The City shall encourage where feasible, the use of transit by people destined to Brampton through the provision of terminals and park and ride lots at City gateways.

4.4.4.31 The City shall ensure that the design and provision of all commuter transit facilities and services are consistent with the City of Brampton Accessibility Technical Standards.

4.4.5 PARKING MANAGEMENT

The City recognizes that parking facilities are major users of expensive land. The policies in this section attempt to achieve careful planning of the location, quantity, and cost of parking in conjunction with the transit objectives of this Plan.

Objectives

- a) To ensure the provision of parking areas and facilities related to development that encourages the efficient functioning of the transportation system.
- b) To restrict parking supply, where appropriate, to support transit and reduce development costs.



Policies

- 4.4.5.1 The City shall generally encourage the phasing out of parking on arterial streets to increase their traffic carrying capacity and to provide better transit service.
- 4.4.5.2 The City shall continue to set parking standards in Zoning By-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.
- 4.4.5.3 The City shall encourage the provision of adequate parking facilities at intercity transit terminals and at GO's commuter rail and bus stations to stimulate increased use of transit services.
- 4.4.5.4 The City shall encourage the efficient use of available parking facilities through the provision of shared parking.
- 4.4.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.
- 4.4.5.6 The City shall endeavour to ensure that all public parking lots and parking garages be accessible to persons with disabilities and encourage private parking lots and garages to be designed and made accessible to persons with disabilities in accordance with the City of Brampton Accessibility Technical Standards.
- 4.4.5.7 The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use.
- 4.4.5.8 The City may work cooperatively with abutting private developers to build public parking facilities at major gateways in conjunction with GO's commuter rail and bus stations.
- 4.4.5.9 The City shall encourage the provision of safe and attractively designed parking spaces and facilities.
- 4.4.5.10 The City shall review parking policies for the City Centre and define the staged plan for the adjustment of rates and rate structures to encourage the use of transit and discourage long-term on-street parking.
- 4.4.5.11 The City shall formulate the Downtown parking operations strategy including the parking standards for the downtown area along with the parking requirement for new development.

- 4.4.5.12 The City shall review on-street parking policies along Main Street and Queen Street to provide unimpeded access to the Brampton Bus Rapid Transit service.

4.4.6 PATHWAYS SYSTEM

The pathways system set out in the 'Pathways Master Plan' is an important component of the overall transportation system, in addition to its use as recreational system.

The goal of the "Pathways Master Plan" is to encourage the use of cycling/walking to promote active living style, conserve energy and natural resources, alleviate pollution concerns and promote the City of Brampton as a "Pedestrian and Cycling Friendly" city. The report provides for a system of bicycle routes and pedestrian paths incorporating considerations of safety, continuity and implementation. The Pathways system is a vital component of the City's open space infrastructure and transportation system. They knit parks and valleys together and provide convenient pedestrian and cycling routes across Brampton. The existing pathways such as Etobicoke Creek Trail, Professor's Lake Trail and Chinguacousy Park Trail are attractive amenities, which need to be maintained well, while the new pathways such as those in Springdale and Fletcher's Meadow need to be well developed to provide unique character to the new neighbourhoods.

The promotion of cycling and walking has significant individual, societal, environmental and economic benefits. Cycling and walking significantly contributes to the reduction of dependence on the automobile, which is a target for healthy communities. Above all, cycling is an energy efficient and environmental friendly mode of travel and contributes towards mitigating ozone depletion, the greenhouse effect, ground-level air pollution, photochemical smog, acid rain and noise pollution.

The City is also promoting the integration of bicycle lanes into appropriate rights-of-way such as Queen Street in the Central area. The cycling policies in this Plan are concerned with increasing bicycle ridership for both recreational and journey-to-work, shopping and school purposes. The pedestrian policies of this Plan are intended to achieve a pedestrian circulation system that is accessible to all including persons with disabilities and encourages walking as a healthy and environmentally friendly mode of trip making.

"Brampton's Pathways Plan" provides the detailed pathway network, outlining the orientation and specific type of route proposed along each corridor. The proposed system builds upon the existing network, satisfying both utilitarian and recreational concerns.



GTA Example – Designated Cycling Lane





Stephen Llewelyn Trail

Objectives

- a) To provide a city-wide pathway system that will safely and efficiently accommodate both recreational, journey to work and cyclist/pedestrian trips;
- b) To promote the use of the bicycle for purposes other than recreation and specifically for the journey-to-work, shopping, and entertainment trips;
- c) To encourage walking as a healthy, environmentally friendly and as a preferred mode of travel for short trips;
- d) To ensure safe and convenient movement of pedestrians including those with disabilities throughout the city; and,
- e) To develop a beautiful and informative trails system that promotes Brampton Flower City concept.

Policies

General

4.4.6.1 The Pathways System is a vital component of the City's Open Space infrastructure and Transportation System. The recommended citywide pathways network is shown as Schedule "C1".

4.4.6.2 Through the Community Block Plan process, the City shall seek to incorporate a pathway system with the following principles:

- (i) When not accommodated along primary streets, trails should be incorporated into the design of valleylands and open space links;
- (ii) In general, trails should not be sited in low-lying areas. Where they do occur in low lying areas, bridges, culverts and swales should be implemented as support systems;
- (iii) Pedestrian connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety; and,
- (iv) Pathways should be linked to key destinations and accessible parking areas.

4.4.6.3 Through the community block plan process, the City shall seek to incorporate a pathway system with the following principles:



- (i) link the trail system with sidewalks;
- (ii) incorporate the trail system with components of the open space system;
- (iii) site and link the trail system with the street network;
- (iv) incorporate signage which identifies the designated bicycle route; and points of interest,
- (v) require the construction of trail systems in new areas as a condition of subdivision approval.

4.4.6.4 The development of pathway systems will be provided for by:

- (i) Implementing, monitoring and updating the Pathways Master Plan;
- (ii) Providing for the development and maintenance of Pathways facilities;
- (iii) Ensuring that the design of Pathways complement and connect with the City's open space infrastructure, key destinations and transit stations where feasible; and,
- (iv) Ensuring that all new development proposals and infrastructure undertakings include: extensions and improvements to Pathways as part of the early stages of construction, wherever appropriate.

4.4.6.5 Where it is not possible due to environmental sensitivity or physical constraints to construct a pathway through the valley, the City may require land above the top of valley bank to provide continuous safe and convenient pedestrian or bicycle movement along a valley. These lands will not be credited as parkland dedication collected in accordance with the Planning Act.

4.4.6.6 Where appropriate the City may require additional ROW as a condition of approval for the Plan of Subdivision to accommodate pathways system.

4.4.6.7 The City shall endeavour to design the cycling trails to be continuous, safe, attractively landscaped and accessible to all members of the community including persons with disabilities.

4.4.6.8 The City shall, in the Secondary Planning process, ensure the provision of wide curb lanes or other types of special shoulder lanes or dedicated bike paths on most arterial, minor collectors and parkway roads.



Dedicated Cycling Trails
GTA Example





- 4.4.6.9 The City shall provide signage that indicates the beginning and end of Cycling trails and provides directional information and warnings at all turn and intersections.
- 4.4.6.10 The City shall periodically monitor the implementation feasibility and update the bicycle trail component of the Pathways Report in conjunction with the applicable secondary plans.
- 4.4.6.11 The City shall coordinate the interconnections of major trails with adjacent municipalities.
- 4.4.6.12 The City shall provide publicity for future cycling events within the Region and shall sponsor annual awareness programs, which promote safe and responsible cycling.
- 4.4.6.13 The City shall encourage developers and employers to include secure bicycle parking at transit transfer stations and employment nodes.
- 4.4.6.14 The City shall encourage the commercial and business communities to provide facilities that promote cycling as a transportation form.
- 4.4.6.15 The City shall consider the provision of sidewalks for all urban road segments to improve safety, convenience and accessibility for pedestrians including persons with disabilities.
- 4.4.6.15 The City shall, in reviewing subdivision plans, ensure that pedestrian walkways are designed in such a manner so as to reduce the walking distance from dwelling units to transit, park, elementary school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads.
- 4.4.6.16 The City shall require, where appropriate and feasible, the provision of traffic control signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles or trains is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.
- 4.4.6.17 The City shall ensure that all new sidewalks and reconstructed sidewalks be ramped at intersections where safe and practical.
- 4.4.6.18 The City shall ensure that Brampton's Pathways Plan is implemented in accordance with Schedule "C1".
- 4.4.6.19 The City shall work with private developers, adjacent municipalities, and other appropriate jurisdictions to develop and expand facilities for pathways.



- 4.4.6.20 The City shall formulate programs for the successful implementation, monitoring and maintenance of the Pathway facilities in accordance with the Plan.
- 4.4.6.21 The City shall consider opportunities for the installation of pathway features and supportive facilities as a part of residential, commercial and industrial developments.
- 4.4.6.22 The City shall endeavour to minimize the risk to pedestrians, cyclists and motorists including persons with disabilities through the appropriate design of Pathways facilities, through the provision of signage and support for educational activities and programs.
- 4.4.6.23 The City shall ensure that all public pedestrian and cycling trails are designed and provided in accordance with the City of Brampton Accessibility Technical Standards and encourage the application of the Standards to all other trails.

4.4.7 TRUCKING AND GOODS MOVEMENT

Goods movement is an important consideration in the transportation system. Safe and efficient movement of goods and services within and through the City of Brampton is essential for sustainable economic growth.

Goods movement is closely integrated with the structure of the municipal/regional transportation system, the City's overall urban form, and the location and distribution of industry and commerce. Trade is an engine of the City's and Region's economy and is dependent on an efficient and cost-effective freight transportation system.

The movement of trucks in Brampton is regulated by means of the Traffic By-law, which confines heavy truck movement to certain parts of the arterial street system and which regulates vehicle weights relative to the carrying capacity of roads and bridges. This By-law is reviewed regularly and amended as required. The transportation system proposed in this plan is intended to serve all demands including heavy truck movements. The existing and anticipated locations of activities that generate substantial heavy truck traffic were considered during the preparation of the Transportation Section of this Plan. For public safety, special routes for the transport of dangerous goods may be designated as stipulated in Section 4.4.10.



Canadian Tire Warehouse

Objectives

- a) To facilitate the safe and efficient movement of Goods within the City of Brampton and between neighbouring municipalities.
- b) To collect the data needed to track goods movement activity within the Region of Peel through public-private initiatives with the Ministry of Transportation, Ontario and industry stakeholders.
- c) To channel through movements of heavy truck traffic away from residential neighbourhoods and major commercial areas.
- d) To provide adequate direct access to all truck generating land uses.
- e) To encourage land uses that generates heavy truck movements to locate in proximity to Provincial Highway access points and Major Arterials.

Policies

- 4.4.7.1 The City shall work with the Region of Peel, other levels of Governments and industry stakeholders to develop and support a comprehensive, integrated and effective multi-modal goods movement system for the safe and efficient movement of goods by road, rail or air.
- 4.4.7.2 The City will work with the Region and other levels of Government to formulate a Strategic Goods Movement Network and to define a truck route network for the City.
- 4.4.7.3 The City will participate in a program to acquire comprehensive goods movement data for strategic planning, analysis and formulation of recommendations.
- 4.4.7.4 The City shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:
 - (i) Through truck movements will be prohibited on collector and local roads within residential neighbourhoods; and,
 - (ii) Activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.
- 4.4.7.5 The City shall work with the Region and the Province to improve connections between arterials, expressways and inter-modal freight facilities and to encourage the concentration of through truck traffic on those major arterial and provincial highways which are most suited to truck traffic because of their relative separation from residential areas.



Highway 410

- 4.4.7.6 The City shall work with the various levels government and the railway companies to encourage them to play a more significant role in the movement of goods to and from the City of Brampton

4.4.8 RAILWAYS

The responsibility for railways is under the jurisdiction of the Government of Canada and their operation is under the direct control of the Canadian National and Canadian Pacific railway companies. The two major railway lines in Brampton are shown on Schedule "C".

The Environmental Management Section of this Plan addresses noise and vibration considerations relative to railways.

Objective

Provision of adequate, safe and accessible rail facilities and the grade separation of railway mainlines from urban roads where feasible.

Policies

- 4.4.8.1 The City will continue to seek financial assistance from the Federal and Provincial Governments for grade separations at major road and rail intersections and may consider closing certain minor roads at mainline rail crossings.
- 4.4.8.2 The City will cooperate with other levels of government and the railway companies in locating, planning and designating new freight or passenger terminals and railway lines, or in expanding such facilities, to ensure that such facilities or expansions are compatible with the transportation network, the environment and other land uses.
- 4.4.8.3 Since the Canadian National Railway mainline through Brampton may ultimately accommodate 4 tracks while the Canadian Pacific Railway line may ultimately accommodate 2 tracks, applications for development or site plan approval on lands adjacent to these lines shall be sent to the appropriate Railway Company for comment prior to making a final decision on such applications.
- 4.4.8.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and provision of railway facilities and services.



Brampton Intermodal
Terminal Facility



Mount Pleasant GO Station
CN Railway – Movement of
Goods



Transportation



4.4.9 AIRPORT

The City recognizes the importance of the Lester B. Pearson International Airport as a major transportation facility and as a very positive economic attribute. Accordingly, the City generally supports the sensitive expansion of runway capacity at Lester B. Pearson International Airport subject to a timely conversion to the use of quieter "Chapter 3" aircraft and subject to appropriate noise control and monitoring measures. The transportation system in this plan generally promotes the integration of the Airport with other modes of travel, particularly with the proposed Airport rapid transit connection shown schematically on Schedule "C".

In addition to the role of Lester B. Pearson International Airport, consideration will be given to the potential for The Brampton Flying Club Airport to become of greater significance over the next 30 years.

The Noise Attenuation portion of the Environmental Management section of this Plan deals with the noise impact of aircraft using the airport over the period of this Plan, as well as the appropriate related land use regulations.

Objectives

- a) To encourage the sensitive expansion of Lester B. Pearson International Airport subject to appropriate noise management measures.
- b) To provide adequate access between Brampton and the Airport for all modes of travel.

Policies

- 4.4.9.1 The City will generally support measures to expand the effective capacity of Lester B. Pearson International Airport to match air traffic demands, including the construction of additional runways, provided that appropriate rates of conversion to quieter aircraft and effective noise control and monitoring measures are established or maintained to ensure that residents are not unduly impacted.
- 4.4.9.2 The City will encourage the early implementation of an express transit service to the Airport from one or more major transit terminals.
- 4.4.9.3 The City will work cooperatively with the Ministry of Transportation, Transport Canada, adjacent municipalities and the Region of Peel in planning for a rapid transit link to the Airport from Brampton.
- 4.4.9.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and provision of airport facilities and services.



4.4.10 ADVERSE IMPACTS

Objectives

- a) To protect residential areas from the noise, glare and air pollution associated with transportation facilities.
- b) To promote transportation development which has minimal impact on ecosystem function, environmental integrity, natural features and heritage resources.
- c) To give due consideration to all transportation concepts that have the potential for positive impacts on the social, economic and natural environments.

Policies

- 4.4.10.1 The City will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighbourhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.
- 4.4.10.2 Provisions shall be made in all site plans and plans of subdivisions for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.
- 4.4.10.3 Grade separations and other structures related to the street system shall be designed and constructed with regard for their potential adverse audio, visual and environmental effects on adjacent lands.
- 4.4.10.4 All components of the transportation system will be planned, designed and constructed so as to satisfy the policies in the Environmental Management section of this Plan respecting noise impacts.
- 4.4.10.5 All components of the transportation system will be planned, designed and constructed so as to avoid/minimize/mitigate the adverse impact on ecosystem function, the natural environment and heritage resources in accordance with the Environmental Management, Heritage sections of this Plan and other established practices.



4.4.10.6 The City may designate specific routes along which dangerous goods can be transported through the community. These dangerous goods routes should be determined based on the community risk assessment to reduce the effects of an accidental release of dangerous goods by keeping the high volume/high hazard materials away from densely populated areas, special needs populations, or sensitive environments.

4.4.11 IMPLEMENTATION AND MONITORING

A comprehensive implementation strategy is needed to ensure that the transportation objectives of the Plan are met. Besides the policies and programs contained in the plan, the long-term commitment and conviction of the Staff and Council will make the plan a reality and a success.

Schedules "B", "B1", "C" and "C1" indicate the long-term road hierarchy and rights-of-ways, transit and multi-use trail system.

The Works and Transportation Department Capital Budget indicates priorities for improving transportation facilities for a ten-year period. Similarly, the Brampton Transit 10-year Capital Budget indicates the priorities for improving the transit facilities. Both documents are updated annually. On a longer-term basis, the City's Transportation and Transit Master Plan (TTMP) indicates the general timing requirement for transportation improvements through the periods 2011, 2021 and 2031.

A major implication of the transportation policies in this Plan is that the City will investigate and implement as appropriate new capital and operating programs in order to increase the level of service for public transit throughout Brampton. Therefore, increased financial priority must be given to public transit system.

The plan envisages balanced transportation network and both private and public transportation are integrated systems. Though, there must be an increased financial priority for the public transit but the road system must to be adequately funded to complement the increased public transit service levels.

In addition to the funding provided by the Provincial Government for transit projects, the City should investigate other means of financing public transit improvements, such as the use of development agreements and direct funding from Federal Government.



Objectives

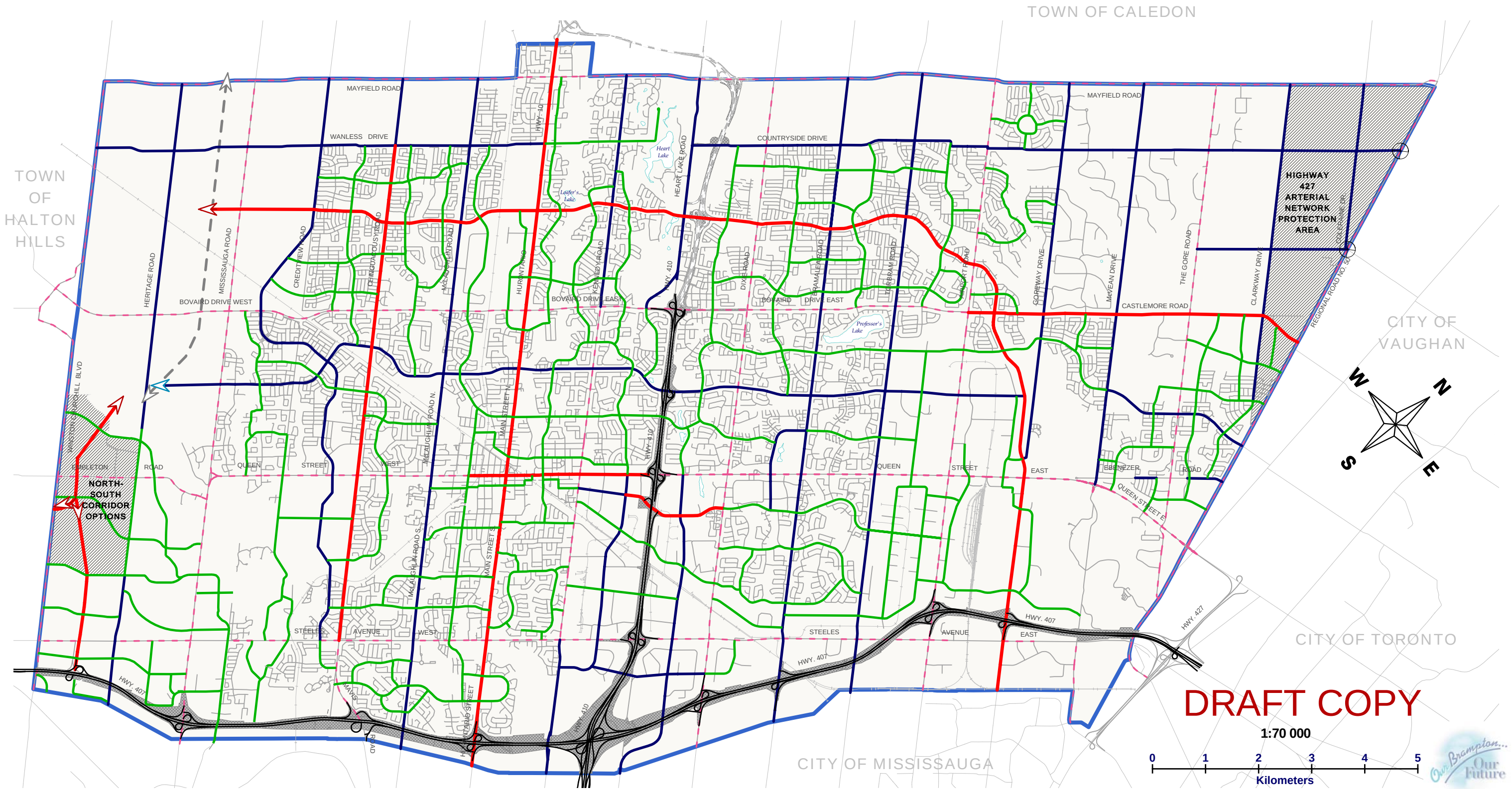
- a) To implement road transit and other transportation infrastructure improvements after detailed consideration of affected communities, land use, environmental factors, standards of traffic safety and efficiency, and universal accessibility.
- b) To review and monitor, on a regular basis, the functional efficiency of the total transportation system.
- c) To ensure that the transportation network and capacity requirements to accommodate particular development areas are determined and that the necessary components thereof are implemented in advance of such development

Policies

- 4.4.11.1 The City shall review annually the timing and priority of road and transit improvements as part of the Public Works and the Transit departmental Capital Budgets.
- 4.4.11.2 The City shall ensure that the development charges reflect the cost of an improved transit service while maintaining an acceptable overall transportation level of service.
- 4.4.11.3 The City shall consider the use of development agreements to assist in financing major public transit improvements, where appropriate.
- 4.4.11.4 The City shall conduct studies to examine the feasibility, staging and timing of providing the rapid transit facilities identified on Schedule "C" of this Plan.
- 4.4.11.5 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the road facilities, local transit services, the commuter rail system, parking, cycling and pedestrian infrastructure.
- 4.4.11.6 The City requires that transportation impact studies for all developments that generate a significant amount of traffic be prepared according to the City of Brampton and Region of Peel Guidelines for Preparing Traffic Impact Studies and that such studies also address transit services and impacts on any nearby portions of the Provincial Highway System.



- 4.4.11.7 The City shall make ongoing implementation of staged changes to policies and programs, to support the balancing of transit, walking, cycling and auto modes such as TDM, TSM, ITS, Rapid Transit etc.
- 4.4.11.8 The City shall ensure consistency with the City's Municipal Accessibility Plan and the Accessibility Technical Standards in the implementation of transportation projects and programs.
- 4.4.11.9 The City will ensure that the necessary transportation studies are conducted from time to time, through OP Reviews, Secondary Plan studies, Transportation and Transit Master Plan updates, and specific sub-area studies, to determine the transportation network elements required to provide sufficient capacity and connectivity in advance of development releases in various areas of the City.
- 4.4.11.10 The City will ensure, in conjunction with community block plans and the Growth Management Program, that the necessary components of the transportation network and related capacity to serve particular developments or development phases are in-place or assured before such developments or phases are allowed to proceed.
- 4.4.11.11 In the event that necessary transportation infrastructure and transportation capacity to serve particular developments are not immediately available or assured, such developments may still be allocated conditional capacity for a future year through the City's growth management program, in accordance with the City's capital infrastructure forecasts.



Legend

—	MAJOR ARTERIAL		CORRIDOR PROTECTION AREA	- -	REGIONAL ROAD INTERSECTION REALIGNMENT
—	MINOR ARTERIAL		FREEWAY PROPOSED FREEWAY		
—	COLLECTOR				

Last Amended Date

April 7, 2006

Printed Date

April 7, 2006

Notes

The boundaries and alignments are approximate and not intended to be scaled, and are subject to an approval process as appropriate.

This map forms part of the Official Plan of the City of Brampton, and must be read in conjunction with the text, other Schedules and Secondary Plans.

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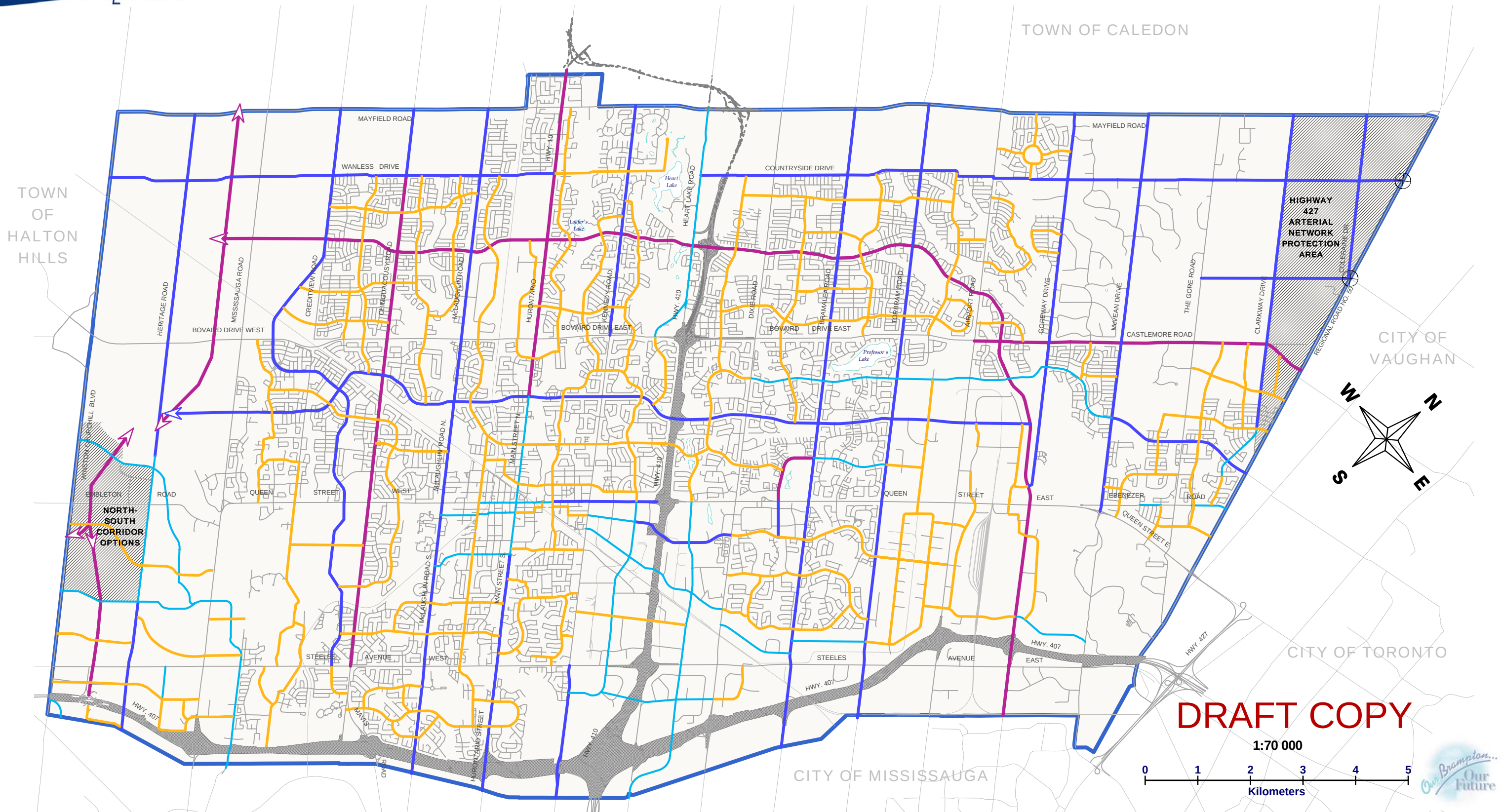
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Kilometers



Schedule B

CITY ROAD HIERARCHY



Legend

	40-45 Metres (130-150 Feet)		HWY 410 EXTENSION
	36 Metres (120 Feet)		CORRIDOR PROTECTION AREA
	30 Metres (100 Feet)		INTERSECTION REALIGNMENT
	23-26 Metres (76-86 Feet)		

Last Amended Date

April 7, 2006

Printed Date

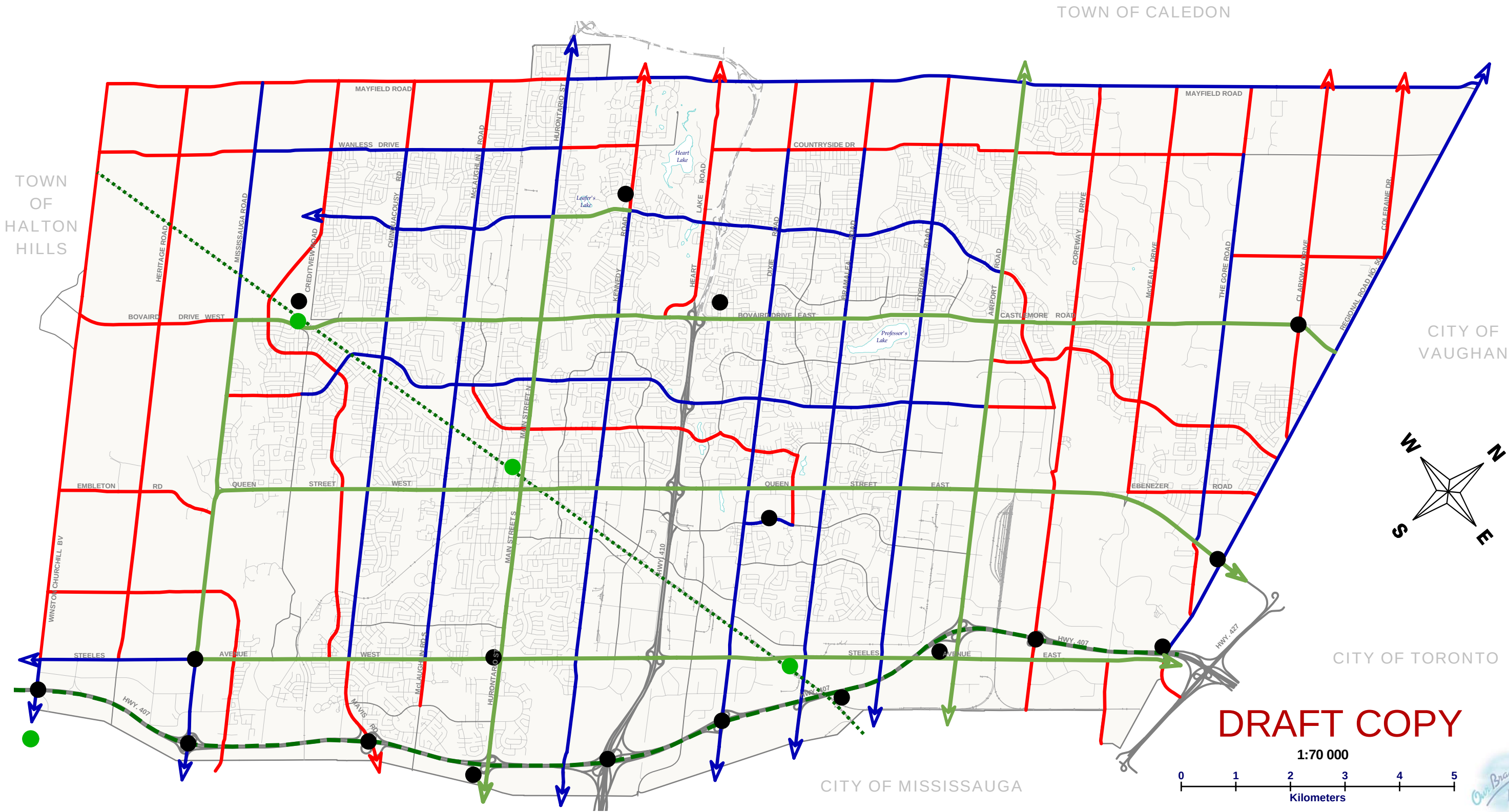
April 7, 2006

Notes

Right-of-Way in excess of that shown in this schedule may be required in certain locations in accordance with the policies of this plan. The boundaries and alignments are approximate and not intended to be scaled, and are subject to an approval process as appropriate. This map forms part of the Official Plan of the City of Brampton, and must be read in conjunction with the text, other Schedules and Secondary Plans.

Schedule B1

CITY ROAD RIGHT-OF-WAY WIDTHS



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Legend

— BRT CORRIDORS	- - - GO RAIL
— PRIMARY CORRIDORS	● TRANSIT NODES
— SECONDARY CORRIDORS	● MAJOR TERMINAL NODES

Last Amended Date

April 7, 2006

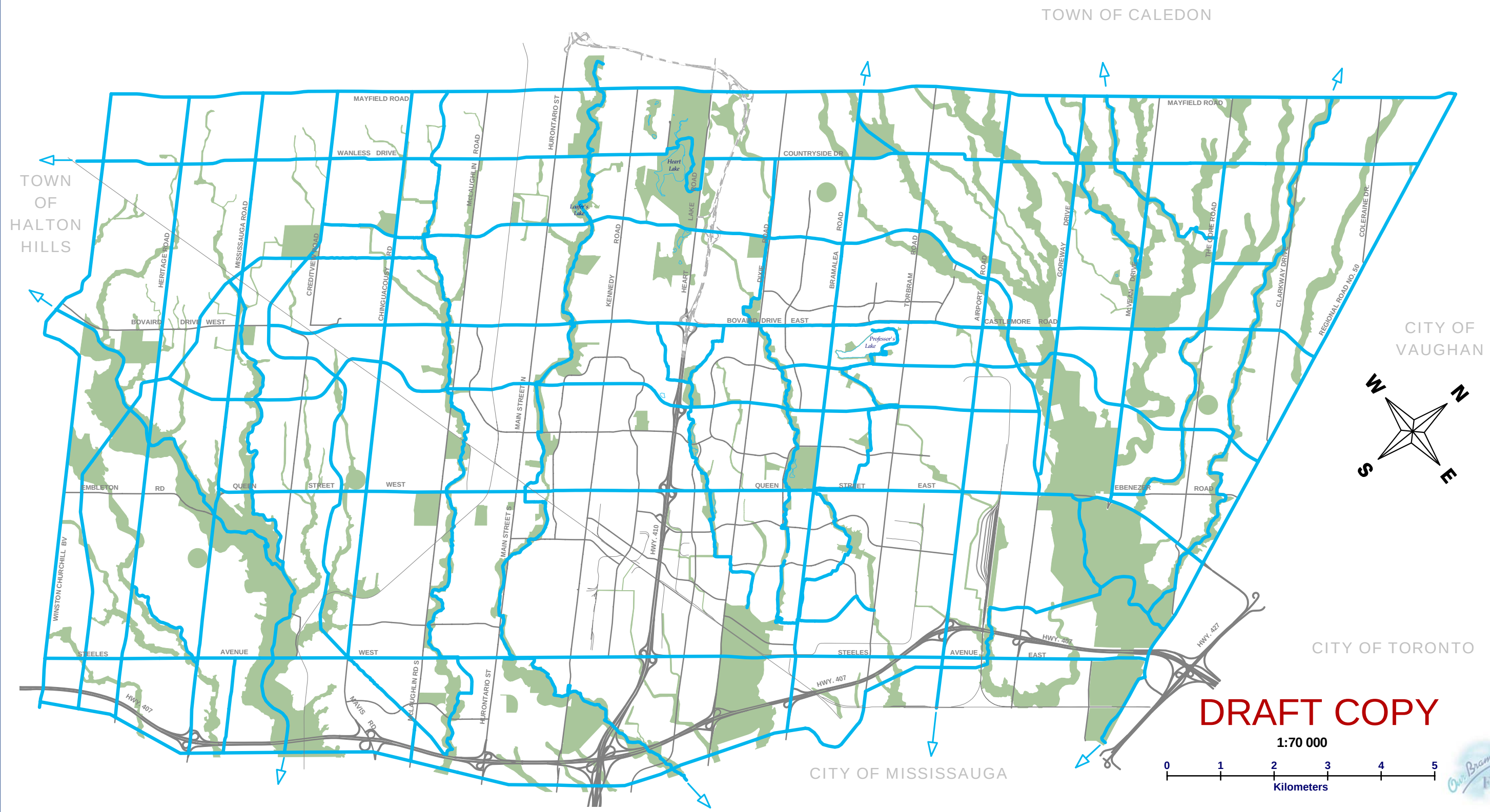
Printed Date
April 7, 2006

Notes

Transit Corridors are in accordance with the service levels and must be read in conjunction with the policies in the text. Schedule does not represent the community level services with longer service levels.

Schedule C

TRANSIT NETWORK



Legend — CITYWIDE PATHWAY NETWORK	Last Amended Date April 07, 2006 Printed Date April 07, 2006	Notes OPEN SPACE SHOWN FOR CONTENT This Schedule does not show future Pathways which are to be identified in the Secondary Plan and Subdivision Plans in accordance with the policies of this plan. This map forms part of The Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans. The boundaries and alignments of designations on this Schedule are approximate and are not intended to be scaled.	Schedule C1 MAJOR PATHWAY NETWORK

4.5 NATURAL AREAS AND ENVIRONMENTAL MANAGEMENT

The City of Brampton takes seriously its role in promoting and being a leader in environmental management. In this regard, Brampton has adopted an ecosystem approach to planning, which recognizes how human activity will affect the ecosystem with consideration not only for the individual impacts to the environment but also the cumulative environmental impacts. Providing open space linkages is important to the health of the environment and overall sustainability, and therefore providing these linkages is a priority in the City of Brampton.

It is important to recognize that although sustainable development is an objective of ecosystem planning, it extends further than just environmental management. Other aspects of sustainable development have been addressed within the Recreational Open Space, Transportation, Residential and Urban Design sections of the Official Plan.

Policies aimed at conserving and protecting natural features as well as providing linkages between features is in accordance with Pillar 3.0 Protecting Our Environment, Enhancing Our Community of the City's 'Six Pillars' Strategic Plan and the Provincial Policy Statement.

To ensure that environmental considerations are evaluated equally with social and economic concerns within the context of this Official Plan, the Natural Areas and Environmental Management section of this Plan applies to development in general and all land use designations within the Official Plan.

The City of Brampton identifies Environmental Features on Schedule D. They are designated as follows:

- Valleylands/Watercourses
- Woodlands
- Wetlands (Provincially Significant Wetlands and Other Wetlands)
- Environmentally Sensitive Areas and Areas of Natural and Scientific Interest
- Greenbelt Area
- Special Policy Areas

An important aspect of environmental planning and management is protecting public health and safety through eliminating or minimising the potential risks associated with natural and man made hazards. This would be achieved through a proactive and precautionary approach to land use planning, in tandem with a process of risk identification, monitoring and management implemented in accordance with the Provincial Emergency Management Act.



Village of Churchville –
Etobicoke Creek



Natural Areas & Environmental Management

Objectives

It is the objective of the Natural Areas and Environmental Management policies to:

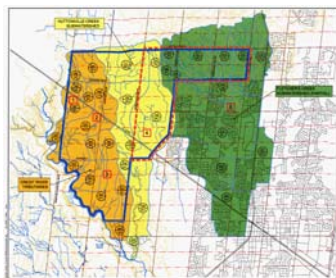
- a) Maintain the City of Brampton as a leader in environmental planning;
- b) Ensure that all new development, including intensification, shall have a minimum impact on the established natural environment;
- c) Pursue sound stormwater management practices which will ensure adequate protection from flooding and erosion, improve water quality and provide recreational opportunities;
- d) Recognize the environmental/ecosystem benefits, habitat function, microclimates, urban design and general aesthetics that the City's urban forest provides and in this regard maximize the retention, restoration, enhancement and linkages between existing woodlands, trees, hedgerows and other vegetative features within the City;
- e) Identify protect and enhance fisheries and wildlife habitat and population within the City with a goal towards achieving a net gain of such habitat;
- f) Ensure that all new development including infill is protected from unacceptable levels of environmental pollution and nuisance; and,
- g) Protect the community from potential natural and man made hazards and reduce the risk of the loss of human life and property damages.

4.5.1 Watershed Plans and Subwatershed Studies

To ensure that environmental planning decisions are made in accordance with an ecosystem approach, the results of Watershed Plans and Subwatershed Studies will form the basis for development. Watershed Plans include all of the lands drained by a major river and its tributaries whereas Subwatershed Studies include all of the lands within one tributary of the watershed.

Watershed boundaries often cross municipal boundaries and as such Watershed Plans are usually initiated by Conservation Authorities with participation from the affected Regional and local municipalities. The boundaries of subwatersheds are more local and therefore are usually initiated by the local municipalities with participation from the Region and the area Conservation Authority. Planning decisions that are made based on the results of Watershed Plans and Subwatershed Studies provide a comprehensive, systems based approach to all aspects of land use planning and result in environmental decisions that consider cumulative impacts.

Subwatershed Studies examine and make recommendations on three key components, the natural environment, storm water management and an implementation and monitoring plan. Some of the key principles of Subwatershed Studies are to develop a



Northwest Brampton
Subwatersheds
(Huttonville/Fletcher's/
Credit River Creeks)

long term vision for the area, to ensure that long term cumulative impacts are avoided and to support an adaptive management approach to the environment.

Based on the results of Subwatershed Plans, the City of Brampton is committed to ensuring the maintenance, enhancement and restoration of the various features and functions identified as part of that system. The ecosystem approach to environmental planning has been adopted by a number of municipalities and is consistent with the Provincial Policy Statement related to planning in a coordinated, integrated and comprehensive manner.

Policies

- 4.5.1.1 Where a Watershed Plan exists, the Subwatershed Study will generally be in conformance with the goals and objectives of the Watershed Plan.
- 4.5.1.2 The City shall, prior to the approval of an Official Plan Amendment implementing a development concept for a new secondary plan area, require that a Subwatershed Study be undertaken for the affected subwatersheds. Such Subwatershed Studies shall be comprehensive documents subject to the participation and the approval of the appropriate agencies and include a discussion of the impact or potential impact on water quality and quantity, the relationship of the study area to the watershed, and proposed mitigation measures. In this regard, an approved Subwatershed Study is a prerequisite before the approval of a Secondary Plan.
- 4.5.1.3 All applications for development within a subwatershed area shall generally conform to the recommendations of the approved Subwatershed Study.
- 4.5.1.4 Subwatershed Studies will make recommendations for restoration and enhancement of natural areas, features and linkages and analyze the cumulative impacts of development.
- 4.5.1.5 In the preparation of new Subwatershed Studies, specific sequencing requirements may be imposed before the Subwatershed Study will be approved.
- 4.5.1.6 In rare occasions, Subwatershed Studies are prepared several years in advance of development of an area. In such instances, the City of Brampton may undertake updates to Subwatershed Studies as required to include current Best Management Practices before development proceeds in an area.
- 4.5.1.7 The City shall, in conjunction with Secondary Plans and related Official Plan Amendments, require that Subwatershed Studies consider all woodlands and significant vegetative features within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how such woodlands and vegetative features will be accommodated within the development process, where feasible.

4.5.2 Environmental Implementation Reports

Environmental Implementation Reports or Master Environmental Servicing Plans are detailed studies that may be required during the master planning process to ensure compliance with the relevant higher order studies (for example Watershed and Subwatershed Studies, Habitat Improvement Plans etc.). Master Environmental Servicing Plans provides more design details in terms of environmental protection, stormwater management, functional servicing and implementation strategy. The City of Brampton requires that the development of Secondary Plans proceed through the preparation of Community Block Plans and often there are a number of Community Block Plans within a Secondary Plan Area. Environmental Implementation Reports are often completed at the Community Block Plan scale. There are numerous component studies completed to support an Environmental Implementation Report including Environmental Impact Studies and Storm Water Management Reports. In order to receive approval of a Community Block Plan, an Environmental Implementation Report must be prepared to the satisfaction of the City of Brampton in consultation with the area Conservation Authority and the Region of Peel.

Policies

4.5.2.1 Environmental Implementation Reports will include but are not limited to:

- (i) Inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
- (ii) An analysis of the cumulative environmental effects that are expected to occur as a result of the proposed development;
- (iii) The consideration and evaluation of alternatives including land use, engineering, design, and mitigation possibilities; and
- (iv) A commitment to establishing measures for evaluation, maintenance, enhancement and the ongoing management of natural features and functions comprising the ecosystem.

4.5.2.2 Environmental Implementation Reports will be prepared to the satisfaction of the City of Brampton in consultation with the local area Conservation Authority and the Region of Peel.

4.5.2.3 In some instances, the City in consultation with the area Conservation Authority may determine that a scoped Environmental Implementation Report is appropriate.

4.5.2.4 The Environmental Implementation Report shall be evaluated based upon the perceived risk of compromising the integrity of the natural area by approving the proposed development, despite the application of

mitigation measures or other controls and regulations, which normally comprise the Development Agreement.

- 4.5.2.5 Environmental Implementation Reports shall consider an area adjacent to sensitive areas and shall consider such additional related or linked features and areas as are appropriate in the circumstances.
- 4.5.2.6 An Environmental Implementation Report may be required for any development, which in the opinion of Council, may have an impact on a natural area, even though the proposed development is neither within nor adjacent to the subject natural area.
- 4.5.2.7 Should the proponent of a development be unable or unwilling to provide an Environmental Implementation Report and therefore inadequate protection of the environmental feature in the opinion of Council, the application for development may be refused.
- 4.5.2.8 The policies of this section shall not affect an undertaking authorized pursuant to the provisions of the *Environmental Assessment Act*.

4.5.3 Storm Water Management

To ensure the health of the watersheds and subwatersheds within Brampton and in downstream municipalities, storm water management is required in all new development areas to control both the quality and quantity of storm water run off. There are significant benefits in implementing effective storm water management techniques such as reducing erosion of Valleylands and watercourses, avoiding downstream flash flooding, reducing siltation and sediment loading, ensuring that there is no destruction of aquatic, plant and animal populations, and minimizing costs related to maintenance and restoration.

Policies

- 4.5.3.1 The City of Brampton is responsible for the installation and maintenance of storm sewers and stormwater management facilities. The City will prepare a Stormwater Management Master Plan to set objectives and to provide an overall plan for stormwater management in the City.
- 4.5.3.2 The City shall ensure that storm sewers are economically and technically designed to operate on a gravity system and to utilize natural watercourses where available. Drainage diversions may be considered in instances where appropriate supporting evidence is provided that it can be accommodated with minimal disturbance to the corridor.
- 4.5.3.3 The City shall promote the use of Best Management Practices (BMP's) to achieve a "best fit" of design and technology to promote environmental objectives. To this end and the extent practicable, naturalized methods to



Fletchers Meadow Stormwater Management Pond



Mahogany West Pond –
Mavis Road & Steeles Avenue

Natural Areas & Environmental Management



mitigate the effects of storm water run-off within valley systems will be preferred over "hard" engineering solutions.

4.5.3.4 The City shall require the use of storm water management facilities. These and other related measures would enable the City to control both the quantity and quality of surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition. Whenever possible, these storm water management facilities shall be designed as major landscaped features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the Open Space System. Similarly, the street pattern shall ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community.

4.5.3.5 The City shall endeavour to ensure that all construction sites utilize the most up to date practices to minimise the introduction of silt and debris into natural watercourses including siltation fences and traps, sediment ponds, and the application of fast growing grass or related seed to earth mounds or bare-earth areas. In authorizing the grading or pre-servicing of construction sites, the City shall require agreements to ensure proper construction practices including limited exposure of top and/or subsoils.

4.5.3.6 In implementing Best Management Practices, the City will promote the consideration of both the quantity and quality of storm water run-off being released to any valley system or watercourse and endeavour to improve the quality of the storm water system. In addressing storm water quality, the necessity of such measures as stormwater management ponds, infiltration trenches and oil grit separators will be evaluated.

4.5.3.7 The City shall, as part of the preparation of Subwatershed Studies and the review of Environmental Implementation Reports and Master Environmental Servicing Plans, assess Best Management Practice alternatives for stormwater quantity and quality enhancement with regard to the following:

- (i) location of storm water management facilities with a preference for source controls where feasible;
- (ii) impact of maintenance and jurisdictional costs for wet and/or dry ponds and other storm water management facilities to the City; and,
- (iii) minimise the number of ponds in any subwatershed area.

4.5.3.8 The City shall, prior to the approval of any site specific development proposal, require the approval of a functional servicing report and a storm water management plan which implements a management concepts endorsed by a subwatershed management plan, if applicable.



Springdale Stormwater Management Pond



Stormwater Infiltration Opportunities

Natural Areas & Environmental Management



- 4.5.3.9 The City shall ensure that the development of storm water management quantity/quality facilities is undertaken so that minimal impact is exerted on the features and functions of valleylands and the completed facility shall be naturalized to complement the area.
- 4.5.3.10 Where practical and possible, stormwater management ponds should be situated adjacent to the valleyland and tableland open space network rather than in separate, single purpose blocks.
- 4.5.3.11 Storm water management facilities will be provided in accordance with the requirements of approved studies (ie Subwatershed Studies, Environmental Implementation Reports, Master Environmental Servicing Plans, Functional Servicing Reports, etc.)
- 4.5.3.12 The City shall consult and co-operate with the Department of Fisheries and Oceans Canada, Ministries of Natural Resources, Environment and Transportation, the Conservation Authorities or any other agency as necessary in determining the required measures to implement an environmentally conscious storm water management network.



Danimar Stormwater
Management Pond

4.5.4 Water Supply and Conservation

It is the responsibility of the Region of Peel to supply and distribute water throughout the Region. In the southern urban areas of Peel, water is being supplied through agreements with the Province of Ontario (South Peel Servicing Scheme). This is accomplished through a system of trunk feeder mains, storage reservoirs and pumping stations. Conservation is another important component of the water resource and the City of Brampton recognizes that all area municipalities have responsibility in developing and implementing water conservation strategies.

Policies

- 4.5.4.1 To continue to provide a potable water supply, it is the responsibility of the Region of Peel to adopt the following policies:
- (i) That water purification supply facilities and distribution works be installed and maintained in accordance with Provincial requirements to adequately service the City's developed and developing areas.
 - (ii) That the design of water supply and distribution facilities be based on ultimate development within the South Peel Servicing Scheme area.
 - (iii) That new development be encouraged to obtain water via the South Peel Servicing System; however, development serviced by private well(s) or which is dependant upon a significant level of water-taking may be subject to the approval of a hydrogeological



investigation/study. These studies must demonstrate that there are adequate groundwater resources to accommodate the development without a negative impact on the quantity or quality of such resources, private wells in the immediate area, water related resources/habitat, or the natural environment.

- (iv) That as a condition of development approval, a proponent may be required to guarantee to rectify any adverse impacts on a private well by providing a new water source for the affected party.

4.5.4.2 To educate the public on methods of water conservation, the City shall encourage education initiatives and support the Region of Peel in any programs related to water conservation.

4.5.4.3 To ensure the long term protection of groundwater resources, the City shall encourage the development of a program(s) to ensure the long term protection of groundwater resources such as a well-head protection program, including recharge areas and wetlands.

4.5.4.4 To ensure the protection of groundwater resources, the City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities and the Region of Peel.

4.5.5 Groundwater Recharge/Discharge

Groundwater resources are critical components of the water related ecosystem by not only providing an important service to land uses dependent on private wells, but also to the water flows and levels in streams and lakes. Recognizing the interconnected nature of the water related ecosystem, it is the responsibility of the Region and the local municipality to maintain and protect the quality and quantity of groundwater in accordance with the Provincial Policy Statement.

Watershed Plans and Subwatershed Studies will assess groundwater resources and it is critical that development only proceed in accordance with the approved plans to ensure there is minimal impact on both the quality and quantity of groundwater resources.

Policies

4.5.5.1 Where new development is to be serviced by private wells(s) and septic tank systems, a hydrogeological investigation/study will be prepared to demonstrate that there will be no negative impact on the quantity or quality of groundwater resources. This study will be prepared to the satisfaction of the City and the Region.

4.5.5.2 Watershed Plans, Subwatershed or area specific stormwater management or master drainage studies will identify significant surface water features,



groundwater features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed.

- 4.5.5.3 The City of Brampton will actively participate in any studies conducted by Conservation Authorities or other agencies to monitor the quantity and quality of groundwater resources within Brampton's watersheds.
- 4.5.5.4 By implementing development based on approved Watershed Plans and Subwatershed Studies, the City shall ensure development proceeds in a manner that is sensitive to known significant groundwater recharge areas.
- 4.5.5.5 To protect and maximize groundwater discharge and recharge, the City will implement Best Management Practices in storm water management and promote the use of infiltration devices where appropriate.
- 4.5.5.6 The City shall discourage land uses or agricultural practices, which exert impacts on groundwater resources that are not sustainable.
- 4.5.5.7 To ensure the protection of groundwater resources, the City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities and the Region of Peel.

4.5.6 Soils Conservation

Conservation of topsoil is not only important from the perspective of conserving the resource, but also because topsoil that is depleted from wind and water erosion can have serious effects on the water ecosystem if it enters into watercourses. This matter can be compounded if the soils from construction sites or cultivated farm fields contain high contamination content because the water quality and aquatic populations and habitats can be negatively impacted.

Policies

- 4.5.6.1 The City may enact and enforce Topsoil and Fill By-laws to assist in controlling erosion and siltation.
- 4.5.6.2 Prior to initiating any grading on a subdivision construction site, the proponent is required to obtain a topsoil removal permit and to enter into a pre-servicing and grading agreement with the City. This agreement will identify any requirements related to the timing and extent of top-soil stripping and stockpiling.
- 4.5.6.3 Prior to initiating any grading or servicing of a site not subject to a current development application, the City may require that the proponent obtain



site plan approval which will include a grading plan and a sediment/erosion control plan. These plans will meet the requirements of the City, the Conservation Authority with jurisdiction and any other appropriate agency and will set out the measures to be taken with respect to the prevention of soil erosion through all phases of the construction and development process.

- 4.5.6.4 By implementing Best Management Practices in storm water management, the City shall encourage practices, which promote the infiltration and treatment (i.e. detention) of stormwater.
- 4.5.6.5 To minimize the length of time that topsoils are exposed to the elements, the City may encourage practices to be implemented during the construction process.
- 4.5.6.6 Agricultural practices, which are conscious of soil conservation methods, and result in the maintenance and enhancement of surface and ground water quality, will be encouraged.
- 4.5.6.7 The City shall consult and co-operate with the appropriate Provincial Ministries and other agencies as necessary with respect to issues pertaining to soil resources.

4.5.7 Natural Features and Functions

Land Use Planning in the City of Brampton needs to consider not only natural features, but the functions they provide. Schedule "D" of the Official Plan illustrates the Environmental Features within the City of Brampton. Specific policies are established for these features, but there are also a number of general policies that are applicable to all natural features.

Policies

- 4.5.7.1 The precise boundaries and alignments of natural features as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.
- 4.5.7.2 Subwatershed Studies (See Section 4.5.1) and Environmental Implementation Reports (See Section 4.5.2) will be prepared through the City's development process. The results of these studies may modify the extent of natural features. If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan), refinement of boundaries of natural features may be determined on a site by site basis through an Environmental Impact Report.
- 4.5.7.3 An Environmental Impact Report will be required when urban development is proposed within or adjacent to natural features as



Wetland
Esker Lake North

Natural Areas & Environmental Management



designated on Schedule “D”, subject to the approval of the City, the appropriate Conservation Authority and the Ministry of Natural Resources

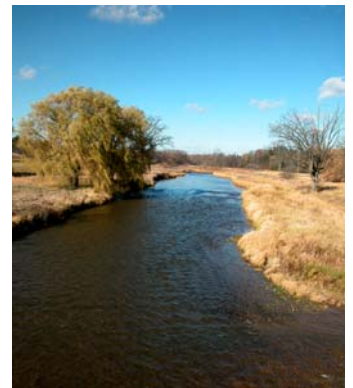
- 4.5.7.4 The City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities or any other agency as necessary with respect to issues or concerns relating to natural features.
- 4.5.7.5 If any natural feature designated on Schedule “D” is damaged or removed without support from an approved Environmental Impact Study, there will be no adjustment to the boundary of the feature and restoration will be required as a condition of development approval.
- 4.5.7.6 The City shall strive to achieve no net loss in natural features. In some instances the compensation may be provided at another location to maximize the benefits to the ecosystem.
- 4.5.7.7 Prior to the approval of a development application, ownership of natural features must be determined to the satisfaction of the City.

4.5.8 Valleylands and Watercourses

Within the City of Brampton, valleylands and watercourses form an integral part of the water related ecosystem and creates a spine for the City’s overall open space network. There are five significant valley systems flowing through the City, providing a transition between the less defined headwaters of the tributaries in the northern portions of the City to the well-defined valley corridors in the southern portions of the City.

It is the responsibility of the City, in accordance with the Region of Peel and the area Conservation Authorities to ensure that the natural hazards associated with the valleylands and watercourses are respected. In addition to the policies included in the Brampton Official Plan, both Credit Valley Conservation and Toronto and Region Conservation Authority have policies with respect to valleyland and watercourse protection and management.

Lands designated as Valleylands/Watercourses on Schedule “D” of the Official Plan are intended primarily for the preservation and conservation of the natural features and functions. Although development is generally prohibited within valleylands and watercourses, some permitted uses may include agriculture, conservation, multi use trails and related facilities, horticultural nurseries, forestry, wildlife refuge, public or private parks, stormwater management facilities and golf courses. Development of these permitted uses may be subject to an approval process as well as an assessment of any potential environmental impacts. At the minimum, development, if permitted, shall be required to be flood-proof in order to reduce the risk of loss of life or property damage.



Etobicoke Creek

**Natural Areas &
Environmental
Management**



Early in the planning process, and in accordance with the Development Design Guidelines, views and vistas should be established to reinforce land use patterns and in particular, window streets, the location of parks, community facilities, institutions and open space linkages. Such views and vista blocks shall be gratuitously conveyed to the City. The strategic location of these view corridors contributes to the creation of a balanced land use pattern as they provide points of orientation within the plan and act as transitions between land uses. They also play an important role in the development of neighbourhoods and community identity.

Policies

4.5.8.1 Through the development approval process, valleylands/watercourses and associated buffers will be conveyed to the City of Brampton. Municipal acquisition of valleylands/watercourses and associated buffers will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*.

4.5.8.2 All watercourses and valleylands conveyed to the City of Brampton, including any required buffers, shall be in a condition satisfactory to the municipality.

4.5.8.3 Where any land designated valleyland or watercourse is under private ownership, this Plan does not intend that these lands will remain under private ownership indefinitely, or that the municipality or any other public agency will purchase the land.

4.5.8.4 The City shall, where development or site alteration is proposed within a floodplain, apply the One Zone Concept, which prohibits development within a floodplain. For those floodplain areas where Two Zone or Special Policy Area status has been approved, site specific policies related to development and redevelopment will be detailed in the relevant Secondary Plan.

4.5.8.5 Although development is generally prohibited within a valleyland or watercourse, when considering an application, the following shall be taken into account:

- (i) The existing environmental and physical conditions and hazards, including consideration of the 100-year erosion limit in accordance with Provincial policy;
- (ii) Hazards and the natural ecosystem, or opportunities for enhancement or restoration of natural features and functions;
- (iii) The proposed methods by which these impacts may be mitigated in an environmentally sound manner consistent with accepted engineering techniques and resource management practices;
- (iv) The impact of the proposal on valleyland and biotic/abiotic habitats and systems, and the contribution to the scenic quality



Credit River

and visual and physical continuity of the greenspace system, including public access where appropriate and feasible;

- (v) The costs and benefits in monetary, social and biological terms of any engineering works or resource management practices needed to mitigate these impacts;
- (vi) the risk of the loss of life or property damage; and,
- (vii) The comments and approval of the appropriate Conservation Authority and Provincial Ministry (where required).

4.5.8.6 The City shall zone valleylands and watercourses in a separate classification in implementing Restricted Area By-laws(s), and existing uses will be recognized as legal non-conforming, where appropriate, despite the characteristics of such areas.

4.5.8.7 An Environmental Implementation Report and a Functional Servicing Study must be provided to the satisfaction of the City in consultation with the relevant Conservation Authority, through the formulation of community block plans.

4.5.8.8 In order to maintain the open character and linkage functions of valleylands, the City shall require, to the extent practicable, that structures crossing a valley system shall provide for a suitable open span to accommodate through movements of wildlife and pedestrians as appropriate.

4.5.8.9 Vista blocks and window streets shall be strategically located to provide strategic views onto the natural environment providing a focus for neighbourhoods and access to valley lands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis.

4.5.8.10 Should further study indicate that a watercourse designation is not functioning as part of a valley or stream corridor, then the watercourse will revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan.

4.5.9 The Urban Forest

In a rapidly developing municipality like the City of Brampton, the urban forest is very important because of its environmental functions as well as the aesthetic qualities and visual relief this type of vegetation provides. Some vegetation within the urban forest may not be significant on its own, but when evaluating the significance of these features, the contribution that the feature makes within the entire ecosystem must be considered.





Heart Lake
Conservation Area



Integrating the natural and
built environment



Springdale Forest

Natural Areas & Environmental Management

Schedule "D" to this Plan identifies Woodlands within the City of Brampton. This inventory is based on the most up to date information provided by the Region of Peel, the Ministry of Natural Resources and the area Conservation Authorities. All aspects of the urban forest will be evaluated through the development review process.

Policies

- 4.5.9.1 Prior to development, Watershed Plans, Subwatershed Studies or Environmental Implementation Reports will be required to evaluate and make recommendations for all of the woodlands identified on Schedule "D". Based on the results of those studies, the City will require that those woodlands that are recommended for preservation be preserved or enhanced through sensitive subdivision and site design.
- 4.5.9.2 To address significant vegetation outside of a designated woodland, a detailed assessment of all existing vegetation on the subject lands will need to be provided as part of the submission of a development application. The proponent is then required to demonstrate that appropriate tree protection measures have been taken to implement any such requirements prior to, during and after site construction or alteration.
- 4.5.9.3 Where a proposed development is on or adjacent to a woodland, the City will require the proponent to submit a Woodland Mitigation Plan for approval prior to the issuance of a grading or building permit. The Mitigation Plan may identify preservation and/ or buffer zones and state specific management measures that will be observed to protect the woodland and mitigate potential impacts.
- 4.5.9.4 Development will be in accordance with the City's Woodlot Development Guidelines as updated from time to time.
- 4.5.9.5 Pursuant to By-Law 402-2005 (To conserve and protect woodlots from the impacts of development in all areas within the City of Brampton) and prior to removal of any trees in a woodland, the applicant must submit a silvicultural prescription to apply for a permit pursuant to the *Municipal Act*.
- 4.5.9.6 To promote a naturalistic approach to restoration and landscaping, the City shall promote and employ the maintenance of ecological diversity.
- 4.5.9.7 Standards may be set by the City for tree species selection and planting which pursue long term ecological and community objectives.
- 4.5.9.8 As a condition of development approval, the City may require the retention or transport and re-use of local biomass materials such as seedbanks, topsoil or mulches in the promotion of naturalized and locally compatible vegetative environments.

- 4.5.9.9 The City may, as a component of Secondary or Draft Plan approvals, require the identification and documentation of potential seedbank, topsoil and/or mulch sources and set out guidelines for the re-use of such materials.
- 4.5.9.10 To generate an appreciation, protection and enhancement of the urban forest, the City shall encourage public education and involvement.
- 4.5.9.11 The City may consider and implement planting programs of desired and compatible species on public lands or private lands in conjunction with landowners.
- 4.5.9.12 The City shall encourage other public and private bodies and agencies to pursue the preservation and enhancement of the City's urban forest.
- 4.5.9.13 To encourage the conservation of woodlands, the City may consider such implementation procedures as density bonusing or density transfers from woodland areas to other lands owned by affected property owners in accordance with Section 5.12 of the Official Plan.
- 4.5.9.14 Where possible, street trees shall be located between the curb and the sidewalk.

4.5.10 Wetlands

Wetlands are a very important component of the natural ecosystem related to water quality and quantity, habitat for terrestrial and aquatic plant and animal species, food chain support and social and economic benefits. Recognizing the importance of wetlands in Ontario, the Provincial Policy Statement includes policies which state that development and site alteration are not permitted within Provincially Significant Wetlands, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Within the City of Brampton, there are a number of wetlands ranging from Provincially Significant, locally significant and unevaluated wetlands. To address these different types of wetlands, they have been classified on Schedule "D" as Provincially Significant and Other Wetlands.

Policies

- 4.5.10.1 An Environmental Impact Report, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially Significant Wetlands, in accordance with the requirements of the Provincial Policy Statement.



**Natural Areas &
Environmental
Management**



- 4.5.10.2 Development and site alteration are not permitted within Provincially Significant Wetlands, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the Provincial Policy Statement.
- 4.5.10.3 Watershed Plans, Subwatershed Studies and Environmental Implementation Reports will consider all wetlands within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how significant wetlands will be accommodated within the development process.
- 4.5.10.4 The City shall not permit the fill, removal or loss of wetlands deemed to be significant by the studies identified in Policy 4.5.10.3 (on tablelands or within valleylands or watercourse corridors subject to flooding).
- 4.5.10.5 The uses permitted within or adjacent to wetlands will be subject to the sensitivity of the wetland as determined by the studies identified in Policy 4.5.10.3.
- 4.5.10.6 Agricultural activities and drains shall be discouraged in wetland areas.
- 4.5.10.7 The City shall locate new public facilities outside of the wetlands, wherever possible. If such facilities are situated within wetlands, alternative methods of minimizing impacts on wetland functions will be considered and evaluated.
- 4.5.10.8 To encourage the conservation of wetlands, the City may consider such implementation procedures as density bonusing or density transfers from wetland areas to other lands owned by affected property owners.

4.5.11 Environmentally Sensitive Areas and Areas of Natural and Scientific Interest

Environmentally Sensitive Areas and Areas of Natural and Scientific Interest are designated on Schedule “D”. Environmentally Sensitive Areas are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection or preservation in the long-term interests of the environment and the community. Environmentally Sensitive Areas are identified by Conservation Authorities according to set criteria that have been established.

Areas of Natural and Scientific Interest are areas of land and water containing natural landscapes or features of Provincial significance related to protection, scientific study, or education. Areas of Natural and Scientific Interest are categorized as life science or earth science. Within the City of Brampton, there are two Provincially Significant Areas of Natural and Scientific Interest, where development or site alteration is prohibited based on the policies in the Provincial

Policy Statement, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Policies

- 4.5.11.1 Where all or part of an Environmentally Sensitive Area is within private ownership, this Plan does not imply that such land is free and open to the general public or will necessarily be purchased by the City of Brampton or any other public agency.
- 4.5.11.2 Grading, buildings and other works will be discouraged within an Environmentally Sensitive Area.
- 4.5.11.3 When applications for site plan approval, amendment to a Zoning By-law or subdivision approval are proposed within Environmentally Sensitive Areas not deemed to be of Provincial significance or adjacent to the outer limits of any Environmentally Sensitive Area, the City and the Conservation Authority will require an Environmental Impact Study or a Scoped Environmental Impact Study be prepared. The extensiveness of the study will be determined on a site specific basis.
- 4.5.11.4 Should the proponent of a development be unable or unwilling to provide adequate protection for an Environmentally Sensitive Area in the opinion of Council, the application for development may be refused.
- 4.5.11.5 Where new development is proposed on a site, part of which is identified as an Environmentally Sensitive Area, the City shall endeavour to obtain such areas in public ownership by appropriate means. These lands will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*. All sensitive areas conveyed to the municipality, including any required buffers, shall be in a condition satisfactory to the municipality.
- 4.5.11.6 The policies of this section shall not affect an undertaking authorized pursuant to the provisions of the *Environmental Assessment Act*.
- 4.5.11.7 An Environmental Impact Report, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially significant Areas of Natural and Scientific Interest, in accordance with the requirements of the Provincial Policy Statement.
- 4.5.11.8 Development and site alteration are not permitted within Provincially Significant Areas of Natural and Scientific Interest, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the Provincial Policy Statement.

4.5.12 Habitat Fisheries and Wildlife

The presence of wildlife within an urban setting is an important component of a healthy ecosystem and can have other secondary recreational or quality of life benefits (i.e. nature viewing, bird watching and sport fishing). When planning to protect fisheries and wildlife, it is important to realize that the habitat within Brampton is linked to and forms part of the larger regional and provincial habitat system.

There is considerable legislation related to fisheries and wildlife in place at both the Provincial and Federal levels of government. The Federal Fisheries Act prohibits the harmful alteration of fish habitat and advocates a principle of no net loss of the productive capacity of fish habitat. The Provincial Policy Statement does not permit development and site alteration in fish habitat except in accordance with Provincial and Federal requirements. These federal and provincial statutes, regulations etc provide a significant level of protection and therefore municipal policies focus on the need for an impact assessment when development is proposed that could impact fisheries and wildlife.

Policies

4.5.12.1 An Environmental Impact Study will be required if it is determined that development may impact fisheries or wildlife habitat. This assessment should address the impact of the proposed development through all stages of the development process. Such impact assessment shall include an inventory of existing populations and the consideration of relocation, redesign and mitigation measures in assessing the potential impacts on habitat. Long term management practices necessary to maintain and enhance such populations and habitat will also be addressed.

4.5.12.2 In new development areas requiring Secondary Plan approval, the prerequisite Subwatershed Studies shall address fisheries and wildlife populations and habitat, and the measures necessary for their maintenance and enhancement.

4.5.12.3 The City shall consult and co-operate with the Department of Fisheries and Oceans, Environment Canada, Ministry of Natural Resources, the Conservation Authority with jurisdiction and any other appropriate agency with respect to issues relating to the conservation and enhancement of habitat resources within the City of Brampton.

4.5.13 Environmental Buffers, Setbacks and Linkage Policies

The City of Brampton is committed to the health of the environment and the safety of residents and properties. In this regard, the City of Brampton has implemented a minimum 10 meter buffer from natural features to the limit of development in the City, unless the results of environmental studies indicate that a buffer in excess of 10 meters is required. Any such study would take into account



the policies of all levels of government as well as the Credit Valley and Toronto and Region Conservation Authority.

- 4.5.13.1 The City shall endeavour to identify potential land use conflicts caused by new development, and require proponents to submit a report containing a statement and assessment of land use compatibility before and after buffer techniques have been employed.
- 4.5.13.2 When assessing land use compatibility, the City shall review the following: noise; vibration; odour; air particulate; separation distances; and/ or other conditions applicable to a specific development application as well as the policies and guidelines of other agencies and ministries.
- 4.5.13.3 Where land uses are considered incompatible, the City will look at alternative building and site design, landscaping, and spatial separation requirements to ensure land use compatibility.
- 4.5.13.4 The City shall require that naturalized buffers or setbacks be imposed from the edge of natural features commensurate with the hazardous nature, ecological function or sensitivity of such features. Such buffers/setbacks may be imposed in Secondary Plan documents (Official Plan Amendments), plan of subdivision approvals, zoning by-law amendments, consent approvals, or site plan approvals.
- 4.5.13.5 The City will require that all detailed environmental studies (for instance Subwatershed Studies, Master Drainage Plan, Stormwater Management Report, Environmental Impact Study, and Tree Protection Plan) required during the development process examine in appropriate detail the need for buffers and/or setbacks from the natural features of interest.
- 4.5.13.6 The City shall encourage the retention, enhancement and development of natural and man-made linkages between elements of the natural feature framework or ecosystem. This objective may be achieved through a combination of the following: recreational open space; valley corridors; pedestrian and cyclist trail systems; utility corridors; hedgerows; woodlands; and tableland linkages.
- 4.5.13.7 A minimum 10 meter buffer to the limit of development will be required from all natural features as follows:
- (i) From the stable top of bank for valleylands and watercourses
 - (ii) From the drip line of a significant woodland
 - (iii) From a significant wetland
 - (iv) From an Environmentally Sensitive Area or Area of Natural and Scientific Area



Torbram Road Noise Berm



- (v) From the maximum flood line defined by the regulatory storm.

- 4.5.13.8 A buffer in excess of 10 meters may be required based on the results of environmental studies that are prepared which take into account the policies of all levels of government and the Credit Valley and Toronto and Region Conservation Authority.
- 4.5.13.9 Buffers from River Valley Corridors within the Province of Ontario's designated Greenbelt Area will be as follows:
 - (i) 60 metres from both sides of a stream where no defined valley exists;
 - (ii) the entire valley where a well defined valley exists, plus an additional 60 metre setback from top of the valley wall; and
 - (iii) natural features such as woodland or wetland, within these setbacks plus an appropriate setback from the feature.
- 4.5.13.10 Any buffer areas, setbacks or linkages required to ensure the protection of an environmental feature will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*.
- 4.5.13.11 All buffers conveyed to the City of Brampton shall be in a condition satisfactory to the municipality.
- 4.5.13.12 Reverse frontage lots shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible.

4.5.14 GREENBELT

In February 2005, the Province of Ontario introduced a Greenbelt Plan for the Greater Golden Horseshoe. This plan identifies lands that should be protected for current and future generations. Within the City of Brampton, about 500 acres of land adjacent to the Credit River Valley in North West Brampton are designated as Protected Countryside. According to the Greenbelt Plan, Protected Countryside lands are intended to provide connections from lands included within the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system.

Policies

- 4.5.14.1 For lands designated Provincial Greenbelt as indicated on Schedule "A" and "D", refer to applicable policies in the Greenbelt Plan prepared by the Ministry of Municipal Affairs and Housing dated February 28, 2005.



4.5.15 SPECIAL POLICY AREAS

Special Policy Areas as designated on Schedule “D” are defined in the Provincial Policy Statement as an area within a community that has historically existed in the flood plain with site-specific policies, approved by both the Ministry of Natural Resources and the Ministry of Municipal Affairs and Housing. Within the City of Brampton, there are five Special Policy Areas.

Policies

- 4.5.15.1 Within a Special Policy Area, the placing or dumping of fill of any kind or the alteration of any watercourse shall not be permitted without the approval of the local area Conservation Authority.
- 4.5.15.2 The erection of any new buildings or structures, including new additions, shall not be susceptible to flooding under regional storm conditions, as defined by the area Conservation Authority. Prior to issuance of a building permit, the City will cooperate with the area Conservation Authority to determine appropriate floodproofing specifications.
- 4.5.15.3 Where it is technically impractical to floodproof a building or structure, any new construction, including new additions, shall only be permitted, if they do not have a risk of flooding in excess of 25 percent over an assumed life of 100 years (approximately the 1:350 year flood).
- 4.5.15.4 No new buildings or structures including additions shall be permitted within a Special Policy Area if they would be subject to flows which, due to their velocity and/or depth would be a hazard to life, or where the buildings would be susceptible to major structural damage as a result of a flood less than the Regulatory Flood, as defined by the Conservation Authority.
- 4.5.15.5 To support development within a Special Policy Area, an engineering study will be required to address flood frequency, velocity and depth of storm flows, proposed flood damage reduction measures and storm water management.
- 4.5.15.6 Any new zoning by-laws within a Special Policy Area shall contain flood proofing provisions where appropriate, relating to minimum building setbacks, maximum lot coverage, minimum height of any opening and such other matters as may be determined by the City in consultation with the area Conservation Authority.
- 4.5.15.7 In the case of Downtown Brampton, the City of Brampton shall work together with the TRCA and the Province to establish the appropriate policy framework to permit redevelopment of the Special Policy Area to occur.

4.5.16 Protecting Public Health and Safety

There are a number of potential natural and man made hazards that may have potential adverse impact on public health and safety, and cause damage to properties. The City strives to take a proactive and precautionary approach to planning to avoid or reduce the chance of the occurrence of such nuisances or hazards. Through watershed planning and the systems approach promoted by the Natural Features policies in the foregoing section, the risk associated with natural hazards including flooding and erosion would be reduced. Similarly, proactive land use planning will be key to prevent the occurrence of man made hazards and nuisances including noise, vibration, hazardous materials and contaminated sites.

4.5.16.1 Noise and Vibration

The City of Brampton strives to minimize disturbances of normal activities within residential areas and other noise sensitive land uses due to noise generated from air, road and rail traffic. Despite best efforts for noise abatement, sometimes it is necessary to inform the public that noise from air, road and rail sources could affect normal use and enjoyment of property.

- 4.5.16.1.1 New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel and the City of Brampton relating to noise or vibration.
- 4.5.16.1.2 Where the City of Brampton or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration on a proposed development, the City will require the proponent to submit a noise or vibration impact analysis prepared by a qualified acoustical consultant for the approval of the City, the Region of Peel and the Ministry of the Environment as appropriate. These analyses shall be based on assumptions of ultimate traffic conditions or other noise generators as specified by the City or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment.
- 4.5.16.1.3 Noise impact assessment reports will contain a statement and assessment of sound levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both daytime, evening and night time hours. Where unacceptable sound levels are predicted, the report shall review the merits of various abatement measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.5.16.1.4 The development proponent will implement all of the measures as recommended in the approved noise impact or railway vibration analysis and any additional related measures, which may be deemed appropriate.

- 4.5.16.1.5 In the event that noise or vibration levels in excess of the relevant current guidelines and policies are predicted to exist within part of the study area despite the inclusion of the recommended noise and vibration control features, the City will require that the development proponent advise purchasers or tenants that noise or vibration may occasionally interfere with some activities of the dwelling occupants.
- 4.5.16.1.6 The City shall discourage the use of reverse frontage lots with berms and acoustic fences when other alternatives, such as the use of window streets, exist.

Aircraft Noise Policies

- 4.5.16.1.7 The Noise Exposure Forecast, the Noise Exposure Projection systems and the Lester B. Pearson International Airport (LBPIA) Operating Area and Composite Noise Contour map shall be used as a basis for land use planning and development control.
- 4.5.16.1.8 All future residential development and other highly noise sensitive uses of lands will be exposed or projected to be exposed to an N.E.F./N.E.P. level of 30 or less. All other land uses shall comply with the provisions of the N.E.F. Land Use Compatibility Table, which may be revised from time to time and which is extracted from the former Ontario Ministry of Housing publication entitled Land Use Policy Near Airports.
- 4.5.16.1.9 Prior to the approval of development applications within lands exposed to levels of between 25 and 30 N.E.F., the City will require the development proponent to submit a Noise Impact Analysis as prescribed in the preceding general policies.
- 4.5.16.1.10 New residential development, redevelopment and infill of residential and noise sensitive land uses such as hospitals, nursing homes, day care centers and schools will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule A to this Plan.
- 4.5.16.1.11 Certain noise sensitive land uses such as day care centers, schools, residential units and nursing or retirement homes accessory to a permitted use are prohibited within the Lester B. Pearson International Airport (LBPIA) Operating Area as outlined on Schedule A to this Plan.
- 4.5.16.1.12 Despite Section 4.5.16.1.11 of this Plan, the existing sensitive land uses located at 25 Corporation Drive, 8525 Tobram Road, 9893 Torbram Road and 2021 Williams Parkway are acknowledged as permitted uses and shall be permitted to expand on the existing site without the need for an amendment to this Plan provided that airport noise issues are



Greater Toronto
Airport Authority



**Natural Areas &
Environmental
Management**

addressed in accordance with Provincial government guidelines and to the satisfaction of the City of Brampton prior to final approval.

4.5.16.1.13 Notwithstanding Sections 4.5.16.1.10 and 4.5.16.1.11 above, the existing sensitive land use located at 253 Summerlea Drive:

- (i) shall not have its temporary use permission for a private school renewed past its expiration date once the existing tenancy of the Al Iman School ceases; and,
- (ii) shall not be permitted to physically expand on the site during its tenancy.

4.5.16.1.14 For development applications in and outside the Lester B. Pearson International Airport (LBPIA) Operating Area affected by an NEP/NEF of 25 or greater for residences, day care centers, schools, places of religious assembly, hospitals or nursing homes and if otherwise permitted by this Plan; an NEP/NEF of 30 or greater for hotels, motels, service commercial or office uses; and an NEP/NEF of 35 or greater for industrial or warehousing uses, a noise impact study shall be undertaken by a qualified acoustic consultant in accordance with Provincial government guidelines and to the satisfaction of the City prior to development approval to determine the appropriate acoustical design criteria.

4.5.16.1.15 For the purposes of this Section, redevelopment means an application for approval under the *Planning Act* for:

- the creation of one or more lots;
- the creation of one or more dwelling units;
- a change in land use; or,
- the construction of buildings or structures;

and where the subject lands have or previously had one or more buildings erected thereon.

4.5.16.1.16 For the purposes of this Section, infill means an application for approval under the *Planning Act* for:

- the creation of one or more lots;
- the creation of one or more dwelling units;
- a change in land use; or,
- the construction of buildings or structures;

and where the subject lands comprise less than 2 hectares and the lands have no buildings erected thereon, and are located in an area having existing uses of the same or similar character as the use proposed.

- 4.5.16.1.17 The Lester B. Pearson International Airport (LBPIA) Operating Area and the foregoing policies will be reviewed whenever the Airport Operating Area Policy within the Region of Peel Official Plan is amended and/or in conjunction with the periodic review of this Plan.

Rail Noise Policies

- 4.5.16.1.18 Noise sensitive areas will be considered as those areas of land lying within 300 metres of rail lines having a development component that includes outdoor passive recreation areas or a residential component such as dwellings, bedrooms, sleeping quarters, living rooms or reading rooms. Lands within 75 metres of railway rights-of-way shall be considered as vibration sensitive.
- 4.5.16.1.19 Prior to the approval of development applications within the noise sensitive areas, the City may require that the proponent engages the services of the consultant to undertake an analysis of noise and vibration and to recommend noise and vibration abatement features as prescribed in the preceding general policies and subject to direct input from, and, consultation with the appropriate rail company.

Road Noise Policies

- 4.5.16.1.20 Development will not be permitted which includes outdoor, passive, recreation areas (i.e. private and shared outdoor areas accessory to residential dwellings, group homes, hospitals, nursing homes and schools) in locations where the attenuated outdoor sound levels are forecasted to exceed the limits specified in the Ontario Ministry of the Environment Publication NPC-131 Guidelines for Noise Control in Land Use Planning.
- 4.5.16.1.21 Proponents of development within any area which is likely to be adversely affected by excessive roadway noise levels will be required to complete a Noise Impact Analysis as prescribed in the preceding general policies.
- 4.5.16.1.22 In considering plans of subdivision, the City may require the development proponent to submit the Noise Impact Analysis in two stages commencing with a preliminary feasibility study prior to draft plan approval and concluding with a detailed analysis prior to registration of the plan.
- 4.5.16.1.23 Where appropriate, consideration will be given to the provincial guidelines on "Noise and New Residential Development Adjacent to Freeways".



Residential Rail Noise Wall–
Ravenscliffe Court



Road Buffer – Vegetation &
Noise Wall



Natural Areas & Environmental Management

Stationary Source Noise Policies

- 4.5.16.1.24 To the greatest extent practical, design and construction of industrial, utility and commercial developments shall be undertaken in a manner so that the noise generated by it does not exceed the existing combined sound level resulting from industrial activity and road traffic at a point on any residential or other sensitive land use area except as provided for in the detailed guidelines of the Ontario Ministry of the Environment Publication NPC-133.
- 4.5.16.1.25 In considering residential development proposed for a site, which is in proximity to existing stationary sources of noise, regard shall be had for the effect of the noise and development shall only be permitted if the attenuated sound levels would continue to be in compliance with the standards specified in the preceding policy.

4.5.16.2 Hazardous Facilities

Certain industrial and commercial facilities and activities that involve manufacturing, use, handling, storage, transporting or disposing of hazardous materials present some risks to the general public and hazards to the environment. Hazard avoidance and reduction shall be achieved through land use planning in tandem with a process of risk identification, monitoring and management in accordance with the Provincial Emergency Management Act.

Policies

- 4.5.16.2.1 All sensitive development shall be directed away from potential man made hazards.
- 4.5.16.2.2 Hazardous facilities shall be separated from incompatible land uses and buffer zones shall be designated around these facilities. The designation shall include separation distance and other requirements specific to the identified hazard materials.
- 4.5.16.2.3 In planning development near a hazardous facility, consideration shall be given to the following factors:
- The size of the new development in terms of number of users at any one time;
 - Type and quantity of hazardous materials onsite;
 - Vulnerability of individual using the development;
 - The proportion of time spent by individuals in adjacent land uses (eg. homes, shops, hotels);
 - Physical features of the development (eg. height of buildings, type of construction); and,

- Ease of evacuation or other measures in the event of an emergency in an adjacent area.

The City's Emergency Measures Office shall be consulted for their advice on these development plans.

4.5.16.3 Contaminated Sites and Waste Disposal Sites

Rehabilitation and revitalisation of contaminated lands is important to help ensure a clean and healthy environment. As well, redeveloping brownfield sites makes efficient use of land, resources and existing infrastructure, thus contributing to sustainable development. Development on, abutting or adjacent to a contaminated or potentially contaminated site must be assessed and remediated in accordance with the *Environmental Protection Act*, in particular Section XV.1 pertaining to brownfield assessment and clean up.

Under Part XV.1 of the EPA, the project proponent is required to file a Record of Site Condition (RSC) on the Ontario's Environmental Site Registry if the applicable standards are met for soil, ground water and sediment. An environmental site assessment (ESA) is required in order to file a RSC. The ESA must be undertaken in accordance with the provision of Part XV.1 of the EPA and may be required in two phases. An initial assessment, known as Phase I ESA is required to determine the likelihood that one or more contaminants have affected all or part of the property. If Phase I ESA indicates that there may be contaminant(s) on site, a more detailed assessment i.e., Phase II ESA may be required to determine the location and concentration of one or more contaminants affecting all or part of the property. As well, a Phase II ESA is mandatory if residential development is proposed on a property that is previously used for industrial or certain commercial purposes as specified in the EPA.

Upon completion of the ESA and certification by the Ministry of Environment that the property meets the site condition standards or the property-specific standards, including remedial work if required, a RSC will be issued.

Policies

- 4.5.16.3.1 Where development is proposed on a contaminated or potentially contaminated site, the project proponent shall submit environmental site assessment and/or a Record of Site Condition (RSC), prepared by a qualified person and in accordance with Part XV.1 of the EPA, to the City prior to development.
- 4.5.16.3.2 Where development is proposed on or within 500 meters of a known or suspected former waste disposal site including but not limited to those identified in Schedule "F" of this Plan, the following shall be



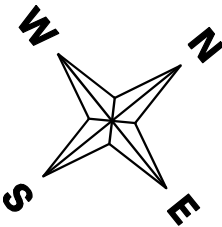
completed to the satisfaction of the City and the appropriate approval authority before approval is granted:

- (i) submission of technical studies (such as engineering study of residues, gas, leachate and hydrogeology) by a qualified engineer; and,
- (ii) implementation of mitigation or remedial measures, including phasing if necessary, recommended by the technical studies described in (i).

4.5.16.3.3 Notwithstanding policies 4.5.16.3.1 and 4.5.16.3.2 above, the land use designations on Schedule “A” of this Plan may be subject to review and the full range of uses may be restricted subsequent to site clean-up.

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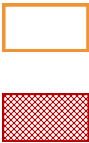
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Legend

- Valleyland / Watercourses
- Woodlands
- Provincially Significant Wetland

- Other Wetlands
- Special Policy Area



- Environmentally Sensitive Areas and Areas of Natural and Scientific Interest
- Provincially Significant Greenbelt

Last Amended Date
April 07, 2006

Printed Date
April 07, 2006

Notes
The boundaries and alignments of designations on this schedule are approximate and are not to be scaled.
This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the the text, other Schedules and Secondary Plans.
Mapping for the Ontario Regulation 97/04 made under the Conservation Authorities Act is not reflected in this schedule. The Toronto and Region Conservation Authority and Credit Valley Conservation Authority should be contacted for details regarding requirements for the areas regulated under the said Regulation.

Schedule D
ENVIRONMENTAL
FEATURES

4.6 RECREATIONAL OPEN SPACE

The City of Brampton is known for its extensive system of parks, pathways and open spaces. Not only is the recreational open space system important for the health of our City, but it also provides numerous benefits to residents and visitors of Brampton such as opportunities to participate in a variety of recreational activities, a contrast from the built environment as well as neighbourhood and inter-neighbourhood pathway connections. The recreational open space system is an integral component of the established communities in Brampton and will continue to be a key component as new communities are developing.

The City's Open Space System consists of both environmental as well as recreational open space features. The policies related to environmental open space are included in the Natural Areas and Environmental Management Section of the Official Plan (Section 4.5). The recreational open space network is made up of Public Parkland, Conservation Areas and Private Commercial Recreation.

While recreational open space is an integral component of sustainable development, policies aimed at achieving sustainable development have been included in various sections of the Official Plan including Environmental Management, Transportation, Residential and Development and Civic Design.

Policies aimed at promoting healthy, active communities through the safe, equitable and accessible planning of public spaces as well as the provision of opportunities for pedestrian and non motorized movement are in accordance with Pillar 3.0 Protecting Our Environment, Enhancing Our Community and Pillar 5.0 Community Lifestyle of the City's 'Six Pillars' Strategic Plan and the Provincial Policy Statement.

In addition to the Official Plan, there are a number of other documents that provide further policy guidance on recreational open space such as the Pathways Master Plan, which strategies for the long-term development of a citywide pathways system, and the Development Design Guidelines, which provide design-based criteria under which open space shall be provided and developed. The multi use trail system in Brampton has both a recreational and a utilitarian component. Due to the importance of these multi-use trails in providing alternative modes of transportation, the multi-use trail policies have been included within the Transportation section of the Official Plan (Section 4.4.6). In addition, the City is guided in its ability to provide open space by Provincial legislation such as the *Planning Act* which affects taking of land or cash for parks purposes and the *Development Charges Act* which among other things, prescribes rules around the development of open space.

Council is committed to preparing a Parks, Culture & Recreation Master Plan, which will provide further detail on recreational open space policies in the future. Recognizing the importance of an integrated open space system, the City is committed to the completion and ongoing monitoring and updating of the Pathways Master Plan and the Parks, Culture & Recreation Master Plan.



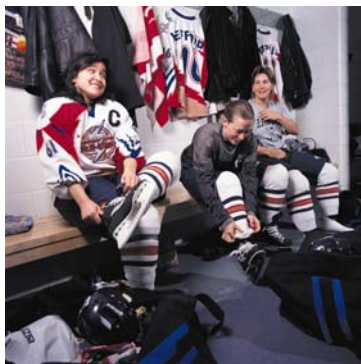
Ken Whillans Square,
Downtown Brampton



Gage Park
Downtown Brampton

Recreational Open Space





Objectives

It is the objective of the recreational open space policies to:

- a) Conceptually identify Brampton's recreational open space lands;
- b) Establish a system of parks and recreation facilities that accommodates a wide array of recreation, leisure, cultural and environmentally-focussed opportunities catering to persons of varying physical abilities and cultural backgrounds;
- c) To provide opportunities for a choice of recreational activities including: indoor and outdoor experiences, observation and appreciation of nature, athletic pursuits, social interaction and relaxation;
- d) Establish a hierarchy for municipal parks that responds to the public need and can adapt to changes in those needs and preferences in the future;
- e) Ensure that new recreational open space lands are adequately provided for through the planning process having regard for their compatibility with adjacent land uses;
- f) Provide a recreational open space system that supports the development of a City-wide, multi-use, recreational pathways network, having regard for the City of Brampton Pathways Master Plan and the Development Design Guidelines;
- g) Encourage the conservation of significant natural topographic, geological and botanical features through their incorporation into the recreational open space system, where appropriate, having regard for long term sustainability of these areas;
- h) Locate and design active open space areas such that they enhance the character of neighbourhoods; and,
- i) To encourage the private sector to provide recreational facilities.

4.6.1 General Recreational Open Space Policies

Policies

- 4.6.1.1 Recreational open space includes City, Community and Neighbourhood Parks, lands owned by Conservation Authorities, Cemeteries and Private Commercial Recreation facilities. These uses are generally depicted on Schedule "E" Major Recreational Open Space of this Plan.
- 4.6.1.2 The Open Space designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourses, and lands containing environmental features, which have been recognized as having city-wide, regional or provincial significance.

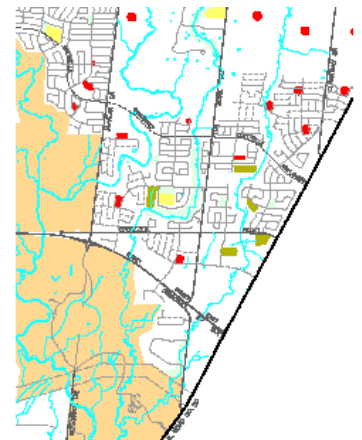
**Recreational
Open Space**



- 4.6.1.3 In addition to the features shown on Schedule A and E of this Plan, there are additional recreation open space lands such as Neighbourhood Parks that are identified as part of Secondary and Block Planning.
- 4.6.1.4 Development is generally prohibited within recreational open space areas with the exception of recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities.
- 4.6.1.5 The City will develop a Parks, Culture & Recreation Master Plan which will be updated periodically and will provide more detailed policies related to the provision of recreational facilities and service levels. The Parks, Culture & Recreation Master Plan will be formulated on the basis of the policies contained in this Plan and will be adopted by Council.
- 4.6.1.6 The provision of recreational facilities within public parkland will be responsive to the needs as determined by the Parks, Culture & Recreation Master Plan.
- 4.6.1.7 Relevant documents from all City Departments, Credit Valley Conservation Authority and the Toronto and Region Conservation Authority will be reviewed regularly to determine if amendments are required to the recreational open space policies of the Official Plan.
- 4.6.1.8 Where lands identified on Schedule "E" of the Official Plan are under private ownership, it shall not be construed that such areas are free and open to the general public or are to be acquired by the municipality or any other public agency to facilitate the development of the open space system. However, consideration will be given to public acquisition of these lands through the development approval process.
- 4.6.1.9 In accordance with the Development Design Guidelines, the City shall encourage the creation of vistas blocks to provide strategic views and vistas onto dedicated open space (valley lands, storm water management ponds, and woodlands) to reinforce land use patterns and to enhance their visibility of such open space blocks. In addition, parks and community facilities are encouraged to locate at the termination of primary streets and areas that can be seen from multiple directions to enhance visual character and strengthen community elements.
- 4.6.1.10 In certain circumstances and in consultation with the appropriate Conservation Authority, the City may consider the use of lands identified on Schedule "E" of this Plan, which are also identified as Valleylands/Watercourses on Schedule "D" for predominantly passive recreational purposes.
- 4.6.1.11 The design of the recreational open space system will be enhanced through interconnections of the City's pathways and multi-purpose trail systems as detailed in the Pathways Master Plan.



Fletchers Meadow –
Edenbrook Parkette



Parks Map
East part of Brampton

Recreational Open Space





Paradise Mahogany Stormwater
Management Pond

4.6.1.12 All parks and recreation facilities will be designed and developed to accommodate a wide range of passive and active activities in accordance with assessed need.

4.6.1.13 In instances where recreational open space (as designated on Schedule E) abuts environmental features (as designated on Schedule D), the exact boundaries of each designation will be determined on a site-specific basis, based on site visits and input from the City and the appropriate Conservation Authority.

4.6.1.14 Significant treed areas within the City will be, wherever possible, incorporated into the open space network. Active recreational activities will generally not be promoted in such areas.

4.6.1.15 Stormwater management facilities will be utilized for passive recreation opportunities, where appropriate.

4.6.1.16 Recognizing that school sites contribute to the overall provision of recreational open space in a neighbourhood, the City of Brampton shall:

- (i) Cooperate with the school boards in determining the locations, acquisitions, development, maintenance and activity programming of sites;
- (ii) Continue to arrange with the school boards for the shared use of buildings, sports fields and parking facilities where feasible; and,
- (iii) Monitor the open space opportunities provided on school lands and if significant shifts are evident, amendments may be required to the recreational open space policies in the Official Plan.

4.6.1.17 The City may lease undeveloped private or public land within any land use designation and may contribute to site improvements for recreation facilities to address public demand for such facilities.

4.6.1.18 Development and maintenance of recreational open space shall incorporate the principles and objectives of Brampton's Flower City Strategy where feasible including the provision of all types of gardens including community gardens where appropriate.

4.6.2 Public Parkland

Public parkland will be acquired through the development process to provide the means to support both active and passive recreational pursuits. The classifications of parkland express distinct parkland functions, which occur at different scales and levels of accessibility.

Recreational Open Space



Service levels for Public Parkland is, in part, established through historical inventories acquired in developed areas of the City and strived for in new, developing communities. These service levels have regard for the capabilities of the City to assemble parkland with the tools available – principally the parkland dedication provisions of the *Planning Act*.

Policies

- 4.6.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:
- (i) Utilizing the tools available to maximize the service level for public parkland. Service level targets will be established in the Parks, Culture & Recreation Master Plan;
 - (ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and City policy;
 - (iii) Ensuring that lands dedicated to the City for public parkland purposes are in a location and condition satisfactory to the City (tableland for which a building permit can be obtained, fully serviceable on soils that satisfy Ministry of the Environment guidelines); and,
 - (iv) Designing and locating parks and associated recreation facilities with regard to both the City's Development Design Guidelines and Crime Prevention Through Environmental Design criteria.
- 4.6.2.2 Public parkland will be provided in a manner that respects the objective of sound management of public expenditures.
- 4.6.2.3 Utility easements will not be permitted on tableland parkland unless the City is satisfied they do not negatively impact the programmed use of the park. Parkland dedication credit shall not be given for these easements.
- 4.6.2.4 The City shall, where feasible, utilize valleys, watercourses and other linear natural features as open space connections between parks.
- 4.6.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.
- 4.6.2.6 To meet the projected demand for parkland the City may accept a parkland dedication on lands other than those contained in the particular subdivision or development plan.
- 4.6.2.7 Where permitted by legislation, the City shall collect charges in conjunction with all development and redevelopment to fairly apportion



White Spruce Park
Heart Lake Road

the cost of required erosion control and landscaping in valleys or on hazard lands from upstream development, in recognition of the important role of valleylands and other hazard lands in the total open space system.

- 4.6.2.8 The City shall give consideration to locating and developing facilities for high noise and light generating recreational activities in areas adjacent to compatible land uses.

4.6.3 Parks Hierarchy

A parkland hierarchy has been established that is characteristic of the distribution and demand needs of the community, which includes City, Community and Neighbourhood Parks. Neighbourhood parks form an integral part of the recreational open space system, however they are not identified on Schedules "A" and "E" of this Plan. The precise distribution of such parks will be determined in Secondary Plans, Community Block Plans or other planning programs in accordance with the policies of this Plan.

The service radii included within the parks hierarchy is currently under review and may be revised upon completion of the Parks, Culture & Recreation Master Plan.

4.6.3.1 City Parks

Policies

City parks serve the entire population of Brampton.

4.6.3.1.1 City Parks, where feasible shall:

- (i) Serve as destinations for active recreation and become focal points for the City of Brampton;
- (ii) Be located along arterial roads, preferably at the intersection of major streets to act as gateway features to communities and the City and serviced by transit;
- (iii) Provide a range of opportunities for both outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, multiple sports fields, lighting, seating areas, walkways, open active area, landscaping, floral displays, and buffer areas.
- (iv) Contain natural or cultural heritage features;
- (v) Contain "attraction" types of facilities (such as formal gardens, display greenhouses, animal farms, splash pad, skating rink etc.);
- (vi) Provide opportunities catering to the local neighbourhood and or community;



Chinguacousy Park

Recreational
Open Space



- (vii) Be specialized parks, to provide a specific purpose (i.e. sports park);
- (viii) Contain recreation facilities that have specialized location requirements (such as senior citizen recreation centres);
- (ix) Contain other facilities or features that could be considered to be specialized in a city-wide context for any other specific reasons; and,
- (x) Contain facilities that are primarily intended to serve residents from the whole City or a major sector thereof.

4.6.3.1.2 The size of City Parks shall depend on the shape and constraints of the property, and the specific programs for the park.

4.6.3.1.3 In the event that a new City Park is established in accordance with the requirements of the Parks, Culture & Recreation Master Plan, it shall be considered to be a permitted use within all other designations shown on Schedule “A” to this Plan and may also be specifically recognized on Schedules “A” and “E” without the necessity of an amendment to this Plan.

4.6.3.2 Community Parks

Community parks shall be located throughout the City, to provide active, indoor and outdoor recreational-oriented parkland and facilities.

Policies

4.6.3.2.1 Community Parks, where feasible shall:

- (i) Be planned as focal points for the community, generally located at the intersection of arterial roads or major thoroughfares, the street pattern shall ensure significant frontage of the park on adjacent streets to promote views and reinforce their focal nature and parking shall be accommodated on-site with minimum exposure to the street.
- (ii) Be in locations serviced by transit.
- (iii) Provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, splash pad, multiple sports fields and associated flood lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.
- (iv) Incorporate natural or cultural heritage features.



Recreational
Open Space



- (v) Contain a recreation centre complex which may contain but is not limited to the following amenities, or combination of amenities: one or more arenas, one or more indoor soccer fields, indoor courts, swimming pool, fitness facilities, snack bar, and community space.
- (vi) Generally be in the range of 10 to 12 hectares (25 to 30 acres) of tableland.
- (vii) Generally be located to serve 15,000 to 20,000 persons within a 3.0 kilometre (1.86 mile) radius.

4.6.3.2.2 The size of a community park in a specific location will depend on the shape and constraints of the property, the specific program for the park based on recreational needs and other criteria outlined in the Parks, Culture & Recreation Master Plan and more detailed evaluations undertaken in an Open Space Study.

4.6.3.2.3 Where practical, Community Parks should be located adjacent to senior elementary or secondary school sites to allow for the shared use of buildings, sports fields and parking facilities.

4.6.3.3 Neighbourhood Parks

Neighbourhood Parks generally represent the smallest park type, servicing the needs of the immediate or local neighbourhood.

Policies

4.6.3.3.1 Neighbourhood Parks where feasible shall:

- (i) Provide a range of opportunities and experiences for active and passive recreation which may include but is not limited to the following: a playground, shade structure, multi-purpose court, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.
- (ii) Incorporate natural or cultural heritage features as appropriate.
- (iii) Be preferably located at the corner of two streets and when a Neighbourhood Park is associated with a school, the school block and school building should dominate the intersection of the two streets.
- (iv) Be planned and designed to be focal points for neighbourhoods generally with at least two street frontages, and have residential development fronting on to the Neighbourhood Park where practical to create visually attractive edges with no dwellings backing onto these facilities.
- (v) Generally be in the range of 0.8 to 1.2 hectares (2 to 3 acres).



McLaughlin Park –
Focal Features



Burnt Elm Parkette

Recreational Open Space

- (vi) Generally serve 4,000 to 5,000 people within a 0.4 kilometre (1/4 mile) radius.
- (vii) Be provided within a shorter service radius if a major barrier (such as a highway, major or minor arterial road, natural features and other areas that do not allow safe crossing) results in an area that is not serviced.

4.6.3.3.2 In addition to the Neighbourhood Parks described above, there may be other Neighbourhood Parks that would be located during the Community Block Planning Process. They may not meet all of the criteria described in Policy 4.6.3.3.1 above. This flexibility enables the City to monitor the characteristics of the development and ensure that all areas are serviced with recreational open space.

4.6.3.3.3 Neighbourhood Park blocks less than 0.5 ha (1.2 ac.) will only be permitted in exceptional cases and in special situations including neighbourhood inconvenience, absence of activity opportunities or where there is a distinct shortage of open space alternatives or requirement for meeting certain urban design or community building objectives. In these circumstances the City may seek to provide alternative provision models provided that all other provision standards can be achieved (e.g. adequate buffering to limit nuisance, safety, etc.)

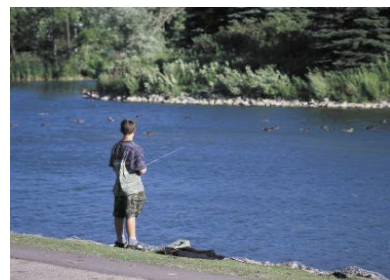
4.6.4 Natural Features

Policies

- 4.6.4.1 Where recreational open space lands include or abut environmental features such as woodlands, wetlands, valleylands and watercourses, the relevant policies in Section 4.5 must be applied to ensure the protection of these features and the environmental functions they perform.
- 4.6.4.2 When considering the location of parks, the City shall examine the potential for the integration of natural features such as woodlands, hedgerows, significant natural features, undulating topography and areas performing an important ecosystem function. The above should be considered while having regard for the tolerance of these features to the type of recreational usage expected in a particular park.
- 4.6.4.3 In instances where a park site is located on relatively flat topography, it may be appropriate to re-grade certain areas of the site to create topographical relief.
- 4.6.4.4 When developing and maintaining parks, every effort should be made to not disturb any natural features that are integrated within or abutting the site.



Fletcher's Parkette



Professor's Lake offers recreational opportunities

Recreational Open Space





Fletchers Creek
Valley - Naturalization

4.6.5 Conservation Areas

Policies

- 4.6.5.1 Conservation Areas designated on Schedule “E” of this Plan include lands owned by either Credit Valley Conservation or Toronto and Region Conservation Authority. In some instances the lands are owned by the Conservation Authority but operated and maintained by the City of Brampton through separate agreements.
- 4.6.5.2 Conservation Areas identify lands to be used for land and resource management, water management, flood control or related conservation purposes, or for public indoor/outdoor recreation and related facilities, which serve a population base extending beyond the City of Brampton.
- 4.6.5.3 Public use of Conservation Areas should be encouraged to the greatest extent practical while considering any site-specific environmental sensitivity.
- 4.6.5.4 In planning, developing or programming Conservation Areas, the City and Conservation Authorities shall work together to ensure coordination and have regard for opportunities to develop local, regional and inter-regional linkages as a component of the total open space system.

4.6.6 Private Commercial Recreation

Policies

- 4.6.6.1 Private Commercial Recreation as designated on Schedule “E” shall include major outdoor private commercial recreation uses such as golf courses, driving ranges, swimming pools, sports courts and other similar uses and structures that are not publicly owned.
- 4.6.6.2 When new private commercial recreation facilities are developed, they will be designated as Private Commercial Recreation on Schedules “A” and “E”.
- 4.6.6.3 The City shall ensure that permitted uses and structures are appropriately designed and screened to minimize the potential impact on adjacent uses, in accordance with the Urban Form section of this Plan.

4.6.7 Secondary Plan Considerations

Policies

- 4.6.7.1 The Secondary Plan process shall adequately addresses the appropriate factors to support the selection and designation of more detailed elements

Recreational Open Space



of the open space system that are not identified on Schedule "A" or "E" of this Plan.

- 4.6.7.2 Secondary Plan studies shall include appropriate analysis and evaluation to support designations and policies prescribing the detailed role and locations of open space elements that are on Schedules "A" and "E" of the Plan.
- 4.6.7.3 During the Secondary Planning process, specific existing or potential use of lands designated Major Recreational Open Space on Schedule "E" of this Plan will be identified.
- 4.6.7.4 A financial analysis study may be required at the Secondary Plan stage to phase open space acquisition and development, to ensure that such phasing matches forecasts of overall development rates and of the associated open space related revenue flows.
- 4.6.7.5 For each Secondary Plan, an Open Space study will be completed which will:
- (i) determine the amount, type and proposed location of recreational open space required to serve the population of the new Secondary Plan based on the policies in the Parks, Culture & Recreation Master Plan;
 - (ii) determine the appropriate use of all the open space lands which shall be consistent with the concurrent results and findings of the subwatershed management study and the evolving overall land use concept for the Secondary Plan and the recreational needs identified in the Parks, Culture & Recreation Master Plan;
 - (iii) integrate unique attributes of the Secondary Plan into the planning of the open space system for the Secondary Plan;
 - (iv) identify possible connections between open spaces (such as natural features, valleylands, school sites and parks), both within the Secondary Plan area and to open space elements in adjacent Secondary Plans;
 - (v) identify City Wide and Community pathways based on their location as identified in the Pathways Master Plan; and,
 - (vi) develop design and landscaping guidelines to ensure that an acceptable theme or design is carried throughout the overall Secondary Plan open space system.
- 4.6.7.6 The following recreational open space elements of a Secondary Plan are to be acquired or received for public use by the City in accordance with parkland dedication and acquisition policies of the Official Plan:

**Recreational
Open Space**





Springdale Forest



Community of
Springvalley Block Plan

Recreational Open Space

- City Parks, Community Parks, and Neighbourhood Parks;
- Some utility corridors (TransCanada Pipeline right-of-way, electric transmission facilities or easements as applicable); and,
- Tableland linkages and tableland portions of pathways.

4.6.7.7 Some public open space or other public use land may be required in conjunction with development or subdivision plan approval, notwithstanding the fact that such land areas are not identified on Secondary Plans. These may include lands required to achieve the protection of significant tree specimens, walkways, buffers or minor drainage facilities including detention ponds.

4.6.7.8 When locating all parks in the hierarchy, providing adequate recreational open space within the designated service radii is the first priority. Where appropriate, the City will locate recreational open space where there are opportunities to preserve the following:

- Specimen trees and hedgerows that can tolerate the type of recreational usage expected in a particular park;
- Cultural landscapes;
- Significant natural features and undulating topography; and,
- Areas performing an important ecosystem function.

4.6.7.9 Some forms of Neighbourhood Parks may not be designated in new Secondary Plans. The location of additional Neighbourhood Parks will be determined during the Community Block Planning process and where there is no Block Plan, they may be identified as part of the draft plan of subdivision process. This enables the City to monitor the characteristics of the development and ensure that all areas are serviced with recreational open space.

4.6.8 Community Block Plan Considerations

Policies

4.6.8.1 Recreational open space requirements to be addressed at the Community Block Plan Stage include the following:

- Determine the site-specific locations of all parks within the Parks Hierarchy outlined in Section 4.6.3;
- Refine connectivity/linkage between all types of open space;
- Build on the City-wide and Community pathways identified in the Secondary Plan to create neighbourhood pathway



connections to school sites, recreation centers, libraries, parks, commercial sites and other destinations within the boundaries of the Community Block Plan area; and,

- (iv) Identify opportunities for open space components to also provide a design element within the Community Block Plan area.

4.6.9 Open Space Linkages

In addition to the open space linkages identified below, the City of Brampton is committed to establishing a system of multi-use trails in accordance with Schedule “C1” of this Plan and the Brampton Pathways Master Plan. The policies related to the multi-use trails are included in Section 4.4.6 (Transportation) of this Plan.

Policies

4.6.9.1 To achieve a linked system of open space by considering the following:

- (i) The use of pedestrian underpasses where safe and practical;
- (ii) Acquisition, maintenance and enhancement of valleys, swales, hedgerows and other linear natural features;
- (iii) Utility rights-of-way, easements across private lands and similar means as feasible;
- (iv) Buffer areas to storm water management ponds; and,
- (v) Tableland connections where valleyland connections are not considered to be feasible.



Professor Lake's -
Multi-use Trail

4.6.10 Specific Needs of Residents

Policies

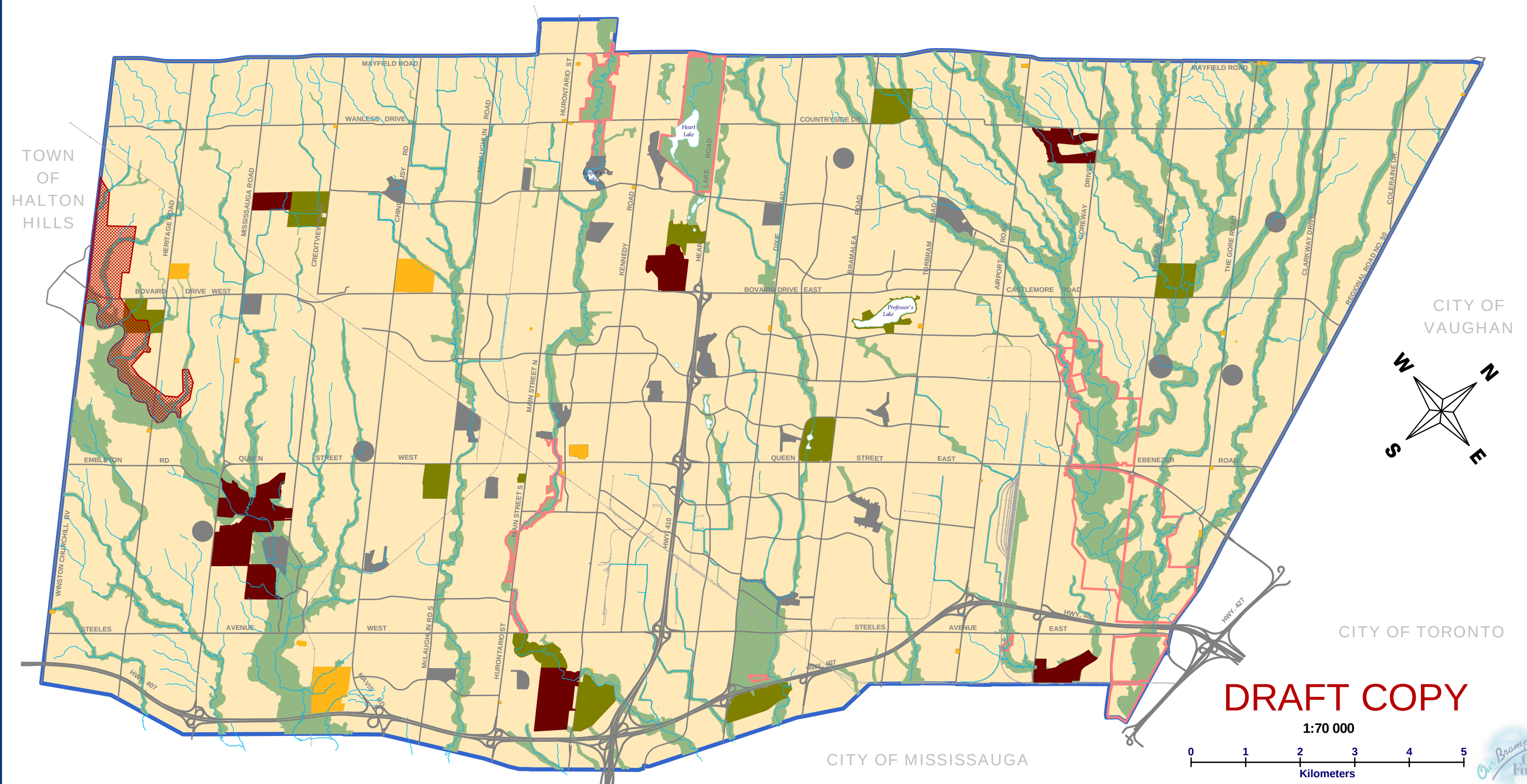
- 4.6.10.1 Public participation will be a key component in the preparation and periodic update of the Parks, Culture & Recreation Master Plan. The Master Plan will assess the needs in the City of Brampton with a corresponding strategy for implementation.
- 4.6.10.2 Resident participation may be involved in the design, redesign and programming of Community Parks, City Parks and recreation facilities. Such means as public meetings, surveys and workshop sessions may be used to foster the involvement of residents.



Recreational
Open Space



- 4.6.10.3 The City shall, where feasible, ensure that indoor and outdoor recreation facilities are designed or improved in a manner that is accessible in accordance with the City's Municipal Accessibility Plan.
- 4.6.10.4 Based upon the needs identified in the Parks, Culture & Recreation Master Plan and through public consultation programs, the City shall consider the establishment of recreation programs for residents with disabilities.
- 4.6.10.5 The City shall, where appropriate, initiate and encourage integration of residents with disabilities in programs offered to the general population.



Legend

	CITY PARK		PRIVATE COMMERCIAL RECREATION		CONSERVATION AREAS
	COMMUNITY PARK		CEMETERY		

Last Amended Date

April 07, 2006

Printed Date

April 07, 2006

Notes

 VALLEYLANDS / WATERCOURSES and  PROVINCIAL / GREENBELT are shown on Schedule E for context purposes only. Schedule E depicts existing and future Community Parks. The boundaries and alignments of designations on this Schedule are approximate and are not intended to be scaled. This map forms part of the Official Plan of The City of Brampton, and must be read in conjunction with the text, other schedules and Secondary Plans.

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Kilometers



Schedule E

MAJOR RECREATIONAL OPEN SPACE

4.7 INFRASTRUCTURE AND UTILITIES

Brampton is well served by a comprehensive network of infrastructure and utilities. In accordance with “Pillar Two: Managing Growth” of the City’s Six Pillars Strategic Plan and the objectives of its Growth Management Program, infrastructure and related services are to be provided in a coordinated, timely fashion and maintained at a level that is financially sustainable and meets the needs of the existing community as well as the future growth. As well, the City will ensure that these provisions are consistent with the ecosystem planning approach and are environmentally sustainable.

For the purpose of this Plan, Utilities include Sanitary Sewerage, Water Supply, Gas and Oil Transmission Pipelines, Hydro-Electric Power, Telephone and Other Cabled Services, and Waste Management. These are provided by various government agencies, public bodies and the private sector.

Schedule "F" identifies the location of the existing and anticipated major infrastructure and utility installations including trunk sanitary sewer lines and water lines, major hydro transmission lines, the TransCanada Gas Pipeline and former waste disposal sites. The information on Schedule “F” is general in nature and is only intended to convey general information that was available at the time of adoption. If future servicing corridors differ from those shown on Schedule “F”, it shall not be construed as a matter that requires an amendment to this Official Plan.

Objectives

It is the objective of the Infrastructure and Utilities policies to:

- a) Provide full municipal sanitary sewer facilities which adequately serve the City of Brampton, except for lands designated Estate Residential in the Official Plan;
- b) Ensure that municipal water services are available to all development within the City of Brampton;
- c) Ensure the safe and efficient provision of gas and oil transmission pipelines and related facilities, in an environmentally acceptable manner and of attractive design;
- d) Ensure the efficient provision, by appropriate authorities, of hydro electric power and modern cabled services observing desired streetscape aesthetics and environmental conservation principles;
- e) Ensure efficient and economic local waste management that safeguards the physical, environmental and social health of the community; and
- f) Minimize the impact of solid waste disposal on the environment by optimizing the amount of resource recovery and recycling from solid waste.

4.7.1 Sanitary Sewerage

Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City of Mississauga near Lake Ontario that treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga, Brampton and part of the Town of Caledon. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues. Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water pollution control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will require upgrading correspondingly.

Policies

4.7.1.1 Brampton expects that the Region of Peel and the Provincial Government will provide appropriate and timely sanitary sewerage facilities to serve the City's development subject to the following principles:

- (i) appropriate protection and preservation of the natural environmental characteristics and ecosystem function of the landscapes in which sewers are to be installed;
- (ii) operate sewer systems on a gravity flow basis to avoid the need for pumping stations to the extent practicable and feasible;
- (iii) sanitary sewer collection systems designed on the basis of long term development patterns as provided for in this Plan or for the total development of the drainage area tributary; and,

4.7.1.2 The City shall not consider proposals for interim servicing of lands unless evaluated in the context of its Growth Management Program.

4.7.2 Water Supply

Water supply and conservation is addressed as part of Section 4.5 Natural Areas and Environmental Management of this Plan. Schedule "F" provides a basic level of mapped information about the location of existing and anticipated major components of the piped water supply and distribution system. The Region of Peel is responsible for the supply and distribution of water throughout the Region including Brampton. For the urban areas in the southern part of Peel Region including Brampton, water is supplied through agreements with the Province of Ontario under the South Peel Servicing Scheme.

4.7.3 Gas & Oil Transmission Pipelines

TransCanada Pipelines Limited operates one high pressure natural gas pipelines within its rights-of-way as identified on Schedule "F".



Chinguacousy Lions Club
Water Tower

Policies

- 4.7.3.1 The City shall request the appropriate authorities to ensure that the location, design and construction standards used for any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects and the ultimate urbanization pattern near or adjacent to that pipeline.
- 4.7.3.2 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no structures or excavations be permitted within a certain setback from the limits of the right-of-way, as set out by TransCanada Pipelines in accordance with the advice of the National Energy Board and the Ontario Fuel Safety Branch.
- 4.7.3.3 Crossings of the gas pipeline right-of-way by roads, services, utilities or construction vehicles must be first authorized by TransCanada Pipelines. Such authorization must be obtained prior to the commencement of any crossing work and may require the proponent to enter into a crossing agreement with TransCanada.
- 4.7.3.4 Any excavation within 30 metres (98 feet) of the gas pipeline right-of-way involving power equipment or explosives is subject to authorization by the National Energy Board and advance notice to TransCanada Pipelines. A minimum setback of 10 meters shall be maintained from the limits of the pipeline right-of-way for all permanent structures and excavations. A reduced setback will be subject to the necessary municipal approval and demonstration that the safety and integrity of the pipeline will not be compromised.
- 4.7.3.5 Gas regulator facilities may be permitted on the lands in the Plan except lands designated Open Space, Special Study Area or Parkway Belt West subject to the following:
- (i) gas regulator facilities may be permitted as-of-right on lands zoned primarily for commercial, industrial, large institutional and agricultural purposes;
 - (ii) a site-specific zoning by-law amendment will be required to permit the establishment of a gas regulator facility in an area zoned primarily for residential purposes;
 - (iii) gas regulator facilities on lands zoned primarily for commercial purposes or on lands abutting a residential zone shall be screened by means of opaque fencing and other means to minimize the visual effects of such facilities; and,
 - (iv) where a gas regulator facility is established on lands zoned primarily for agricultural purposes but designated for urban

development in this plan, the location and siting of such a facility shall take into account the type and pattern of the future urban development.

- 4.7.3.6 The City shall encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights and the other provisions of this Plan.

4.7.4 Hydro-Electric Power, Telephone and Other Cabled Services

Policies

- 4.7.4.1 The City shall endeavour to have local service power lines, telephone, and other cabled services located underground, where feasible. Above ground installations shall be visually screened by the use of "unique" utility box designs, street furniture, light standards and other streetscape elements in accordance with the Urban Design policies of this Plan and the City's Development Design Guidelines.
- 4.7.4.2 The City shall endeavour to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.
- 4.7.4.3 The City shall endeavour to integrate utilities in future subdivision designs, by ensuring that services shall be located in road rights-of-way, wherever feasible.
- 4.7.4.4 The City shall endeavour to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall have minimal detrimental effect on the use of land and enjoyment of property.
- 4.7.4.5 Electric power generation and supply facilities, including all works as defined in the *Power Corporation Act* (such as transmission lines, transformer stations and distributing stations), shall be permitted in any land use designation without an amendment to this Plan, provided that the planning of all such facilities has regard to the policies of this Plan and that such development satisfies the provisions of the *Environmental Assessment Act*, including regulations made under the Act, and any other relevant statutes. Furthermore, Hydro One shall consult with the City on the location of all new electric power facilities.
- 4.7.4.6 Electric power facilities including buildings not used directly for the generation and supply of power, shall comply with the other provisions of this Plan and the implementing Zoning By-law.
- 4.7.3.7 The City shall set criteria for the development of power generating plants including but not limited to:



Jim Yarrow Municipal
Transfer Station



Cell Tower – Mount
Pleasant GO Station

Infrastructure & Utilities



- land use compatibility;
- urban design;
- traffic;
- environmental;
- supply of employment lands; and,
- financial.

4.7.5 Waste Management

In accordance with the ecosystem planning approach and sustainable development principles of this Plan, the City will continue to promote more efficient use of materials and resources, and the reduction of unnecessary waste generation. As well, every endeavour will be made by the City to ensure that waste disposal and treatment facilities and processes will have no adverse impact on the environment. Recycling and reuse of waste will continue to be promoted as an integral component of the City's sustainable waste management strategy.

The Region of Peel is responsible for the safe disposal of solid waste generated by the area municipalities, while the latter are responsible for collecting and transporting non-residential waste to waste disposal sites operated by the Region.

The City has identified on Schedule "F" the existing or former waste disposal sites including sanitary landfill sites and contaminated sites that are known to the Ministry of Environment and the Region of Peel. All the public landfill sites in Brampton have ceased operation and are closed. The Britannia and Caledon Landfill sites are the only active public landfill sites in the Region of Peel.

For the closed landfill and identified or potential contaminated sites, rehabilitation and remediation is required to help ensure a clean and healthy environment. Re-use and redevelopment of these sites are also promoted as they represent more efficient use of land, resources and existing infrastructure, thus contributing to sustainability. Prior to development, land with known or suspected hazards must be rehabilitated and/or remediated in accordance with the *Environmental Protection Act*, and the Natural Areas and Environmental Management policies of this Plan.

Policies

- 4.7.5.1 The City shall undertake a comprehensive study to recommend land use policies and strategies respecting waste management. The study entitled "Incineration, and Waste Processing, Transfer and Disposal Study", will evaluate the appropriateness of land use designations; applicable land use policies including such matters as scale, scope, buffering, distance separation, design and compatibility; and recommend an implementation policy that includes zoning by-law and secondary plan/Official Plan amendments as required.



Main Street

Infrastructure &
Utilities



Solid Waste

- 4.7.5.2 Collection and direct haul of residential waste to waste disposal sites, as well as the coordination of the overall waste management system, is the responsibility of the Region of Peel.
- 4.7.5.3 The City recognizes that the Region will endeavour to establish disposal and transfer facilities within the region to equitably serve the citizens of the Region in the most economical and environmentally acceptable manner available.
- 4.7.5.4 The City shall continue to encourage the Region of Peel to initiate resource recovery programs and provide resource recovery facilities, consistent with the financial means of the Region and available markets for recovered resources.
- 4.7.5.5 The City shall encourage households and businesses to recycle solid waste materials, and the City may undertake such activity when practicable and compatible with the overall waste management system of the Region.
- 4.7.5.6 The City shall also encourage any cost effective and practical programs to reduce the quantities of solid waste generated at source.

Transfer Stations, Incinerators and Waste Processing Plants

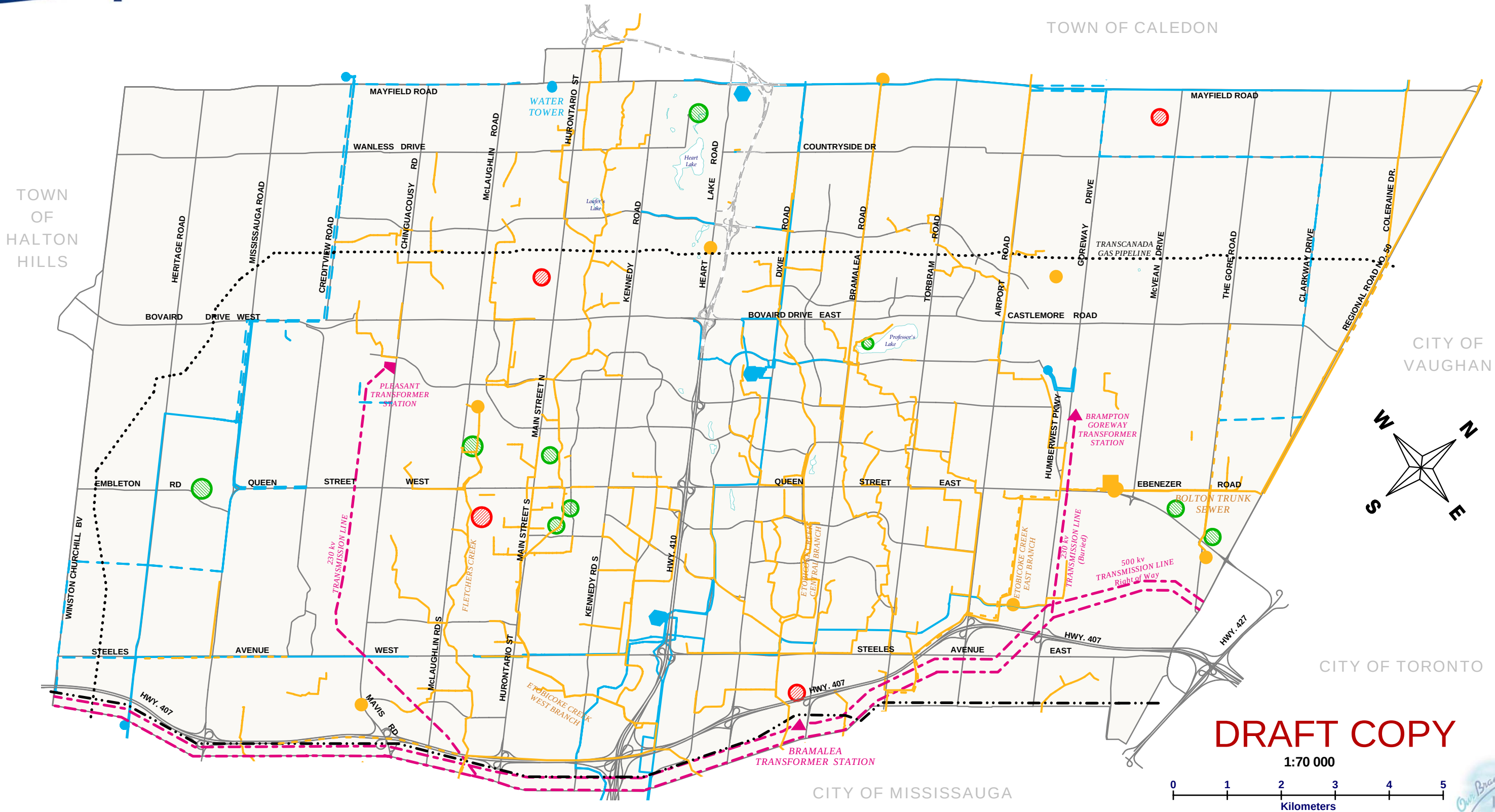
- 4.7.5.7 Transfer Stations, Incinerators and Waste Processing Plants shall, subject to the regulations of the *Environmental Protection Act*, be permitted uses on lands designated Industrial on Schedule "A" provided that such lands are also designated for general industrial purposes in the relevant Secondary Plan.
- 4.7.5.8 Planning and locational criteria for transfer stations and waste processing plants shall be established for the City of Brampton in accordance with the recommendations of the "Incineration and Waste Processing, Transfer and Disposal Study".

Liquid Waste

- 4.7.5.9 No Hauled Sewage, Hauled Liquid Industrial Waste or Hazardous Waste shall be disposed of or handled at Sanitary Landfill Sites, Transfer Stations or Waste Processing Plants in Brampton unless approved by the Region and the City, in conformity with the relevant Acts and Regulations of the Provincial and Federal Governments.



Peel Region Transfer
Station



Legend	
	EXISTING AND APPROVED WATERMAIN TRUNKS AND LOOPS
	PROPOSED WATERMAIN TRUNKS AND LOOPS
	RESERVOIRS
	TREATMENT PLANTS
	EXISTING AND APPROVED SANITARY TRUNK AND PRIMARY BRANCH SEWERS
	PROPOSED SANITARY TRUNK AND PRIMARY BRANCH SEWERS
	PUMPING STATIONS
	HYDRO TRANSMISSION LINE
	UTILITY CORRIDOR
	TRANSCANADA GAS PIPELINE
	CONTAMINATED LANDS
	EXISTING OR FORMER WASTE DISPOSAL SITE

Last Amended Date	Notes
April 7, 2006	Information regarding existing or former waste disposal sites and contaminated lands has been compiled based on information from the Ministry of Environment or the Region of Peel. For further information and/or clarification regarding the status of these sites or lands, you should contact the Ministry of Environment or the Region of Peel directly.
Printed Date	
April 7, 2006	The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled. This map forms part of the Official Plan of the City of Brampton, and must be read in conjunction with the text, and other schedules and secondary plans.

Schedule F

Infrastructure and Utilities

4.8 INSTITUTIONAL AND PUBLIC USES

Brampton's rapid population growth has resulted in increase in the demand for public services and infrastructure. Institutional and Public Uses include a full range of social, recreational, educational and public safety, security and protection services that are provided for the benefit of the entire community. Services within lands designated as Institutional and Public Uses are provided for the use and enjoyment of all residents without exclusion and irrespective of their social, economic and physical status. While physical infrastructure like roads facilitates the movement of people and goods, services within Institutional and Public Uses designated areas provide the social infrastructure which enhances the health, social well-being and the quality of life of its residents.

Services within Institutional and Public Uses designation are generally provided by various levels of government. The City of Brampton works with the Regional, Provincial and Federal governments and various external agencies to identify needs in the community and ensure efficiency in the delivery of public services and infrastructure for residents.

Policies in the Institutional and Public Use section are consistent with and intended to achieve the goals of Pillar Five of the City of Brampton's Strategic Plan that forms the underlying foundation of the Official Plan.

Objectives

It is the objective of the Institutional and Public Uses policies to:

- a) ensure the equitable allocation and integration of Institutional and Public Uses throughout the City;
- b) encourage and support a partnership with all the providers of services in Institutional and Public Uses designation, including both public and non-profit agencies;
- c) identify needs and location of institutional and public services and promote public awareness; and,
- d) provide linkages between all major Institutional and Public Uses and other municipal services to ensure that these services are accessible to all residents of the community, including persons with disabilities.

4.8.1 General Policies

- 4.8.1.1 The City shall interpret the Major Institutional Uses designation as shown on Schedule "A" to include hospitals, correctional institutions and associated facilities, colleges, universities, and public, major places of

5.0 Community Lifestyle

Flower City Campus



City of Brampton
Building Department

Institutional & Public Uses



worship and related uses, military and cultural buildings, community recreation facilities, libraries and fire and police stations. Smaller scale institutional and public uses such as service clubs, day care centres, residential care facilities for more than 10 persons, and long term care homes shall be permitted as complementary uses within all relevant designations provided that such uses are specifically designated in the appropriate Secondary Plan.

Notwithstanding the foregoing, development, infilling and redevelopment for certain noise sensitive Institutional and Public Uses such as nursing homes and other types of residential care facilities, day care centers, schools and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

- 4.8.1.2 The City may permit secondary uses in areas designated for Institutional and Public Uses so long as they do not detract from the development of the area for the main permitted use. These may include residential and convenience commercial uses which directly serve or are complementary to the primary institutional and public use.
- 4.8.1.3 The City shall, through Secondary and Block Planning, identify the specific type of Institutional and Public Uses designated on Schedule "A" of this Plan, and shall also identify those specific Institutional and Public Uses to be permitted within other designations of the Secondary Plan, such as libraries, day care centres and schools, together with certain use restrictions related thereto.
- 4.8.1.4 The City shall generally require that undeveloped small scale Institutional and Public Use designation in Secondary Plans be deemed to have an alternative use for Low Density Residential for the purpose of land value determination.
- 4.8.1.5 The City shall permit Residential Care Facilities for more than 10 persons within the Institutional and Public Uses designation indicated on Schedule "A" in accordance with the general policies of this Plan and also within the Residential and Commercial designations of this Plan provided that such use has been designated in the relevant Secondary Plan.
- 4.8.1.6 Development proposed within Institutional and Public Uses designation shall be subject to Site Plan Approval in accordance with the Province of Ontario *Planning Act*.
- 4.8.1.7 The City shall, in considering appropriate locations for Institutional and Public Uses during the preparation of Secondary and/or Block Plans and in reviewing development applications, have regard for the following principles:

- (i) convenient access to at least one arterial or collector road;

- (ii) access to public transit;
- (iii) integration with the host neighbourhood;
- (iv) access to municipal water and sewage disposal;
- (v) impact on ecosystem function and natural environmental features;
- (vi) central location within defined catchment or service area; and,
- (vii) accessibility for persons with disabilities.

4.8.2 Design

Buildings and structures in areas designated as Institutional and Public Uses have the potential to act as landmarks and focal points within the area of the community where they are located. Major Institutional Uses designations should be identified on Schedule “A” of this Plan and in Secondary and Block Plans so as to reinforce the significance of future development such as schools, libraries, community centres, and fire stations that will function as focal points within the community.

Policies

- 4.8.2.1 Development proposals in Institutional and Public Uses designations shall be in accordance with the City’s Development Design Guidelines.

4.8.3 Accessibility

Barrier free access to services and amenities is essential to achieving a truly vibrant City. The City has established the Accessibility Advisory Committee, and implemented the Accessibility Technical Standards to ensure that all residents of Brampton can live in a barrier free environment, including full access to all institutional and public buildings. With the public sector taking the lead, the City shall promote barrier free access to private sector buildings and facilities as well as enforce the Ontario Building Code related to the provision of barrier free access.

Policies

- 4.8.3.1 The City shall ensure that all new public buildings are accessible to persons with disabilities and ensure that existing public and private buildings are adapted to be accessible, in accordance with the Ontario Building Code and the City of Brampton Accessibility Technical Standards.
- 4.8.3.2 The City shall encourage the use of the International Symbol of Access of all institutional and public buildings and structures to identify them as buildings that are accessible to persons with disabilities.



**Institutional &
Public Uses**

4.8.4 Long Term Care Homes

The demand for special needs housing including long term care homes and retirement homes is growing as the population of Brampton matures. In opting for these types of housing, there is a strong tendency for Brampton residents to remain in the community closer to areas and places that are familiar. The provision of these special housing in appropriate locations throughout the City is essential to improving access to these facilities and enhancing the range of choice of location available to older residents and people with these special housing need. For policies on retirement housing, please see Section 4.1.7.

Policies

4.8.4.1 The City shall permit Long Term Care Homes in Institutional and Public Uses, Residential and Commercial designations in the Official Plan, subject to the following provisions:

- (i) long term care home shall comply with all zoning requirements set out in the City's By-law;
- (ii) in determining the suitability of a site for use as a long term care home, due regard shall be given to:
 - (a) the accessibility of the site to public transportation, shopping facilities, churches, libraries, public parks and other community service facilities;
 - (b) adequate vehicular ingress/egress and on-site parking;
 - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
 - (d) siting and landscaping to minimize any adverse impact on adjacent uses;
 - (e) impact of the development on the ecosystem and natural environmental features;
 - (f) appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
 - (g) access to municipal water and sanitary waste; and,
 - (h) accessibility for persons with disabilities.

4.8.4.2 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Long Term Care Homes.



Tall Pines Long Term Care Facility



Woodhall Park Long Term Care Facility

Institutional & Public Uses



4.8.5 Health Care Facilities

Health care facilities such as hospitals are the responsibility of the Province of Ontario. The City of Brampton works in collaboration with senior levels of government to identify needs and ensure the provision of high quality health care facilities and services to residents. Health care facilities are to be located in proximity to major roads for ease of access by public and private transportation. Alternative access routes to Health Care Facilities are to be planned to provide options in times of emergencies.

The Brampton Hospital campus of the William Osler Health Centre, located at the north east quadrant of Bramalea Road and Bovaird Drive, is the main health care facility in the City. With the development of the Brampton Hospital campus, the City will promote the Peel Memorial Hospital in the Central Area to continue providing medical related services to the general public.

Policies

- 4.8.5.1 The City shall, in conjunction with the Region of Peel, continue to pursue provincial funding for the development and improvement of Health Care Facilities in Brampton.
- 4.8.5.2 The City shall encourage and support the establishment of facilities that provide a comprehensive range of health care services within existing and new communities in locations accessible by public transportation.
- 4.8.5.3 The City shall support, in association with the Region of Peel, the establishment and expansion of private and public ambulatory care centres in Brampton.
- 4.8.5.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of health care facilities.

4.8.6 Educational Facilities

Educational facilities are to be located throughout the City based on identified needs and to provide opportunities for learning for all members of the community, including opportunities for life long learning. The City shall work in cooperation with the school boards and other educational services providers to ensure that educational facilities are located in close proximity to the population they are designed to serve to minimize dependency on automobile and to maximize pedestrian access.



William Osler Health Care Centre – New facility under construction

Policies

Schools

- 4.8.6.1 The City shall permit school sites and ancillary uses within Residential, Institutional and Public Uses, Retail and Industrial designations of this Plan, provided that they are specifically designated for the purpose in the appropriate Secondary and Block Plans.
- 4.8.6.2 The City shall, in the case of a proposed shift in the location of such Secondary Plan designated school sites at the subdivision design stage, ensure that such changes be of a minor nature or that such a shift is designed to improve the centrality of the school site relative to its intended service area or to improve its overall functionality in some other respect.
- 4.8.6.3 The City shall, during Secondary Planning, ensure that school sites are designated for a specific School Board and for a specific grade category to establish a priority claim and use for each site. Notwithstanding the preceding, a school site designation may be used for a different category of school or by the other School Board, rather than the designated board, if the latter should declare its intention not to use the site.
- 4.8.6.4 The City shall, in reviewing subdivision plans, ensure that each Secondary Plan designated school site is identified with a shape, size and frontage that conform with the standards of the appropriate School Board.
- 4.8.6.5 The City in consultation with the school boards shall, in the Secondary Plan process, consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.
- 4.8.6.6 The City reserves the right to acquire all or a portion of any such designated school sites that are not required by either Board prior to their release for residential purposes so that such lands can be used to maintain an identified open space network or provide some of the recreation facilities that would otherwise have been provided on these designated school sites.
- 4.8.6.7 The City shall, as appropriate, prior to draft approval of any related subdivision plans, ensure that either a conventional Master School Agreement or a Special School Levy, or other mechanism satisfactory to the School Boards is in place to guarantee that the school sites designated in a Secondary Plan will be provided in the general locations indicated.
- 4.8.6.8 The minimum street classification for school frontage shall be designated collector roads as defined in the applicable Secondary Plan.



Springdale Secondary
School



Edenbrook Hill Public School
(Fletcher's Meadow)



Fletcher's Meadow
Catholic School

Institutional & Public Uses

Satellite University/College Campus

4.8.6.9 The City shall encourage the development of a university or other institution of higher learning or a satellite campus of an existing institution in the City in Institutional and Public Uses designation to provide learning opportunities for residents of Brampton and to encourage residents to remain close to home while furthering their education.

4.8.6.10 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of educational facilities.



Sheridan College

4.8.7 Public Recreation Facilities

4.8.7.1 The City shall provide indoor and outdoor recreational facilities and programs to meet the needs of all residents to ensure physical, creative, social and intellectual opportunities in accordance with the Parks, Culture and Recreation Master Plan.

4.8.7.2 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Public Recreation facilities.



Powerade Centre

4.8.8 Places of Worship

Increasingly, Places of Worship are providing social and community related services that were once the function of the various levels of government or social service agencies. The City of Brampton shall encourage the location of Places of Worship sites throughout the City in accordance with identified needs as a means of strengthening the spiritual and social fabric of the community.

Places of worship sites shall be compatible with and complement existing and abutting permitted land uses, be a good fit in residential areas and located in areas where they can derive mutual benefits from other land uses. Notwithstanding the above, other location factors and programs could warrant their location in other designations on this Plan.

Policies

4.8.8.1 The City shall designate and maintain an inventory of existing and proposed Places of Worship with the assistance and advise of the relevant coordination religious organizations and individual denominations to assist in the planning the distribution of Place of Worship sites and the designation Place of Worship Reserve sites in Secondary and Block Plans.



St Andrews
Presbyterian Church



Institutional & Public Uses



Christian Orthodox Church



Brampton's Church of
Latter-Day Saints



Hindu Temple

Institutional & Public Uses

- 4.8.8.2 The City shall, during Secondary and Block Planning, encourage developers, individual religious groups and organizations to collaborate and negotiate with each other at the earliest possible stage to provide suitable location and appropriate land areas for Places of Worship.
- 4.8.8.3 The City shall, in the Secondary and Block Plan processes, ensure the designation of an appropriate number of Place of Worship reserve sites in consultation with religious groups and organizations serving the Brampton community.
- 4.8.8.4 The City shall, in the Secondary and Block Plan processes, ensure the equitable distribution of Place of Worship Reserve sites to the extent practicable.
- 4.8.8.5 The City shall, in the Secondary Plan processes, encourage the assignment of reasonable first rights of refusal to the denomination that first establishes a preference for a Place of Worship Reserve site through the co-ordinating efforts of the relevant religious organizations.
- 4.8.8.6 The City shall require that Worship Reserve sites be included in the appropriate subdivision plans and shall be retained for acquisition and use as Places of Worship for a period of three (3) years after the subdivision plan is registered. If such Worship Reserve sites are not acquired within the stated three (3) year period, they may be used in the alternative for Low Density Residential without the necessity of an amendment to this Plan or the applicable Secondary Plan.
- 4.8.8.7 The City shall not process development applications that propose to redesignate a place of worship site prior to the expiry of the 3-year period.
- 4.8.8.8 The City shall, in the review of subdivision plans, require developers to indicate, at the time of draft plan approval, how the arrangement of the road system and lotting in the vicinity of a Place of Worship Reserve site can be efficiently extended or modified (in conformity with all City standards and guidelines) to efficiently use the Place of Worship Reserve site for the stated alternative Low Density Residential uses.
- 4.8.8.9 The City shall, in the review of subdivision plans, require developers to post a suitable sign on the Place of Worship Reserve sites indicating that the particular site is designated for a Place of Worship or alternately, for Low Density Residential use.
- 4.8.8.10 The design of Places of Worship shall reinforce their social function and to act as focal points for the community.
- 4.8.8.11 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Places of Worship.

4.8.9 Libraries

Libraries provide a collection of resources for information, knowledge and learning. Libraries also continue to serve as venues for community functions and events. Libraries shall be accessible to all residents regardless of social, economic or physical status.

The Brampton Library Board in consultation with City Council determines locations of library facilities based on projected population. The Brampton Library Board provides services and operates through a central resource library and several district or community libraries to bring its services closer to City residents, encourage pedestrian traffic and minimize reliance on the use of the automobile.

Policies

- 4.8.9.1 The City shall encourage Library uses to be incorporated into multi-functional building complexes such as retail plazas or community recreation centres, or to be located in proximity to other compatible Institutional or Public Uses so as to optimize municipal investments, to share parking, to conserve energy, to provide convenience.
- 4.8.9.2 The design of Libraries shall reinforce their social function and their function as focal points for the community.
- 4.8.9.3 Institutional and Public Uses or other designations that incorporate a library as a permitted use in the Secondary Plan shall be sized at the subdivision approval stage to determine the land and building area to be occupied by the library so that land or rental cost to the Library Board can be based on the value of the displaced Low Density Residential uses.
- 4.8.9.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of libraries.

4.8.10 Fire and Police Stations

The safety and security of residents and properties is key to maintaining social cohesion and citizen involvement in civic affairs. Therefore, fire and police protections shall be available to the Brampton residents at all times. The Peel Regional Police and Brampton Fire and Emergency Services will work in collaboration to identify needs and determine appropriate locations of fire police and other emergency services to ensure the prompt response in the delivery of efficient and effective services to all Brampton residents including the new development areas of the City.



Mississauga Example
Erin Meadows – Joint Facility
(High School, Library,
Community Centre)



Cyril Clark Brampton
Library Branch



Fire Station 207

Institutional & Public Uses



Fire Station 209



Peel Regional Police
Headquarters



Institutional & Public Uses

Policies

4.8.10.1 The City shall, in the Secondary and Block Plan processes, have regard for the following site development and location guidelines for Fire or Police Stations:

- (i) convenient access to arterial roads;
- (ii) relationship to intended service area; and,
- (iii) design and site plan integration with the host neighbourhood, including the use of appropriate landscaping, and
- (iv) adequate screening from residential buildings.

4.8.10.2 The location of Fire stations shall be determined based on the advice of the Brampton Fire and Emergency Services and other external experts on fire protection services. System-wide fire station location studies shall be conducted as appropriate.

4.8.10.3 The City shall, during Secondary and Block Planning, identify appropriate locations for Police Stations based on the needs and requirements of the Peel Regional Police.

4.8.10.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of fire and police stations.

4.8.11 Day Care Centres

The development of social skills is essential for the younger members and future residents of Brampton. Day Care Centres shall provide parents with secured places away from home and provide children with safe environment to play. The City, in collaboration with the Region of Peel and appropriate provincial agencies, shall plan for and establish Day Care Centres at appropriate and convenient locations throughout the City that are not within the limits of the Lester B. Pearson International Airport Operating Areas boundary.

Policies

4.8.11.1 The City shall encourage the location of Day Care Centres on new elementary school sites with the consent of the School Boards to encourage share use and concentration of related land uses.

4.8.11.2 The City shall permit Day Care Centres within a Place of Worship or other place of public assembly, a place of employment, a community centre, an apartment building or a multiple housing project, subject to provincial licensing policies.

- 4.8.11.3 Day Care Centres shall be designed to provide appropriate facilities for parking, pick-up and drop-off areas.
- 4.8.11.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Day Care Centres.
- 4.8.11.5 Day Care Centre shall not be permitted within the area identified as the LBPIA Operating Area on Schedule A.

4.8.12 Other Public Uses

The City shall make provisions for the following public uses within the Institutional and Public Uses designations indicated on Schedule "A" provided that such uses are more specifically designated in the appropriate Secondary Plan:

- recreation centre facilities;
- court house;
- municipal office;
- municipal water reservoir or filtration plant, sewage treatment plant, or other similar municipal structure;
- municipal water reservoir or filtration plant, sewage treatment plant, or other public health centre;
- municipal yards;
- public recreational or cultural facility;
- public utility installation;
- a protection and emergency services facility (i.e: police, fire and ambulance stations); and,
- an educational facility (i.e.: schools, meeting rooms and colleges).

Policies

- 4.8.12.1 Public Uses under the ownership of, or leased by, the Corporation of the City of Brampton shall be permitted in all land use designations on Schedule A to this Plan, subject to the City having due regard to all other relevant land use compatibility policies of this Plan and subject to conformity with Section 4.5 of this Plan, including references to Schedule "D", Natural Areas and Environmental Management.
- 4.8.12.2 All City of Brampton facilities shall be designed and improved in accordance with the City of Brampton Accessibility Technical Standards.



Chinguacousy Wellness Centre



Brampton Provincial Offences Court



Institutional & Public Uses

4.8.13 Cemeteries

Policies

4.8.13.1 The Cemetery designation identified on Schedule "E" of this Plan include both public and private cemeteries and identifies land intended for the interment of human remains, and shall include crematoria, columbaria and mausoleums and other facilities that are ancillary or related to cemeteries.

4.8.13.2 Cemeteries are permitted within the areas designated as Cemeteries on Schedule "E".

4.8.13.3 The City shall discourage the acquisition of additional lands within the urban development area for the purpose of enlargement of existing cemeteries. However, subject to conformance with licensing limits and the criteria of policy 4.8.13.4, expansion of existing cemeteries will be permitted.

4.8.13.4 When considering applications for new cemeteries or the enlargement of existing cemeteries, the City will have regard for the following matters pursuant to the *Planning Act*, the *Cemeteries Act*, the *Ontario Heritage Act* and the Natural Features and Environmental Management and Urban Design sections of this Plan:

- (i) the impact of traffic on surrounding properties and the road system;
- (ii) the appropriate limitation of ingress and egress points;
- (iii) the adequacy of off-street parking and internal traffic circulation;
- (iv) the use of tree planting and landscaping, particularly encouraging the use of native species, to complement the plot plan, existing contours and the surrounding area;
- (v) the provision of screening where deemed appropriate;
- (vi) the soil and sub-soil conditions including drainage;
- (vii) natural features as well as environmental and ecosystem impacts;
- (viii) massing and the relationship of proposed buildings to each other and to adjacent roads and properties; and,
- (ix) the financial ability of the proponent to be able to provide perpetual care and maintenance so that the City reduces the future possibility of having to assume an abandoned cemetery.

4.8.13.5 Acquisition of additional lands within the urban development area will need to be in conformance with licensing limits and the criteria identified above.



Main Street Cemetery



Brampton Cemetery

Institutional & Public Uses



- 4.8.13.6 The City shall designate all historic cemeteries subject to the provisions of the *Ontario Heritage Act* and the advice of the Brampton Heritage Board, and in accordance with the Cultural Heritage section of this Plan.
- 4.8.13.7 The City will continue to maintain abandoned cemeteries as required under the *Cemeteries Act*.

4.9 CULTURAL HERITAGE

The City of Brampton has inherited a rich legacy of cultural heritage resources. Much of the City's heritage is linked to its historical root as the "Flowertown of Canada" which is being revived and re-established under the City's Flower City Strategy. Another important piece of the City's history is its role as the capital or county seat of Peel County.

The preservation of Brampton's heritage is important for many reasons. Heritage resources are non-renewable and once lost, can never be regained. A well preserved heritage contributes to a sense of permanence and continuity. The preservation of heritage resources provides a vital link with the past and a foundation for planning the future, enabling these important assets to continue to contribute to the identity, character, vitality, economic prosperity and quality of life of the community as a whole.

Heritage is more than just old buildings and monuments. It also includes heritage trees, natural features and traditions that define the culture of a place. The definition of heritage has indeed been broadened in recent years to include a diversity of resources, including tangible and intangible. Today, heritage resources are defined as structures, sites, environments, artefacts and traditions which are of historical, architectural, archaeological, cultural and contextual values, significance or interest. These include, but are not necessarily restricted to, structures such as buildings, groups of buildings, monuments, bridges, fences and gates; sites associated with a historic event; environments such as landscapes, streetscapes, flora and fauna within a defined area, parks, scenic roadways and historic corridors; artefacts and assemblages from an archaeological site or a museum; and traditions reflecting the social, cultural or ethnic heritage of the community. The adoption of the term "cultural heritage landscape" reflects this evolution and promotes the need for a more holistic approach to heritage planning.

Policies aimed at preserving heritage resources are consistent with the City's 'Six Pillars' Strategic Plan that forms the underlying foundation of this Plan, in particular Pillar Three: "Protecting Our Environment, Enhancing Our Community" and Pillar Five: "Community Lifestyle and Participation."



Brampton's Historical Root as the Flowertown of Canada



3.0 Protecting Our Environment, Enhancing Our Community

5.0 Community Lifestyle



Cultural Heritage

Objectives

It is the objective of the cultural heritage resource policies to:

- a) conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, preserve cultural heritage landscapes; including significant public views and,
- c) promote public awareness of Brampton's heritage and involve the public in heritage resource decisions affecting the municipality.

4.9.1 Built Heritage

Built heritage is the most common and most recognizable type of heritage resources. The City of Brampton currently has almost forty designated heritage properties with more designations pending. The City also maintains a heritage inventory, also known as the Cultural Heritage Resources Register, with listing of over 400 heritage resources.

Built heritage resources refer to one or more significant buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. Ancillary and accessory structures and the immediate environs including roads, vegetation, and landscape that are an integral part of the main constituent building or of significant contextual value or interest should be provided with the same attention and protection.

Retention, integration and adaptive reuse of heritage resources are the overriding objectives in heritage planning while insensitive alteration, removal and demolition will be avoided.

Policies

4.9.1.1 The City shall compile a Cultural Heritage Resources Register to include designated heritage resources as well as those listed as being of significant cultural heritage value or interest including built heritage resources, cultural heritage landscapes, heritage conservation districts, areas with cultural heritage character and heritage cemeteries.

4.9.1.2 The Register shall contain documentation for these resources including legal description, owner information, and description of the heritage attributes for each designated and listed heritage resources to ensure



Gore & Ebenezer Road

effective protection and to maintain its currency, the Register shall be updated regularly and be accessible to the public.

- 4.9.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the *Ontario Heritage Act* to help ensure effective protection and their continuing maintenance, conservation and restoration.
- 4.9.1.4 Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including: materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:
- Aesthetic, Design or Physical Value;
 - Historical or Associative Value; and/or,
 - Contextual Value.
- 4.9.1.5 Priority will be given to designating all heritage cemeteries and all Class A heritage resources in the Cultural Heritage Resources Register under the *Ontario Heritage Act*.
- 4.9.1.6 The City will give immediate consideration to the designation of any heritage resource under the *Ontario Heritage Act* if that resource is threatened with demolition, significant alterations or other potentially adverse impacts.
- 4.9.1.7 Designated and significant cultural heritage resources in the City are shown in the Cultural Heritage Map. The Map will be updated regularly without the need for an Official Plan amendment.
- 4.9.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.
- 4.9.1.9 Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require prior approval from the City.



Downtown Brampton
Historic Housing



Historic Alderlea

4.9.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- (i) The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;
- (ii) The current condition and use of the building or structure and its potential for future adaptive re-use;
- (iii) The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;
- (iv) Demonstrations of the community's interest and investment (e.g. past grants);
- (v) Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,
- (vi) Planning and other land use considerations.

4.9.1.11 A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

4.9.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.



Lundy Burial – Dixie Road

- 4.9.1.13 In the event that demolition, salvage, dismantling or relocation is inevitable, thorough documentation of the heritage resources shall be undertaken. The information shall be made available to the City for archival purposes.
- 4.9.1.14 The City will investigate the feasibility of establishing one or more heritage subdivisions in the municipality for accommodating relocated heritage homes.
- 4.9.1.15 Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.
- 4.9.1.16 Every endeavour shall be made to facilitate the maintenance and conservation of designated heritage properties including making available grants, loans and other incentives as provided for under the *Ontario Heritage Act* and municipal sources.
- 4.9.1.17 The City shall modify its property standards and by-laws as appropriate to meet the needs of preserving heritage structures.
- 4.9.1.18 The City's "Guidelines for Securing Vacant and Derelict Heritage Buildings" shall be complied with to ensure proper protection of these buildings, and the stability and integrity of their heritage attributes and character defining elements.
- 4.9.1.19 Adoption of the Guidelines may be stipulated as a condition for approval of planning applications and draft plans if warranted.
- 4.9.1.20 City Council may delegate to staff the power to approve certain classes of alterations of designated properties to facilitate timely processing of such applications.

4.9.2 Cultural Heritage Landscape

A Cultural Heritage Landscape refers to a defined geographical area which has been modified and characterized by human activity. It usually involves a grouping of features that are both man-made and natural. Collectively, they create unique cultural heritage that is valued not only for their historical, architectural or contextual significance but also, their contribution to the understanding of the forces that have shaped and may continue to shape the community including social, economic, political and environmental. Examples of cultural heritage landscape include heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, cemeteries, lakes, rivers, main streets, neighbourhoods, vegetations, trees, hedgerows, scenic vistas etc.



Cultural Heritage Landscape
Countryside Drive



Cultural Heritage



Cultural Heritage Landscape
Credit River



Village of Churchville



Village of Churchville

Cultural Heritage

Policies

- 4.9.2.1 The City shall identify and maintain an inventory of cultural heritage landscapes as part of the City's Cultural Heritage Register to ensure that they are accorded with the same attention and protection as the other types of cultural heritage resources.
- 4.9.2.2 Significant cultural heritage landscapes shall be designated under either Part IV or Part V of the *Ontario Heritage Act*, or established as Areas of Cultural Heritage Character as appropriate.
- 4.9.2.3 Owing to the spatial characteristics of some cultural heritage landscapes that they may span across several geographical and political jurisdictions, the City shall cooperate with neighbouring municipalities, other levels of government, conservation authorities and the private sector in managing and conserving these resources.

4.9.3 Heritage Conservation District

Heritage Conservation District is the most common type of cultural heritage landscape. The Village of Churchville is currently Brampton's only designated Heritage Conservation District.

Designation enables the protection of the heritage of a district while at the same time allowing for compatible new development. The City will continue to use designation to protect other areas of heritage interest such as portions of Downtown Brampton and Huttonville if determined appropriate by future studies.

It is necessary to conserve the District in its entirety including all the elements and features which give the District its distinctive character and contribute to its merits as a designated district as described in the Plan. Examples of these attributes would include not only buildings but also streetscape. In particular, an attempt should be made to retain the existing pavement widths where they are a major contributor to the character of the District, and to maintain and enhance the overall streetscape.

Policies

- 4.9.3.1 An advisory committee shall be established for each Heritage Conservation District to advise the City on matters pertaining to it.
- 4.9.3.2 Prior to designating an area as a Heritage Conservation District, the City shall undertake a study to:
 - (i) Assess the feasibility of establishing a Heritage Conservation District;
 - (ii) Examine the character, appearance and cultural heritage significance of the Study area including landscapes, vistas,

contextual and natural heritage elements, buildings, structures and other property features to determine if the area should be preserved as a heritage conservation district;

- (iii) Recommend the geographic boundaries of the area to be designated and the objectives of the designation;
- (iv) Recommend the content of the Heritage Conservation District Plan;
- (v) Recommend changes required to be made to the City's Official Plan, and any by-laws including zoning by-laws; and,
- (vi) Share information with residents, landowners and the public at large, as to the intent and scope of the study.

4.9.3.3 During the study period which can last up to one year, alteration works on the properties within the Heritage Conservation District study area including erection, demolition or removal may be prohibited.

4.9.3.4 Properties already designated under Part IV of the *Ontario Heritage Act* may be included as part of the Heritage Conservation District to ensure comprehensiveness of the District.

4.9.3.5 Properties in a Heritage Conservation District may also be designated under Part IV of the *Ontario Heritage Act* to ensure consistent and effective protection.

4.9.3.6 A Heritage Conservation District Plan shall be prepared for each designated district and include:

- (i) a statement of the objectives of the Heritage Conservation District;
- (ii) a statement explaining the cultural heritage value or interest of the Heritage Conservation District;
- (iii) description of the heritage attributes of the Heritage Conservation District and of the properties in the district;
- (iv) policy statements, guidelines and procedures for achieving the stated objectives and for managing change in the Heritage Conservation District; and,
- (v) a description of the types of minor alterations that may be allowed without the need for obtaining a permit from the City.

4.9.3.7 Minimum standards for the maintenance of the heritage attributes of property situated in a Heritage Conservation District shall be established and enforced.



Brampton's Downtown
Heritage District

- 4.9.3.8 Any private and public works proposed within or adjacent to a designated District shall respect and complement the identified heritage character of the District as described in the Plan.
- 4.9.3.9 When a Heritage Conservation District is in effect, public works within the District shall not be contrary to the objectives set out in the District Plan. Further, no by-law shall be passed that is contrary to the objectives as set out in the District Plan. In these respects, the District Plan shall prevail.
- 4.9.3.10 A Permit is required for all alteration works for properties located in the designated Heritage Conservation District. The exceptions are interior works and minor changes that are specified in the Plan.
- 4.9.3.11 The permit application shall include a Heritage Impact Assessment and provide such information as specified by the City.
- 4.9.3.12 In reviewing permit applications, the City shall be guided by the applicable Heritage Conservation District Plan and the following guiding principles:
- (i) heritage buildings, cultural landscapes and archaeological sites including their environs should be protected from any adverse effects of the proposed alterations, works or development;
 - (ii) Original building fabric and architectural features should be retained and repaired;
 - (iii) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set-back substantially from the principal façade; and,
 - (iv) New construction and/or infilling should fit harmoniously with the immediate physical context and streetscape and be consistent with the existing heritage architecture by among other things: being generally of the same height, width, mass, bulk and disposition; of similar setback; of like materials and colours; and using similarly proportioned windows, doors and roof shape.
- 4.9.3.13 Council may delegate to City staff the power to grant permit for certain classes of alterations to be made to properties in a designated Heritage Conservation District.
- 4.9.3.14 Development proposed adjacent to a designated Heritage Conservation District shall be scrutinized to ensure that they are compatible in character, scale and use. A Heritage Impact Assessment may be required for such proposals.

4.9.4 Areas with Cultural Heritage Character

There are areas and landscapes of special cultural heritage value that although may not be appropriate for designation under the *Ontario Heritage Act* merits special conservation efforts. Candidates include part of Downtown Brampton, natural heritage areas that are also of cultural heritage significance and certain Class B and C resources in the Heritage Resources Register.

Policies

- 4.9.4.1 Areas with Cultural Heritage Character shall be established through
- 4.9.4.2 Land use and development design guidelines shall be prepared for each zoned area to ensure that the heritage conservation objectives are met.
- 4.9.4.3 Cultural Heritage Character Area Impact Assessment shall be required for any development, redevelopment and alteration works proposed within the area.

4.9.5 Heritage Cemeteries

Cemeteries are by their nature especially sensitive and important heritage resources. Many of them possess historical, spiritual, architectural and aesthetic values. They are an important part of the City's history, accommodating the bodily remains of Brampton's earliest settlers and some very prominent citizens. They are also reminders of once thriving hamlets and villages such as Tullamore and Whaley's Corner. Rare and important trees and plant species are often found in cemeteries which provide open space for nearby residents.

Policies

- 4.9.5.1 All cemeteries of cultural heritage significance shall be designated under Part IV or V of the *Ontario Heritage Act*, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation.
- 4.9.5.2 The City shall restore and maintain all City-owned heritage cemeteries and encourage owners of private heritage cemeteries to improve their properties.
- 4.9.5.3 Standards and design guidelines for heritage cemetery preservation shall be developed including the design of appropriate fencing, signage and commemorative plugging.
- 4.9.5.4 The heritage integrity of cemeteries shall be given careful consideration at all times. Impacts and encroachments shall be assessed and mitigated and the relocation of human remains shall be avoided.



Village of Huttonville



Village of Huttonville



Huttonville Cemetery



Brampton Cemetery

- 4.9.5.5 Archaeological and Heritage Impact Assessments, prepared by qualified heritage conservation professionals, shall be required for land use planning activities and development proposals on lands adjacent to cemeteries. Appropriate mitigation measures may include permanent “no disturbance” buffer zones, appropriate fencing and/or alternative development approaches, as well as temporary protection measures during construction and other activities, as part of the approval conditions to ameliorate any potential adverse impacts that may be caused.

4.9.6 Archaeological Resources

Archaeology is the study of the physical remains of prehistoric and early historic activities or events. Archaeological sites are defined as locations or places, including land and marine, where the remains of past human activity are found. These physical remains, or archaeological resources, are usually hidden from view and may occur on or below the surface of the land and under water. Archaeological resources may include items such as tools, weapons, building materials, art objects and human or animal remains.

Policies

- 4.9.6.1 The City shall cooperate with the Provincial Government to designate Archaeological Sites in accordance with the *Ontario Heritage Act*.
- 4.9.6.2 The City shall adhere to the provisions of the *Cemeteries Act* as it pertains to archaeological resources.
- 4.9.6.3 The City shall, in consultation with the Provincial Government, keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance and the inappropriate removal of resources.
- 4.9.6.4 All archaeological resources found within the City of Brampton shall be reported to the Province.
- 4.9.6.5 An Archaeological Master Plan shall be prepared to identify and map known archaeological sites, and areas of archaeological potential and establish policies and measures to protect them. Every endeavour shall be made to leave archaeological sites undisturbed.
- 4.9.6.6 If development or alteration work is proposed on an archaeological site or a site identified as having archaeological potential, an archaeological assessment, prepared by a qualified and licensed archaeologist, shall be required as part of the approval condition of a secondary or block plan. The assessment shall be provided by the development proponent and carried out by a licensed archaeologist.

- 4.9.6.7 All archaeological assessment reports shall be approved by the Province and copy of the assessment report shall also be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the municipality.
- 4.9.6.8 Archaeological resources identified in the archaeological assessment shall be documented, protected, salvaged, conserved, and integrated into new development as appropriate.
- 4.9.6.9 If warranted, the City shall make regulation for the removal of archaeological resources from an archaeological site in accordance with the *Ontario Heritage Act*, and the requirements of the Province and the municipality.
- 4.9.6.10 Proper archaeological methods and techniques shall be used in the survey and excavation of archaeological sites and in the treatment, disposition, maintenance and storage of archaeological resources.
- 4.9.6.11 The Region of Peel Heritage Complex is the Region's designated repository. The City may, in consultation with the Region of Peel Heritage Complex, accept donations of significant archaeological artefacts found on private land.
- 4.9.6.12 Contingency plan shall be prepared for emergency situation to protect archaeological resources on accidental discoveries or under imminent threats.

4.9.7 Flower City Strategy

The Flower City Strategy builds on the past history of the City as the Flowertown and its re-emergence as the Flower City. It represents an excellent example of how heritage can be commemorated and integrated into modern City building.

Policies

- 4.9.7.1 The Flower City Strategy shall be integrated into the City's decision making and planning processes and engage the public and stakeholders in a collective effort to implement the Flower City visions.
- 4.9.7.2 The City shall, as a condition of development approval for all land uses, incorporate specific design elements to implement the Flower City Strategy.



Brampton Peel Heritage Complex



Cultural Heritage



4.9.8 City-owned Heritage Resources

The City of Brampton owns a significant number of heritage resources including Alder Lea, Bovaird House, the Heritage Theatre and the Carnegie Library Building.

Policies

- 4.9.8.1 The City shall designate all city-owned heritage resources of merits under the *Ontario Heritage Act* and shall prepare strategies for their care, management, and stewardship.
- 4.9.8.2 The City shall protect and maintain all city-owned heritage resources to a good standard to set a model for high standard heritage conservation.
- 4.9.8.3 City-owned heritage resources shall be integrated into the community and put to adaptive reuse, where feasible.
- 4.9.8.4 In the event that the ownership status is changed, the City shall enter into an easement agreement with the new owner or lessee to ensure the continuous care of, and public access to these resources are maintained.
- 4.9.8.5 When the potential re-use or a change in function of a City-owned heritage resource is being contemplated, the potential adverse impacts to the heritage attributes and significance shall be carefully considered and mitigated.
- 4.9.8.6 The City of Brampton Accessibility Technical Standards will be applied to public heritage facilities and will be assessed on a case-by-case basis to determine the most effective and least disruptive means of retrofit, where required, to improve accessibility for persons with disabilities.



Heritage Theatre

4.9.9 Implementation

Conservation of cultural heritage resources shall form an integral part of the City's planning, decision-making and implementation processes.

Policies

- 4.9.9.1 Heritage planning is the responsibility of the Provincial Government and the municipality. A citizen advisory committee, known as the Brampton Heritage Board has been established to provide advice to the City Council on all matters pertaining to heritage.
- 4.9.9.2 The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:



Cultural Heritage



- (i) The power to stop demolition and alteration of designated heritage properties and resources provided under the *Ontario Heritage Act* and as set out in Section 4.9.1 of this policy;
- (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District;
- (iii) Using zoning by-law provisions to protect heritage resources by regulating such matters as use, bulk, form, location and setbacks
- (iv) Using the site plan control by-law to ensure that new development is compatible with heritage resources;
- (v) Using parkland dedication requirements to conserve significant heritage resources;
- (vi) Using density bonuses or the transfer of surplus density rights in exchange for conservation and heritage designation to assist heritage preservation;
- (vii) Identifying, documenting and designating cultural heritage resources as appropriate in the secondary and block plans and including measures to protect and enhance any significant heritage resources identified as part of the approval conditions; and,
- (viii) Using fiscal tools and incentives to facilitate heritage conservation including but not limited to the Community Improvement Plan and Façade Improvement Program pursuant to the *Planning Act*, grants and loans pursuant to the *Ontario Heritage Act*, and heritage property tax reduction/rebate program pursuant to the *Municipal Act*.

4.9.9.3 The City's bylaws, regulations and standards shall be reviewed and updated to ensure consistency with this policy.

4.9.9.4 The City shall acquire heritage easements, and enter into development agreements, as appropriate, for the preservation of heritage resources and landscapes.

4.9.9.5 Landowner cost share agreement should be used wherever possible to spread the cost of heritage preservation over a block plan or a secondary plan area on the basis that such preservation constitutes a community benefit that contributes significantly to the sense of place and recreational and cultural amenities that will be enjoyed by area residents.





Ken Whillans Square

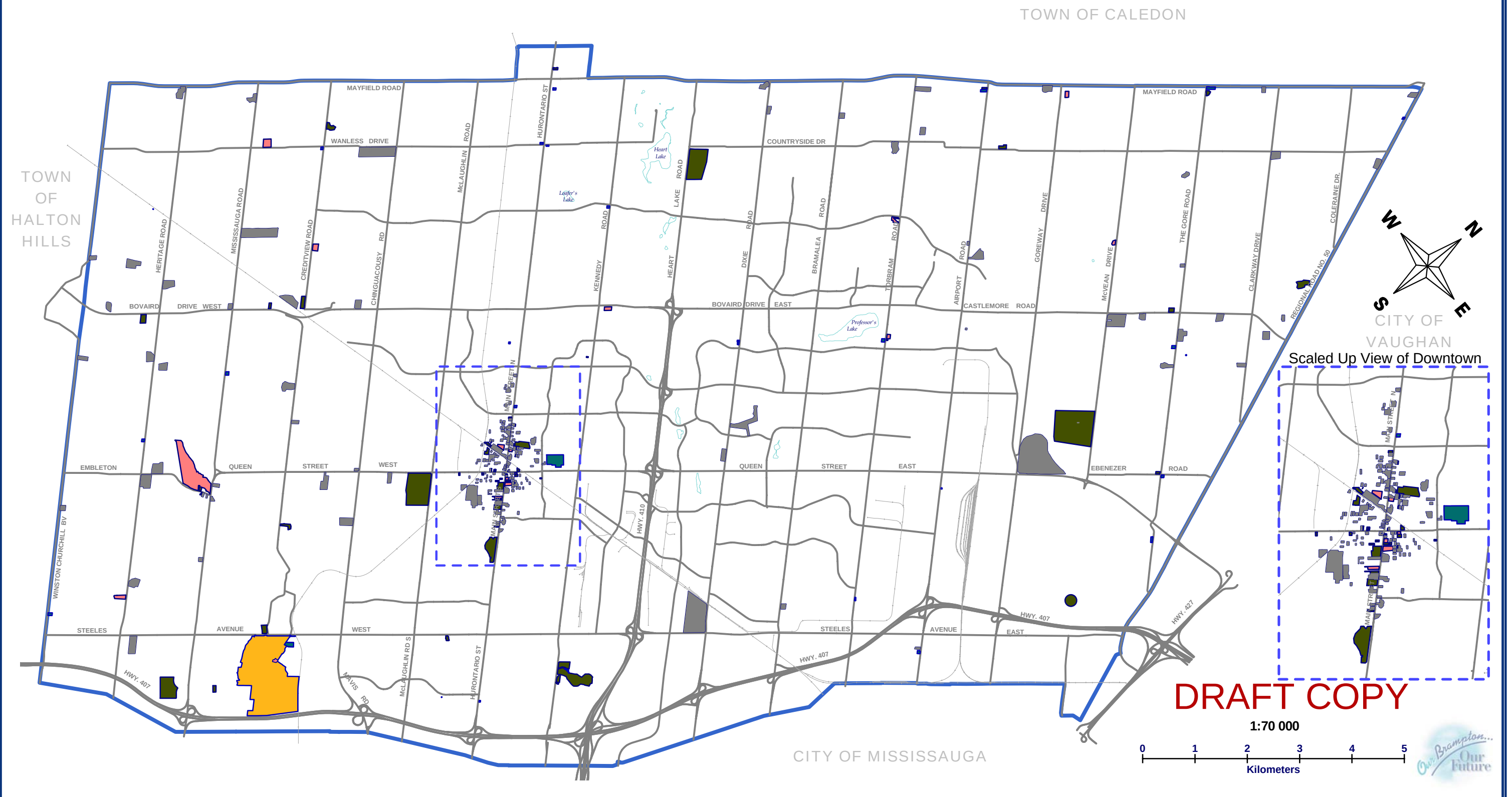


Special Plaque for
Heritage Resources

Cultural Heritage

- 4.9.9.6 Financial securities from the owner may be required as part of the conditions of site plan or other development approvals to ensure the retention and protection of heritage properties during and after the development process.
- 4.9.9.7 The City may participate, as feasible, in the development of significant heritage resources through acquisition, assembly, resale, joint ventures or other forms of involvement that shall result in the sensitive conservation, restoration or rehabilitation of those resources.
- 4.9.9.8 The City shall consider, in accordance with the *Expropriations Act*, expropriating a heritage resource for the purpose of preserving it where other protection options are not adequate or available.
- 4.9.9.9 The City shall coordinate and implement its various heritage conservation objectives and initiatives in accordance with its Heritage Program.
- 4.9.9.10 The City shall cooperate with neighbouring municipalities, other levels of government, conservation authorities, local boards, non-profit organizations, corporations and individuals in the conservation of heritage resources in the municipality.
- 4.9.9.11 The relevant public agencies shall be advised of the existing and potential heritage and archaeological resources, Heritage Conservation District Studies and Plans at the early planning stage to ensure that the objectives of heritage conservation are given due consideration in the public work project concerned.
- 4.9.9.12 Municipal, Regional and Provincial authorities shall carry out public capital and maintenance works and development activities involving or adjacent to designated and other heritage resources and Heritage Conservation Districts in accordance with this policy.
- 4.9.9.13 Lost historical sites and resources shall be commemorated with the appropriate form of interpretation.
- 4.9.9.14 The City will undertake to develop a signage and plaguing system for cultural heritage resources in the City.
- 4.9.9.15 Impact on the significant heritage elements of designated and other heritage resources shall be avoided through the requirements of the City's sign permit application system and the heritage permit under the *Ontario Heritage Act*.
- 4.9.9.16 Sufficient funding and resources shall be committed to implement a communication and education program to foster awareness, appreciation and enjoyment of cultural heritage conservation.

- 4.9.9.17 The City may develop implementation strategies to participate in certain cultural heritage initiatives offered by other levels of government, including the Federal government's Historic Places Initiative.
- 4.9.9.18 Alterations made to a heritage facility shall comply with the City of Brampton Accessibility Technical Standards except where modifications to the defining heritage features, which are deemed to alter the essential nature or substantially affect the viability of the enterprise, are allowed under the Ontario Human Rights Code.



Legend			Last Amended Date	Notes
	HERITAGE CEMETERY		April 07, 2006	The area extent of each listed property shown on this plan is subject to refinement. Please contact the City's Heritage Coordinator for details. This map does not form part of the Official Plan of the City of Brampton.
	CLASS A HERITAGE RESOURCES		Printed Date April 07, 2006	
	CLASS B HERITAGE RESOURCES			
	DESIGNATED HERITAGE RESOURCES UNDER PART IV OF THE ONTARIO HERITAGE ACT			
	DESIGNATED HERITAGE RESOURCES UNDER PART V OF THE ONTARIO HERITAGE ACT (HERITAGE CONSERVATION DISTRICT)			

4.10 URBAN DESIGN

The principles of urban design influence the physical design and layout of a city. It is an important planning tool used to help achieve a recognizable image of the city, enhance the quality-of-life, and promote greater economic vitality through the more efficient use of resources. Urban design encapsulates the way places work and matter and addresses the complex relationships among all of the elements of built and unbuilt spaces with focus on:

- A sustainable urban context/structure,
- The connections between people and places,
- The relationship between buildings and streets, squares, parks and waterways and other spaces which compose the public domain,
- Patterns of movement,
- Nature, and,
- The processes for ensuring successful place-making

The overall vision for Brampton is set out in the City's Six Pillars Strategic Plan that it aspires to be:

A vibrant, safe, and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.

Pillar Three states that Brampton will strive to achieve a high standard of civic design for the entire city through a number of means including the implementation of civic and development design guidelines. The City is committed to take a leadership role to continue to promote high quality urban design in the context of the increased urbanisation that is expected to take place over the next twenty to thirty years.

As stated in the City's Development Design Guidelines, a city involves "place, people and vision". The continued evolution and design of the Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. Each of these elements contribute to the structure of the City and are defined by the complement of land uses, as well as the manner in which people use the spaces within each. The physical design of these areas contributes to the image of the City through the public realm and built form. Urban design objectives and principles shall form an integral part of the City's planning and decision-making processes to ensure that the goal of achieving a high quality and sustainable physical environment is met.



Public Spaces





Farmers Market –
Downtown Brampton

Urban Design

Objectives

Through the Urban Design policies, the City of Brampton intends to:

- a) Achieve and sustain a physical environment that is attractive, functionally efficient, sensitive of its evolving character, and environmentally responsible;
- b) Reinforce Brampton's image as a modern, dynamic, beautiful and liveable city that is built on its rich heritage, including its historical roots as the Flower City, and a sustainable, compact and transit-oriented urban form;
- c) Promote and reinforce the Central Area as a transit-oriented and pedestrian-friendly destination;
- d) Provide strong policy direction for physical development design with reasonable flexibilities allowed to encourage innovative and diverse urban design; and,
- e) Ensure that new development and redevelopment conforms to Brampton's *Development Design Guidelines*.

4.10.1 Physical Design and the City Concept

In order to have a successful integration of Brampton's various nodes, corridors, neighbourhoods and districts, the City shall require the form of development to adhere to appropriate urban design principles, and meet higher expectations. The public realm and built form are complementary, and work in conjunction to create these elements.

4.10.1.1 The physical design of a site shall relate to its role in and enhance the overall City structure.

4.10.2 The Public Realm

Successful places can be identified by their character, the quality of the public realm, ease of movement, legibility, adaptability, and diversity. The public realm comprises a number of important components including public and open spaces, streets and parks. These are key shared assets that bond people and places together. They make up a significant part of the image and identity of a city and instil a sense of civic pride for the community.

The City shall create a high quality public realm that will set a model for high standard development design. To promote high quality, innovative design in the public domain, the City shall



- Commit sufficient public resources and funding for public buildings and facilities;
- Use design competitions and awards to promote excellence in and public appreciation for urban design; and,
- Encourage public participation in the design process and ownership of the public realm.

The design of the public domain shall be in accordance with the policies of this section and the *Development Design Guidelines* and should address the following structuring elements:

- Streetscapes
- Public Squares & Landmarks
- Edges and Gateways
- Views and Vistas
- Public Spaces and Civic Projects
- Semi Public Open Space

4.10.2.1 Streetscapes

The development of a comprehensive streetscape system is integral to the identity of a community and the creation of an attractive and efficient public domain.

4.10.2.1.1 Streetscape design is comprised of the public realm and the built form. Key considerations shall include:

- Street elements within the public street right-of-way;
- Site planning and Built Form on adjacent private lots;
- The interface between private and public zones;
- Creating an animated, well-used street by prohibiting, where feasible, reverse-fronting lots;
- How buildings address the street edge; and,
- The location of utility and transit services.

4.10.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form and landscape features. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:

- Communicate the image and character of the community;
- Reinforce the street network and enhance special community roads (primary streets);
- Promote an urban relationship between built form and public spaces;



Public Participation in Design Process



Gage Park



Main Street – Downtown Brampton

Urban Design





George Street –
Downtown Brampton



Roofscapes
Vales of Castlemore



Street Design to Cater to
Various Modes of
Transportation

- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the importance of the car/garage on the streetscapes; and,
- Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime.

- 4.10.2.1.3 Roofscapes shall be designed to provide visual interest for the public streetscape.
- 4.10.2.1.4 The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape.
- 4.10.2.1.5 Electrical utilities are required to be placed underground in residential subdivisions. The same standard shall apply to other parts of the City, particularly along arterial roads and in industrial subdivisions. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements.

Street Network

The structure of the street network is a major influence on streetscapes. As well, public streets are public spaces and shall be designed to that end. It is the City’s intent to implement an appropriate street network that fulfills the transportation needs of the community, based upon a hierarchy of grid-like streets.

- 4.10.2.1.7 The street network shall be established in accordance with the Transportation policies of this Plan, and subscribe to the following urban design-oriented principles:
- (i) Provide street patterns in a grid-like pattern with walkable block lengths, multiple connections between streets to provide alternative routes for pedestrian, vehicular and bicycle movement;
 - (ii) Street patterns shall be clear and understandable to promote ease of orientation and convenient access;
 - (iii) The street network design shall preserve and respond to existing natural and topographical features such as wetlands, woodlots and valleylands;
 - (iv) The street network shall promote pedestrian movement and pedestrian-scaled spaces by using finer and more connected grid

Urban Design



design, hence more walkable block lengths;

- (v) The street network shall be designed to accommodate public transit, specifically at community focal points (i.e. libraries, schools and community centres);
- (vi) Street rights-of-way shall promote the safety of passage for all users through flexible rights-of-way widths, the use of public and private lanes, and the integration of traffic circles and roundabouts; and,
- (vii) Where a street abuts a natural open space on one side the streetscape treatment on the developed side of the street will be consistent with the adjacent built form, whilst the open space side shall be enhanced for pedestrian comfort and movement, and views into the area.

4.10.2.1.8 A variety of road and cross section designs should be explored including sidewalk widths, curb radii, intersection size, and design that can accommodate on-street parking to support and promote pedestrian movement and transit use in conjunction with the adjacent land use and built form.

4.10.2.2 Public Squares and Landmarks

Landmarks are areas identified on the basis of their existing/potential symbolic significance, cultural heritage values, their prominent locations in the City pattern, or a combination of these factors. Examples of landmarks are the City Hall and the Rose Theatre Brampton.

4.10.2.2.1 It is the City's intent to:

- (i) Preserve and enhance existing landmarks,
- (ii) Require important public and institutional buildings/development at gateway locations to be designed to attain landmark status to further reinforce its strategic location and importance in the City's image and identity; and,
- (iii) Locate community institutions (such as schools and places of worship) to form local landmarks in appropriate locations.

Public Art

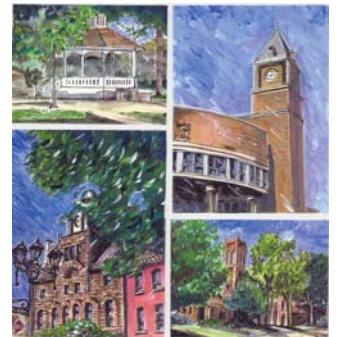
4.10.2.2.2 The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the



GTA Example of Round-About



Main Street – South of Steeles Road



Brampton's Major landmarks



McLoughlin Park – Queen Street

Urban Design





Public Art at
City Hall



Landscaped Edges -
Grovedwood Drive



Entrance Feature,
Vales of Castlemore

Urban Design

overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity.

- 4.10.2.2.3 To further promote public art in Brampton, an Arts and Culture Master Plan shall be developed, including a public art policy to provide directions on site identification, selection, funding and incentives.

4.10.2.3 Edges and Gateways

Edges and gateways help to define a community's identity by providing the means for the community to understand its boundaries. There are three types of edges and gateways in the City: community edges, gateway intersections and entrance features.

Edges

Edges reveal the community's image and the character of different neighbourhoods and spaces to pedestrians, bicyclists and motorists. They should play an important role in establishing appropriate interfaces with adjacent land uses and blocks.

- 4.10.2.3.1 Arterial roads are the primary edges of a community and a variety of street patterns will be encouraged along this edge including the use of window streets. Special attention shall be given to prohibiting reverse frontage, where feasible, in favour of window streets and other lotting types.
- 4.10.2.3.2 Arterial roads should form the primary edges of the communities and corridors. Their function should be multi-faceted and should not focus solely on the movement of vehicles. Through their design, arterial roads should link communities on either side of the road and not become barriers/separators between communities.
- 4.10.2.3.3 Edges should have an outward focus to the street and the public realm and not inward into the adjacent community. Accordingly, edges and corridors should be the focus for medium and high density uses which should be oriented to the road to help define and reinforce the edges. The design of the arterial road should support these land uses and provide a comfortable environment for the pedestrians. The scale and location of the intersections of these roads should be designed to ensure pedestrian safety and convenience.

Gateways

Gateways are prominent sites located at the entry points into the City and nodes and districts. They are visually prominent locations, or are part of landmark precinct and may have historic importance. A hierarchy of gateways has been defined under the City's Gateway Beautification Program.

- 4.10.2.3.2. Gateway intersections shall be designed as integral component of the primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning.
- 4.10.2.3.3. Community image and identity shall be conveyed through the detailed design of the built form and entrance features. These shall include orienting the primary building to face the intersection/corner, and the use of special architectural elements and landscape features.
- 4.10.2.3.4. Gateway design shall be co-ordinated with the City's Gateway Beautification Program to promote the Floral City image.
- 4.10.2.3.5. Entrance features should be used to reinforce the gateway intersections and the entrances to the neighbourhoods.

4.10.2.4 Views and Vistas

Views and vistas are significant visual compositions of important public and historic buildings, open spaces, natural features, landmarks, and skylines which enhance and live the overall physical character of an area. "Views" are generally panoramic in nature while "vistas" usually refers to a strong individual feature often framed by its surrounding.

- 4.10.2.4.1 View and vistas shall be determined at the secondary planning stage to reinforce the land use pattern and public spaces (in particular the location of parks, community facilities, institutions and open space links).
- 4.10.2.4.2 The strategic location of view corridors should contribute to the creation of neighbourhoods as they provide transitions between land uses and points of orientation.
- 4.10.2.4.3 Views and vistas shall be achieved through the strategic alignment of rights-of-ways, the layout of pedestrian circulation and open space systems and the siting of major features, public uses and built form.
- 4.10.2.4.4 Views and vistas, and associated community uses such as parks, shall be enhanced with an appropriate street network which terminates primary streets at these features. Streetscape design such as planting and lighting shall reinforce views to these locations.
- 4.10.2.4.5 The main façades of community facilities and neighbourhood park entrances shall be oriented at terminations of primary streets to act as the view's focal points.



Gateway to Downtown
Brampton



The Manors of Wellington
Crowne



Stormwater Management
Pond - Fletchers Meadow



4.10.2.4.6 Natural environmental elements shall be preserved and integrated including naturalized stormwater management areas in the community block plan to provide view corridors and vistas.

4.10.2.4.7 Views and vistas shall be designed in accordance with the *Development Design Guidelines*.

4.10.2.5 Public Spaces and Civic Projects

Major elements of the public realm are the open space system and engineering structures. The design of the open space system should support a balanced vision for recreation, urban design, natural systems and community identity. Its design should be co-ordinated with that of engineering structures which form an integral and necessary component of the streetscape.

Open Space System

The open space system includes parks, open space links, multi-use trail system, natural features, and stormwater management facilities. Design of the open space system shall be considered in conjunction with the Transportation Section of this Plan.

4.10.2.5.1 It is the City's intent that the open space system shall:

- Be designed in accordance with the Environmental Management and Recreational Open Space policies of this Plan, the *Development Design Guidelines* and the City's Asset Management's Greening Policy;
- Contribute to the vision of creating a city of parks and gardens at Brampton and the City's Flower City strategy;
- Be a continuous and co-ordinated system by connecting the proposed with the existing systems and the City-wide open space system through the use of green connector roads, and a pedestrian/ bikeway system;
- Enhance the visual appeal of the community, and the health, safety and comforts of residents and users by providing protection from the elements and microclimatic modification;
- Provide social and recreational opportunities for residents and users; and,
- Be sustainable.



Paradise Mahogany



Fletchers Meadow Park –
Multi-use Trail

Engineering Structures

Engineered structures are generally located in the public right-of-way and/or public spaces and are an important part of the visual experience of the public domain. They include bridges, bridge abutments, headwalls, retaining walls, drainage channels and guardrails, among other features.

4.10.2.5.2 Engineering structures shall be designed to enhance the visual quality of the public domain and the community character, and in accordance with the Development Design Guidelines including:

- The scale, form, siting and massing of engineering structures shall be appropriate to its natural and built environment; and,
- Materials, colours and method of construction shall be consistent with other community design elements.

4.10.2.6 Semi Public Open Space

4.10.2.6.1 The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage.

4.10.2.6.2 These spaces will not be considered as contributing towards parkland dedications under the *Planning Act*.

4.10.2.6.3 A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art.

4.10.2.6.4 These spaces should be linked physically and visually to the pedestrian network and other public spaces.

4.10.2.6.5 These spaces should be designed to ensure an adequate penetration of sunlight.

4.10.2.6.6 The developer should promote the active management and programming of these semi public spaces.

4.10.3 Elements of Built Form

Built form is generally reflective of the private realm, but also defines the limit of the public realm. Built form has identifiable aspects relating to urban structure, urban grain, density and mix, height and massing, building type, façade and interface, details and materials, streetscape and landscape.



Main Street Bridge



GTA Example of Multi-Storey Building



Examples of Mid-Rise Building

Urban Design

The built form is composed of the following identifiable areas:

- Multi-storey buildings (including both tall buildings and mid-rise buildings)
- Community Revitalization
- Transit-Oriented Development
- Mixed-Use Development
- Public and Institutional Buildings
- Auto-Oriented Development

4.10.3.1 Multi-Storey Buildings

The use of height to create a specific urban form is appropriate at certain locations within the City. Multi-storey buildings, specifically tall buildings, contribute to the image of a city and its skyline. Their design must therefore address issues including, but not limited to, their location, massing, use, and services. Sufficient on-site amenities and facilities should accommodate the anticipated use of the building.

Mid-Rise Buildings

Mid-rise buildings are generally considered to range between 4 and 9 storeys in height. They are encouraged to frame the street they are fronting while allowing access to sunlight to adjacent properties.

Mid-rise buildings are appropriate along the City's corridors and within its nodes particularly as part of the larger-scale mixed-use and transit-oriented development areas.

The uses within mid-rise buildings should be contingent on the compatibility and flexibility of the uses with percentages of commercial, retail, office and residential uses specified depending on the location of the building. Mid-rise buildings should be permitted to develop to 3 FSI/FAR which generally allows four storeys with commercial uses at grade, and three storeys of residential uses above. A higher FSI/FAR may be considered on a site-specific basis, contingent on the merits of the quality of design and amenities of the project.

4.10.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
- Servicing (i.e. loading, garbage, parking);
- Separation between commercial and residential;
- Access to transit;
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);
- Build along the streetline and maintain common setback; and,
- Ground floor uses.

Tall Buildings

In the context of Brampton, tall buildings are defined as those over 9 storeys in height. Subject to the following policies, they may be appropriate for certain locations in the City including the urbanized sections of the City such as certain areas of the Central Area, major nodes and gateway locations to express or reinforce their image as focal points.

4.10.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.10.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.10.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

4.10.3.2 Community Revitalization

In the City's established neighbourhoods and built up areas, continual maintenance and improvement are required to conserve the fabric and to ensure their vitality and efficient functioning. Community revitalisation may take various forms including infill, intensification, replacement or redevelopment.

- *Infilling* describes the action of developing on a vacant lot which is bounded by existing uses.
- *Intensification* suggests an increase to the amount of land and/or air used for a particular use. This can mean incorporating additional residential units to an existing residential building (i.e. converting a single detached house to a semi-detached house). It may also involve a commercial or industrial venture, which utilizes more land for additional building area. Or, it may involve an increase to the height of a building for additional gross floor area while not adding to a building's footprint.
- *Replacement* involves the demolition of a development and replacing it with a use / built form similar to the original.
- *Redevelopment* is often considered as the demolition of a development and replacing it with a more appropriate development (i.e. to lower density, to a different land use such as parkland, or affordable housing, etc.). Redevelopment can also involve "re-inventing" a development for a different use (i.e. converting an industrial building for commercial or residential uses).



Belvedere Tower –Infill Development

These development activities are encouraged because they help make better use of the existing infrastructure and resources and meet the City's objectives for managing growth. As well, the City is required to meet the minimum target, set by the Province's proposed Growth Plan, of accommodating 40 percent of future growth through residential intensification and redevelopment within the built-up area starting from 2015.

The key consideration for new development/redevelopment in existing built-up areas is compatibility. Compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. The physical context includes site conditions, the existing land use and neighbourhood, landscape and townscape. As such, it may sometimes be appropriate to have the same form and scale as the neighbouring, or a completely different form and design if the intention is to create a landmark. Each case has to be considered on its own merits.

When considering new development within an established residential neighbourhood, consideration must be given to the massing, scale and height of development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. New development must allow adjacent properties to maintain their access to privacy and sunlight. Adequate separation between new and existing buildings is required, along with the use of comparably mature landscaping and fencing in order to maintain privacy and character.

If new development is of a density higher than that existing, service areas (i.e. garbage storage) should be located such that these areas do not adversely affect the function or visual quality of the development, nor impinge on an adjacent landowner's ability to enjoy their own property.

- 4.10.3.2.1 Community revitalization is encouraged throughout the City except in areas designated Estate Residential, and Open Space in Schedule A, and subject to the policies of this section.
- 4.10.3.2.2 In areas of a predominant character, proposed lot sizes need not be the same, but must be compatible.
- 4.10.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour and materials.
- 4.10.3.2.4 Proposed development shall adhere to the existing prevalent road and lotting pattern in the area. Creation of public streets is preferred over private ones.

- 4.10.3.2.5 There should be sufficient capacity in the existing road and transportation network, infrastructure and community services to cope with the proposed development.
- 4.10.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.
- 4.10.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).

4.10.3.3 Transit-Oriented Development

Public transit is a priority tool to help achieve sustainable development as it is more space and energy efficient and cleaner than automobiles. Development that supports the use of transit is thus the focus of this Official Plan.

Transit-oriented development can take different forms, but is generally located within the City's nodes and along its corridors where the typology of the built form is conducive to different modes of transportation and a mix of land uses. Transit-supportive development is promoted in areas outside of these specific locations and must be incorporated in the early planning stages such that new development is flexible and transit may be introduced at a later date when circumstances warrant.

The key elements of transit-oriented development are density, design and diversity as articulated in the policies below.

- 4.10.3.3.1 Transit-oriented development must be sustainable and affordable.
- 4.10.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.
- 4.10.3.3.3 A mix of higher density uses are encouraged along arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.10.3.4 shall apply if mixed uses are proposed.
- 4.10.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.



Church Street –
Affordable Housing



- 4.10.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.

4.10.3.4 Mixed-Use Development

Mixed use development refers to development with integrated uses either horizontally or vertically or a combination of both. They come in a variety of forms ranging from live-work to mixed use buildings to mixed use districts.

Mixed-use development provides variety and richness of community life and is particularly effective in supporting focal points and gateways. Integrated development is proposed in the Central Area, and designated nodes and corridors where transit is accessible and there is an existing concentration of complementary uses. These developments allow efficient use of existing resources and municipal infrastructure, especially in supporting public transit. At these prominent locations, mixed-use development is encouraged to provide an increased level of activity and reinforce their visual and functional prominence. At a more local level, mixed uses contribute to promoting pedestrian activity and animated street life for extended period of time. Diversity of uses is encouraged to promote the potential for individuals to live and work within the community.

Mixed use development shall be subject to a high standard of urban design to support their landmark image and functions as appropriate, promote transit oriented development, create a favourable pedestrian realm, and ensure compatibility of the various uses within and without the development. In addition to the policies for the single uses, special attention shall be given to contextual design and planning through a combination of careful site layout, built form, street and streetscape design as well as on-site amenities.

- 4.10.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated nodes and corridors.
- 4.10.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.
- 4.10.3.4.3 The permitted uses within mixed use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.
- 4.10.3.4.4 Mixed use development shall cater to all modes of travel but priority shall be given to transit and walking.



GTA Example of
Live-work Units



GTA Example of Mixed-Use
Development

4.10.3.4.5 Transit and mixed use are mutually supportive. Diversity of uses provides for round-the-clock use of transit and adds to vibrancy and economic vitality. The policies in 4.10.3.3 shall apply to promote transit-oriented design in mixed use development. Consideration shall also be given to :

- Include requirement for transit provisions including transit shelters and/or transit stations within larger scale mixed use development/districts;
- Design transit facilities as focal points and amenities;
- Ensure direct pedestrian linkages to transit facilities;
- Include park and ride facilities;
- Encourage shared parking; and
- Allow a lower parking requirement to encourage use of alternative modes including transit, walking and cycling.

4.10.3.4.6 An attractive and efficient pedestrian realm is key to the success of mixed-use development. To enhance walkability, compact development form and human scale design shall be employed with particular considerations given to the following:

- disposition and orientation of buildings eg. siting buildings to frame the street and define edges, orienting at least one entrance to face towards an abutting street and connecting it directly to the sidewalks;
- providing continuous pedestrian connections by minimising the number of curb cuts;
- creating interest along the street to make the streetscapes more walkable and attractive; eg. in appropriate locations encourage ground floor retail, restaurants and other pedestrian friendly uses; creating interesting architectural character and built form specially at street level through massing, staggering frontage, display windows, the use of weather protection features such as awnings and canopies etc.

4.10.3.4.7 The nature of integrated uses, vertically or horizontally, shall require special attention to compatibility. Compatibility amongst the various uses is required as is the compatibility with the adjacent and surrounding neighbourhood. Considerations shall be made to use, scale, form and character to ensure smooth transition and promote synergy between various uses. Approaches/tools that can be employed include but are not limited to:



Example of Live-work Units

- site layout and built form eg. using building setbacks, disposition, orientation, height, width, roof form, materials and façade articulation similar to that prevalent in the surrounding;
- Orientating uses and features with potentially adverse impacts away from neighbouring uses/buildings eg. avoid garages, parking lots or service areas facing or impinging on the front of neighbouring buildings;
- Locating community uses or less intensive uses on the perimeter or interface area; and,
- Use of open spaces, public squares, and natural features to provide screening or buffer.

4.10.3.5 Public and Institutional Buildings

Institutional development includes schools, libraries, community centres, fire stations, performing arts centres and places of worship. These buildings have the capacity to be the focal point of a community with a distinct identity. As such, the design of these buildings should recognize their civic importance with a view to reinforcing their focal significance to contribute to their potential as landmarks.

4.10.3.5.1 Community and institutional development sites will generally be located at focal intersections of primary streets with the main entrance facing the street to facilitate maximum visibility.

4.10.3.5.2 Special architectural elements will be used to create a distinct identity.

4.10.3.5.3 Special attention will be paid to site access, setbacks, parking areas, landscaping and signage which shall be designed in accordance with the *Development Design Guidelines*.

4.10.3.6 Auto-Oriented Development

While the City's core design objectives are to give priority to pedestrians and public transit, certain auto-oriented development is still necessary including gas stations, automobile repair and sales facilities and drive-through restaurants. By their nature, these developments are usually visually prominent with high visibility along major roads and intersections. Their operational and functional requirements are often inconsistent with the City's urban design objectives. To reconcile these differences, the following development design principles are set out for auto-oriented development:



Provincial Offences
Courthouse



Gas Station (Bovaird Road) -
Complementing Adjacent
Residential Development

Urban Design



- 4.10.3.6.1 Designation of auto-oriented uses shall be subject to the policies in Section 4.2.13 of this Plan and the Secondary Plans. As a general policy, auto-oriented development is not permitted at main gateways, in the Central Area, office centres, within close proximity to residential areas and to other auto-oriented uses.
- 4.10.3.6.2 Where permitted, auto-oriented development shall be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high quality public realm and streetscapes through a combination of site planning, landscaping and built form including:
- Locating the principal building at or near the street edge;
 - Locating parking and service areas away from the street such as at the rear or flank of the building that are not facing or exposed to the public realm, and/ or screened from neighbouring properties;
 - Locating the stacking and drive-through lanes at the rear or side yards and not between the building and the street to minimise the impact on streetscape and the adjacent properties, and to ensure a positive contribution to the pedestrian environment;
 - Landscaping the stacking and drive-through lanes and the parking areas to soften the visual elements; and,
 - Maintaining an effective level of vehicular traffic functions both within the site and on the surrounding road network and providing clear separation of vehicular and pedestrian traffic to ensure ease and safety of movement.
- 4.10.3.6.3 In addition to the policies in Section 4.10.3.6.1 to 4.10.3.6.2, development plans for automobile service centres shall address building massing and scale as well as issues specific to these uses including canopies, pumps and islands for gas stations, ancillary buildings and structures, signage and lighting.
- 4.10.3.6.4 The City shall prepare detailed design guidelines to guide the development of auto-oriented uses.

Loading Areas

- 4.10.3.6.5 Loading areas are necessary to help service business operations. They shall be designed to :
- Minimise the visual, noise, and air impact on the surrounding environment. In commercial development, the service and loading



Drive-Thru Facility



Restaurant with Drive-Thru Facility

areas shall be located away from residential areas, arterial roads and primary roads;

- Orientate away from the general circulation of people and automobiles;
- Be accessible but not highly visible;
- The implementing zoning by-law may contain setback provisions between loading areas and arterial roads; and,
- Maintain a reasonable separation distance from residential areas.

Parking

4.10.3.6.7 Site planning should minimise the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping. The following design principles shall apply to parking:

- Parking areas shall be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement. Large unarticulated parking areas shall not be permitted;
- Where possible, parking for multi-unit dwellings and apartments shall be located below grade;
- Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located whenever possible at the rear or side of the blocks and connected to the streetscape through pedestrian links or covered ways;
- In institutional areas, access point to parking areas shall be minimised to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks shall be considered; and,
- On-street parking is encouraged on primary roads to promote convenience and traffic calming.

4.10.4 Implementation

4.10.4.1 Urban design objectives and principles shall form an integral part of the City's planning and decision-making processes to ensure that the goal of



Example of Multi-storey
Parking Structure



Parking Structure with Retail
at the Main Level

achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

4.10.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

4.10.4.3 The City of Brampton shall use a variety of tools in accordance with the policies in Section 5 of this Plan and the *Planning Act*, to help provide principles and guidance towards promoting a City that “involves place, people and visions”. These include:

- the City’s *Development Design Guidelines*,
- Architectural Control,
- the Block Planning process,
- Tertiary plans/district design plans,
- Subdivision approval,
- Zoning and design standards,
- Site plan control,
- Design briefs, and,
- Current municipal development engineering standards

4.10.4.4 The City’s zoning by-law shall be reviewed to ensure consistency with this policy.

4.10.4.5 The City’s municipal development engineering standards shall be reviewed to ensure consistency with this policy and to facilitate innovative physical design.

4.10.4.6 When utilizing the implementation tools stated in Section 4.10.4.3, all development and redevelopment will be subject to the consideration of the following elements:

- (i) **Sustainability:** How the design promotes the wise use of the limited resources especially non-renewable resources taking in account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings, landscapes and infrastructure.
- (ii) **Enhancement:** How the physical development shall conform to the City’s overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.



- (iii) **Sense of Identity:** How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- (iv) **Diversity:** How the physical development promotes a diversity of design, form and use.
- (v) **Open Space:** How the physical development contributes to the vision of creating a city of parks and gardens at Brampton and celebrate the Floral City heritage; provides additional accessible Open Space to the City's Open Space network, contributes to ecosystem function, and provide linkage to natural features or to public Open Space.
- (vi) **Preservation:** How the significant elements of the built and natural environment shall be preserved and integrated into new development. Some of the significant elements include:
 - Natural features such as woodlots, valleylands, ponds, creeks and streams which ,
 - Built structures such as significant architecture,
 - Heritage features including built and natural heritage resources; and
 - Important views and vistas.,
- (vii) **Scale:** How the physical development utilises spatial definition techniques to emphasise and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- (viii) **Circulation:** How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian and bicycle movement.
- (ix) **Accessibility:** How the physical development promotes universal design and accessibility.
- (x) **Safety:** How the physical development ensures personal safety.
- (xi) **Human Services:** How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- (xii) **Land Use Compatibility:** How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions. Where the use of

buffer is required, the following design considerations shall be heeded:

- Planting, grading and building orientation shall be used to the greatest possible extent;
- Associated walls and fences shall be unobtrusive and proportioned to the local setting;
- Buffer components used in the original design shall be of long term maintainability; and
- Buffer shall contribute to environmental features.

(xiii) **Energy Conservation:** How the physical design contributes to promote effective energy conservation eg. how the building design and orientation maximize passive solar energy gain and minimise energy loss from prevailing winds; how plant materials are utilised to reduce heat loss in winter and heat gain in summer; and how land use and supporting facilities are arranged to encourage energy conservation lifestyles.

4.10.4.7 Public appreciation and support for high quality and innovative urban design is important to the successful implementation of this policy. Various means shall be provided to encourage the public to participate in and contribute to the physical development of the City including design committee, design competitions, urban design awards, and other similar initiatives to be established.

4.11 FINANCIAL AND PHASING

Providing services to the citizens of a City is a costly undertaking, particularly under conditions of rapid growth when financial resources must be allocated to both existing communities and to new development. Accordingly, establishment of an appropriate system of financial priorities to guide municipal spending should be a vital part of an Official Plan.

All land developments are a consequence of actions and processes ranging from initial Official Plan amendments and expansions, to final approvals, the issuance of building permits and actual construction. It is obviously not practical or cost effective for the City or other approval and servicing agencies to process or service all developments simultaneously. As a consequence some degree of phasing or sequencing of developments is a naturally occurring phenomena. Priorities are inevitably set, but the real challenge lies in determining the appropriate basis for this phasing or priority setting; whether based on ad hoc judgements or, alternatively, on sound guidelines that seek to optimize the costs and benefits of choices from an overall municipal or public perspective. The objectives and policies of this section assume that phasing practices ought to be based on the latter optimization criterion.

4.11.1 Financial

Objective

It is the objective of the Financial policies to:

- a) protect the financial integrity of the City by ensuring the provision of acceptable levels of service at the lowest possible cost; and,
- b) work in cooperation with the Region of Peel, and other authorities as appropriate, to ensure the financial integrity of the City and the efficient and effective provision of services, avoiding duplication.

Policies

- 4.11.1.1 The City supports the principle that new growth should primarily support itself in terms of capital requirements and, accordingly, will utilize the provisions of the *Development Charges Act* and related mechanisms to the maximum extent permissible to obtain financing for that purpose.
- 4.11.1.2 Recognizing that some capital costs cannot be funded from Development Charges, the City will endeavour to plan and manage its finances so as to minimize the use of debenture financing for such costs.



4.11.1.3 The City shall endeavor to manage growth, on both a City-wide and sub-area basis, to ensure that an appropriate balance is maintained between demands for services and overall fiscal capacity.

4.11.1.4 The City acknowledges the need to adopt supportable service level criteria for municipal services as a basis for establishing appropriate financial policies.

4.11.1.5 The City will periodically review its overall financial management procedures to consider the merits of utilizing various cost saving and efficiency measures such as:

- (i) the establishment and maintenance of appropriate asset replacement reserves;
- (ii) the preservation of a significant variable component within departmental budgets in order to respond effectively to economic cycles;
- (iii) efforts to reduce the dependence of programs on property tax financing;
- (iv) reviews of capital facility standards and cost estimates from time to time;
- (v) strongly advocating the reassessment of all property at regular intervals to ensure that the City is effectively able to charge fair taxes on all land uses;
- (vi) the maintenance of debt charges at a low percentage of operating expenditures; and,
- (vii) conducting building and property rationalization studies from time to time to identify unutilized or underutilized assets which can be put to better use or liquidated to build up asset replacement reserves.

4.11.1.6 Recognizing the financial benefits of a high proportion of commercial, industrial and business assessment, the City shall endeavour to:

- (i) commit an effective level of financial resources and staff effort to the task of formulating and implementing promotion strategies that will attract such development to locations in Brampton;
- (ii) screen applications for the redesignation of commercial/industrial uses to residential to assess the degree to which they would shift the City's overall portfolio of attractively located commercial/industrial locations over the short and long term relative to the amount of non-residential development that could realistically be attracted to those locations from a market perspective; and,

- (iii) review its parking standards, building setbacks, landscaping and site plan standards, and its traffic management procedures, from time to time, to ensure that appropriate standards for commercial industrial and business uses are maintained.

4.11.1.7 The City shall prepare and maintain a comprehensive financial policy to be utilized along with short and long term capital and operating programs and budgets to manage the financial affairs of the City in a manner consistent with the objectives and policies herein and to determine sources of funds and establish project priorities. The Financial Policy should specify appropriate targets and objectives related to:

- (i) overall servicing levels;
- (ii) user charges and mill rates;
- (iii) residential to non-residential assessment ratios;
- (iv) non-development fund reserves per capita; and,
- (v) reserve fund surpluses or deficits.

4.11.2 Phasing

Objective

It is the objective of the Phasing policies to use development phasing mechanisms to:

- a) optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;
- b) safeguard and enhance the financial health of the City; and,
- c) avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such servicing systems.

Policies

4.11.2.1 The following criteria shall collectively be used, in an overall cost-benefit context, as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given development priority with respect to all stages of the development approval process including Official Plan amendments, Secondary Plan studies and subdivision and rezoning applications:



- (i) Financial: Developments will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation, and projects that actually improve the overall tax base on a net basis will be appropriately recognized;
- (ii) Support to Existing Infrastructure: Favours those developments which infill or round out existing communities, which can make use of existing under-utilized facilities, and which will expedite the completion of missing links or components of partially completed facilities;
- (iii) Piped Services (Sewer and Water): Favours those developments which are most economically (to the City and the Region) provided with piped services in the context of current and planned construction programs;
- (iv) Transportation Services (Road and Transit): Favours those developments which are most readily and economically provided with roadway facilities and with transit services;
- (v) Parkland and Community Services: Favours those developments which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services;
- (vi) Consistency with Housing Needs: Favours those developments which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton;
- (vii) Environmental Concerns (Noise, etc.): Favours those developments which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including ecosystem function, environmentally sensitive areas and flood susceptible areas;
- (viii) Employment Land Supply: Favours those developments, which best maintain or help to achieve objectives for employment growth by providing business, commercial and industrial lands in strategic locations.
- (ix) School Related Concerns: Favours those developments which will maintain or help to achieve acceptable levels of school facility service;
- (x) Availability of Agricultural Land: Favours those developments that are on the least capable agricultural land, are contiguous to existing development, and do not encroach on large units of undeveloped agricultural lands that are defined by significant natural or man-made boundaries;

- (xi) Risk Prevention and Reduction: Favours those developments that have prevention and/or mitigation measures in place that will help eliminate or reduce the probability of an emergency from occurring (prevention) and/ or reduce the impact caused by an emergency that cannot be prevented (mitigation);
- (xii) Consistency with other Official Plan Policies: Favors those developments which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria; and
- (xiii) Application Date: Among developments which are rated relatively equally on all of the other criteria, favours the earliest development application in official circulation.

4.11.2.2 Based on the Financial Policies in Section 4.11.1 of this Plan, the Phasing Objectives in 4.11.2, and growth forecasts developed from time to time by the Province of Ontario, Region of Peel and City of Brampton; the City may adopt an annual growth target of approximately 5500 residential units per year to be used in establishing priority for planning and budgeting of new infrastructure and services and in phasing of development approvals that could otherwise result in the target being exceeded. The annual growth target shall not limit development in Downtown Brampton or the Central Area where high levels of growth are to be encouraged in keeping with the principles of this plan and the relevant Secondary Plan policies.

4.11.2.3 Notwithstanding the broad intent and flexibility of the preceding policies, the City will endeavour to clarify and detail its phasing intentions at the earliest practical opportunity in the overall development approval process, preferably at the Official Plan Amendment or Secondary Plan stage, although it is still recognized that certain circumstances that may necessitate phasing may not exist or be fully predictable until a later stage of the process. In addition, the City will establish priority and set specific growth targets at the Community Block Plan stage on the basis of the policies in the OP including Section 3 Sustainable City Concept, the criteria in Section 4.11.2.1 and considering the City Wide annual growth targets established in keeping with Section 4.11.2.2. This may result in phasing policies, which require that progression from one phase to the next phase be based upon the substantial occupancy of the earlier phase.

City Wide annual growth targets established in keeping with Section 4.11.2.2 will typically be implemented annually at the draft plan of subdivision approval stage. However, where a public benefit has been identified in doing so, the City may use tools such as agreements on title governing phasing and “H” holding zone by-laws under Section 36 of the *Planning Act* to establish specific timelines for development resulting in draft plan approvals that exceed the annual target but a timeline for



building permit issuance and actual construction that is in keeping with the annual target.

4.11.2.4 When development priorities are established and incorporated into comprehensive phasing plans in accordance with the policies of this section, developers may be required to enter into phasing agreements satisfactory to the City as needed to guarantee that rates of development will not outpace the provision of services, particularly those that are beyond the direct control of the City.

4.11.2.5 The City recognizes that the responsibility for providing some types of essential services rests predominantly with other jurisdictions such as the Region of Peel and the Province of Ontario, and accordingly the City urges those jurisdictions to:

- (i) address their phasing responsibilities in a comprehensive, constructive and equitable fashion based on objective analysis in partnership with the Area Municipalities;
- (ii) focus on flexible criteria based phasing approaches as proposed herein rather than rigid geographic approaches;
- (iii) recognize that they may be requested to support a phasing option that is not their optimum choice, but which offers the most favourable balance of benefits on a multi-jurisdiction basis; and,
- (iv) use the City as the prime phasing agent to implement both City and Regional phasing measures so that multi-layered phasing actions are properly coordinated.

Financial Phasing Policies

4.11.2.6 The City shall consider conducting comprehensive financial evaluation studies as appropriate to examine the interrelationship of a variety of financial and related variables, in comparison to similar municipalities, for the purpose of establishing desirable and minimum baseline financial conditions for Brampton. The variables to be evaluated in such financial studies should include assessment ratios, mill rates, non-development fund reserves per capita, overall servicing levels, user charges, deficit control, etc.

4.11.2.7 Financial monitoring mechanisms referenced to these desirable and minimum baseline financial conditions would be required as a means of determining when phasing becomes necessary.

4.11.2.8 If and when financial phasing becomes necessary in Brampton and when such a measure is properly supported by a comprehensive financial evaluation study and monitoring mechanism as referenced in this section, it is suggested that:

- (i) development release targets be determined on an annual City wide basis; and
- (ii) a portion of such releases be allocated on a priority basis to developers who are able to attract or develop a related amount of non-residential assessment in conjunction with residential assessment, with the remainder of the available residential quota to be allocated on a first come first serve basis to developers who have not formed such productive linkages.

Transportation Phasing Policies

4.11.2.9 The City shall endeavour to ensure that transportation improvements that are required to serve development in any particular sub-area of the City are constructed when needed, whether or not such improvements are located within or outside of that sub-area. To that end, the City may adopt specific transportation improvement phasing tables as matters of City policy to ensure that the transportation infrastructure required to adequately accommodate existing and proposed developments will be provided as required.

4.11.2.10 The City will monitor the state of the transportation system relative to existing and approved development levels in various sub-areas and for the City as a whole, and will conduct transportation studies as appropriate to address changing circumstances or additional transportation improvements, as a basis for potential adjustments to transportation phasing mechanisms.

Health Care Facility Phasing Policy

4.11.2.11 The City shall continue to urge the Province to adopt reasonable health care services and facility standards applicable to Brampton and endeavour to ensure that the provision of appropriate health care services keeps pace with the rate of residential growth.

Other Essential Services Phasing Policy

4.11.2.12 The City shall endeavour to ensure that transportation facilities, schools, health care facilities, or any other essential services are available or specifically committed as part of the development approval process.



4.12 PARKWAY BELT WEST

The Parkway Belt West System is a multi-purpose open-space, utility and transportation corridor and urban separator located along the southern edge of the City of Brampton. The Parkway Belt West System is a major structural element of the Toronto-Centred Region concept that among other things provides for urban areas physically arranged in two tiers beyond the northern and western edges of Metropolitan Toronto. The Parkway Belt is the dividing spine for this integrated system of urban areas extending between Hamilton and the eastern limits of Toronto.

The Parkway Belt West Plan, July 1978 was prepared by the Province of Ontario, Ministry of Treasury, Economics and Inter-Governmental Affairs, under the provisions of *The Parkway Belt West Planning and Development Act* and the *Ontario Planning and Development Act*.

Policies

- 4.12.1 Development within the limits of the Parkway Belt West Plan area is governed by the map designations and policies of the Parkway Belt West Plan, July 1978 (as amended) which is deemed to form part of this Official Plan. For an official and more detailed description of the Plan area, reference should be made to The Parkway Belt West Plan, July 1978, and all amendments thereto.
- 4.12.2 Three specific designations, namely Provincial Freeways (that portion of Highway 410 south of Steeles Avenue, all of Highway 407 and a potential associated Highway 407 transitway), Open Space, and Utility are indicated within the Parkway Belt West Plan Area on Schedule "A" of this Plan. These designations are considered to be the same as, or consistent with, those that are contained within the Parkway Belt West Plan, and also collectively represent the area of that Plan as amended to December 31, 2005 . In the case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan prevail.
- 4.12.3 The lands on the south side of Highway 407 between Highway 410 and Torbram Road and designated "Industrial" on Schedule A indicate lands intended to be used for an appropriate range of Industrial uses to be specified in a Secondary Plan through an Official Plan Amendment. Until such time as such a Secondary Plan amendment is approved, the use of the subject lands shall be limited to those uses and related conditions set out for those same lands in the Parkway Belt West Plan, July 1978, as amended to June 28, 1993 (the date of Council adoption of this Plan).



4.13 SPECIAL STUDY AREAS AND SPECIAL POLICY AREAS

4.13.1 Special Study Areas

The Special Study Area designation on Schedule "A" identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when necessary.

4.13.1.1 North Airport Road/Industrial Special Study Area

This Industrial/Special Study Area designation centers on Airport Road and extends southward from Mayfield Road. It has been proposed for prestige industrial and commercial uses, but needs further evaluation to ascertain whether the market can support this form of development in this location.

Policies

- 4.13.1.1.1 The City shall conduct a study and analysis of the Mayfield Road/Airport Road Industrial/Special Study Area designation to determine if the demand for prestige industrial or additional commercial uses is strong enough to ensure that the area can be developed in a manner that is complementary and supportive of the upscale housing objectives for the adjacent areas in this Plan. If the Industrial and Commercial designations are to be retained within this Special Study Area, the specific range of such uses and related restrictions will also be considered and prescribed through this special study process.

4.13.1.2 Mayfield Road/Goreway Drive Special Study Area

The land southwest of Goreway Drive and Mayfield Road extending southward and westward to the adjacent valleylands comprises a Special Study Area that needs further evaluation to determine an appropriate land use designation or mix of designations and associated access provisions in recognition of its isolated character relative to surrounding development lands.

Policies

- 4.13.1.2.1 The City shall conduct a study and analysis of the Mayfield Road/Goreway Drive intersection to determine if the demand for specific forms of residential, institutional or commercial uses, or combination thereof is strong enough to ensure that the area can develop in a manner that is complementary and supportive of the upscale executive housing objectives for the adjacent areas in this Plan. The specific range of such uses and related access and other restrictions to be provided for within this Special Study Area will be evaluated and determined through the special study process.



4.13.1.3 North-South Corridor Protection Area (North West Brampton)

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared for the North West Brampton Urban Boundary Review recommended the need for a Higher Order North-South Transportation facility in order to service the future urban development of these lands and to accommodate future traffic growth from points north and west of the municipality.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a north-south connection in the vicinity of West Brampton/East Halton.

Based on complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and Provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, it identified the physical connection of a North-South Higher Order Transportation Corridor to Highways 401 and 407 and identified a Corridor Protection Area in West Brampton and South East Halton.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407. Council recognize that this facility will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.

Policies

- 4.13.1.3.1 Consent to sever, minor variance, subdivision, site plan and zoning applications within the Corridor Protection Area as identified on Schedule "A" to this Plan shall not be approved if it is determined that the development proposal will preclude the ultimate construction of a north-south higher order transportation corridor.
- 4.13.1.3.2 The alignment of the North-South Higher Order Transportation Corridor shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the North West Brampton Urban Boundary Review and the Bram West Review planning programs should continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South transportation facility, provided that any official plan amendment adopted as a result of these planning processes identifies and protects

all feasible potential alignments.

It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City.

4.13.1.4 North-South Corridor Protection Area (Bram West Secondary Plan)

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared as input into the City's North West Brampton Urban Boundary Review recommended the need for a higher order north-south transportation facility in order to service the future urban development of these lands and to accommodate future traffic growth from points north, south and west of the municipality crossing the Brampton municipal boundary in addition to developments within the Bram West Secondary Plan Area.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new conceptual East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a North-South Transportation Corridor connection in the vicinity of the West Brampton/East Halton boundary.

Based on a complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified that an optimum physical connection of the North-South Transportation Corridor facility would be to Highways 401 and 407 and it also identified a related Corridor Protection Area located in West Brampton.

The Provincial draft Growth Plan (February 2005) identified the GTA-West Transportation Corridor. The Ministry of Transportation has committed to examining the Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor as part of an Area Transportation Study that will examine potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment south of the Oak Ridges Moraine.



Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highways 401 and 407. Council recognizes that this facility will be required to support the full development of the City of Brampton, that it may also become a key link in a future regional, inter-regional and/or Provincial transportation system, and that therefore, a corridor needs to be protected from development.

Policies

- 4.13.1.4.1 No new development will be approved within the Special Study Area as identified on Schedule "A" to this Plan and the lands bounded by the Financial Drive extension to the north, the municipal boundary to the south, Winston Churchill Boulevard to the west and Heritage Road to the east unless it is determined that the development proposal will not encumber the optimum ultimate construction of a north-south transportation facility and the related Bram West Parkway.
- 4.13.1.4.2 Notwithstanding Section 4.13.1.4.1 of this Plan, the existing Maple Lodge Farms poultry and egg processing plant and ancillary uses located on a site of 130 acres in the West Half of Lot 2, Concession 6, W.H.S., may be permitted to expand, subject to standard conditions of development approval.
- 4.13.1.4.3 The alignment of the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the Bram West Secondary Plan Review can continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South Transportation Corridor and the Bram West Parkway facility, provided that any official plan amendment adopted as a result of the planning process continues to identify and protect all feasible potential alignments in Chapter 40(a) and Chapter 40(b) of the Bram West Secondary Plan. It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City of Brampton.
- 4.13.1.4.4 Prior to the release of lands for development within the designated Corridor Protection Area in accordance with the City's Growth Management and Development Approval Programs, jurisdictional matters and financing mechanisms related to the North-South Transportation Corridor and Bram West Parkway must have been addressed to the satisfaction of City Council.

- 4.13.1.4.5 Council recognizes that the determination of the alignment for the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility in accordance with Section 4.13.1.4.3 of this Plan must proceed in a timely fashion. Accordingly, it is intended that the lands within this Special Study Area designation will be released for development as expeditiously as possible.
- 4.13.1.4.6 Prior to the development in the area subject to this Official Plan amendment or any abutting area (including Secondary Plan Areas 51, 52 and 53), but excluding the lands east of Heritage Road in the Bram West Secondary Plan, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for the proposed "North South Transportation Corridor" has been completed and approved.

4.13.2 Special Policy Areas

The Special Policy Area designation shown on Schedule "A" and identified by numbers include the former "Amendment Sites" which represent areas/sites which the City shall permit specific provisions that are exceptions to the general intent and purpose of the land use designation that they fall within. Most of these Special Policy Areas are found on lands within the former "Agricultural" designation. These provisions are historic and it is not intended that they be treated as precedents for further exceptions.

Other Special Policy Areas are intended for primarily residential uses subject to further studies or particular policies and guidelines for the area. The specific location and details of the Special Policy Areas are set out below.

4.13.2.1 Special Policy Area 1

(Part of the East half of Lot 10, Concession 5, W.H.S.)

Policies

- 4.13.2.1.1 The property is designated Business Corridor and shall only be used for gas bar and convenience store purposes.

4.13.2.2 Special Policy Area 2

(Part of the West half of Lot 11, Concession 6, W.H.S.)

Policies

- 4.13.2.2.1 The property is designated Business Corridor and may be used for agricultural purposes, including greenhouses, a dining room restaurant, a licensed lounge and a specialty retail store.



Special Study Areas
&
Special Policy Areas

4.13.2.2.2 The retail store should be limited to a specialty operation involving the selling of home baked goods and specialty food items, preserves, local produce, plants, handcrafted products and antiques.

4.13.2.3 Special Policy Area 3
(Part of the East Half of Lot 10, Concession 6, W.H.S.)

Policies

4.13.2.3.1 The property is designated Industrial and shall be permitted to be used for a precision instruments manufacturing and assembly plant.

4.13.2.3.2 The following general development criteria shall apply:

- (i) the intended industrial use will be one of low density and low intensity with a minimum coverage of the site by buildings, structures, parking and service areas;
- (ii) existing healthy trees are to be retained wherever possible;
- (iii) the banks of the Credit River are to be retained in an undisturbed state and no building or structure, excepting fences and bank stabilization works, shall be located in flood vulnerable areas or within 300 feet of the top of the steep banks of the Credit River;
- (iv) the buildings to be erected on the site shall be as unobtrusive as possible;
- (v) the principal building shall be located as far as possible from existing road allowances that existing major topographic conditions and tree conditions permit without compromising parts (ii) and (iii) above;
- (vi) the owner shall be responsible for the provision of an adequate, potable water supply and sanitary waste disposal facilities; and,
- (vii) the lands not covered by structures, including roads and parking areas, shall be maintained in an attractive, natural state or may be used for basic agricultural purposes (i.e. excluding structures, other than fences, which are ancillary to the agricultural use.)

4.13.2.3.3 The trees that are to be retained on the site, as per site development agreement, shall be protected against damage during the construction phase, including final lot grading.

4.13.2.3.4 Access to Bovaird Drive shall be restricted to one location acceptable to the Ministry of Transportation of Ontario.

4.13.2.4 Special Policy Area 4

(Part of the East Half of Lot 11, Concession 5, W.H.S.)

Policies

4.13.2.4.1 The land is designated Industrial and may be used for industrial and retail purposes subject to the following conditions:

- (i) the uses shall be located within an existing building, and the uses shall be restricted to the manufacturing and processing of farm-related products, such as the packaging and warehousing of peat moss, potting soil, bird food, grain, animal feed, seed fertilizer, manufacture of containers for plant propagation, the retail sale of farm-grown produced goods, and retail sale of used and antique articles from stalls in the form of a market within a limited floor area;
- (ii) the uses permitted shall be of a dry type, not using or requiring any water for cooling, manufacturing, processing or equipment washing, with use of water primarily to serve the domestic needs of employees and customers;
- (iii) the use of the lands for manufacturing and processing of farm-related products and for retail sales shall have due regard for abutting residences by:
 - a) the regulation of the number of storeys and siting of the building to minimize shadowing and visual intrusion; and,
 - b) the requiring of illumination of parking, loading and ancillary areas to be directed away from the abutting residences.

4.13.2.5 Special Policy Area 5

(Concession 4, W.H.S., Part of Lot 14)

The property may only be used for the purposes of agriculture and private recreation. A private recreation area shall include recreation facilities and accessory uses which are available to private club members and their guests.

Policies

4.13.2.5.1 The private recreation area shall be developed in accordance with the following principles:



- (i) Structures shall be low density, low intensity in nature and shall be situated with regard to the rural character and natural landscape features.
- (ii) The location of recreational activities shall have regard for any adjacent agricultural operations and separation distances from such activities will be in accordance with the Agricultural Code of Practice.
- (iii) The approval of the municipality, the Credit Valley Conservation Authority and the Ministry of Natural Resources will be required to straighten, change, direct or interfere in any way with the existing channel of a river, creek, stream or water course. Prior to the issuance of building permits, detailed site, grading and drainage plans shall be submitted for the approval of the Conservation Authority and the municipality.
- (iv) Provision shall be made for adequate landscaping, fencing and buffering to minimize the influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.
- (v) Activities and facilities that are likely to generate noise shall be located away from residences. The illumination of parking and recreation facilities shall be directed away from adjacent residences to minimize visual intrusion and glare upon residences.
- (vi) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of members and their guests. The design of the parking facilities shall have regard to the convenience of the users.
- (vii) Appropriate setback distances shall be imposed to permit the widening of Mississauga Road as may be required by the road authority having jurisdiction.
- (viii) The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

- 4.13.2.5.2 Notwithstanding the private recreation designation, an existing saw mill operation will be permitted to remain, provided that the size or capacity of the mill is not increased. The saw mill may be relocated to another site on the subject property without further amendment of this chapter but subject, at all times, to the development principles outlined in this policy.

4.13.2.6 Special Policy Area 6

(Part of the East Half of Lots 13 and 14, Concession 1, EHS)
(Comprising Parts 2, 4 and 5 on plan 43R-14219 and totalling 0.679 hectares)

Policies

- 4.13.2.6.1 The property is designated “Open Space” and shall be used for a “Place of Worship” and an associated “Community Centre”.

4.13.2.7 Special Policy Area 7

(Part of the East Half of Lot 13, Concession 4, W.H.S.)

Policies

- 4.13.2.7.1 The property may be used for a fire station.

4.13.2.8 Special Policy Area 8: The Brampton Esker

The Brampton Esker Special Study Area is located north of Bovaird and west of Heart Lake Road. It forms part of the Heart Lake Secondary Plan Area that includes provincially significant wetlands, recreational open space and is surrounded by residential and ancillary uses that have been developed in the rehabilitated gravel pits. The focus of the Special Policy Area is to address issues of land use compatibility, and to ensure that future development is sensitive to the abutting highway, wetlands and woodland. A tertiary plan/block plan for the Special Policy Area will be developed to determine the most appropriate development that is compatible with the attributes of the site and surrounding area.

Policies

- 4.13.2.8.1 The following matters will be considered in the process of formulating the tertiary plan/block plan:
- (i) areas to be acquired by public agencies for recreation, transportation and conservation purposes;



- (ii) the treatment of lands that are presently publicly owned;
- (iii) areas to be retained in private ownership and the type and form of development to be permitted in these areas;
- (iv) measures to be taken to protect significant viable woodlots and provincially significant wetland; and,
- (v) the impact of Highway 410 and protection measures to be taken by developers or the City.

4.13.2.8.2 To the extent that it can be achieved under Provincial legislation, appropriate areas of the decommissioned gravel extraction land will be rehabilitated to the satisfaction of the Ministry of Natural Resources.

4.13.2.8.3 The City shall discourage the licensing of new or abandoned pits in the Brampton Esker.

4.13.2.8.4 The Province and other public agencies may be requested to contribute to the rehabilitation and development of the Brampton Esker area for recreation and conservation purposes that may be included in the future Tertiary Plan/Block Plan.

4.13.2.9 Special Policy Area 9: Mount Pleasant

The Special Policy Area at Mount Pleasant junction identifies a key transit node that has significant potential for high density residential development in association with retail and office use.

Policies

4.13.2.9.1 The City shall further assess the potential of areas around the Mount Pleasant GO Station for higher density residential and aggregations of office and retail uses as set out in the Fletchers Meadow Secondary Plan, in conjunction with an additional review to be undertaken during the preparation of the secondary plan for the abutting area to the south (Secondary Plan Area 45).

4.13.2.10 Special Policy Area 10: Clark Boulevard / West Drive

The Special Policy Area in the vicinity of Clark Boulevard and West Drive identifies an area with long term potential for high density residential development.

Policies

4.13.2.10.1 Notwithstanding the Residential designation of those lands within the Special Policy Area designation on Schedule “A” of this Plan, within

the vicinity of Clark Boulevard and West Drive, only industrial uses will be permitted until such time as the predominant existing uses have been relocated or are proposed to be relocated or to cease operations.

- 4.13.2.10.2 At such time as the predominant existing industrial users have indicated their intention to relocate or cease operations, the City shall consider an amendment to this Plan, subject to appropriate studies, to provide for the transition of this site to an appropriate mix of higher order uses.



4.14 NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA

The City has undertaken growth and land demand studies and have concluded that to accommodate population and employment forecasts to 2031, it will be necessary to expand the urban boundaries set out in the Brampton and Regional Official Plans.

Recent growth forecasts released by the Province expect more than four million additional people and more than two million jobs to be created in the Greater Golden Horseshoe by 2031.

North West Brampton is immediately adjacent to the Official Plan Urban Boundary with new development abutting this boundary and City and Regional services can be extended into the expansion area. It is therefore in the long term public interest to expand the urban boundary of the Official Plan to include all of North West Brampton in order to provide certainty regarding areas intended for future growth in the municipality.

The North West Brampton Urban Development Area is intended to contain:

- (i) a residential community with a mix of housing types and densities to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans; and,
- (ii) strategically located employment lands positioned adjacent to future transportation and transit infrastructure.

Policies

- 4.14.1 In order for the full development of North West Brampton to occur, the future North-South Transportation Corridor must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road (referred to as Bram West Parkway) is extended to properly service North Brampton.

Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

- 4.14.2 Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:



**North West Brampton
Urban Development
Area**

- (i) Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Inverted "L". The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Inverted "L" and cover the balance of North West Brampton.

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletchers and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference to the satisfaction of the City of Brampton and CVC.

- (ii) Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through an approved subwatershed studies;
- (iii) Stage 3 - the adoption of a secondary plan based on approved subwatershed studies;
- (iv) Stage 4 an Environmental Implementation Report completed for each block plan area;
- (v) Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,
- (vi) Stage 6 - all other related growth management considerations that have been satisfied.

- 4.14.3 The environmental planning process for North West Brampton shall be undertaken in accordance with Section 4.14.2 and the flowchart located at the end of this section.

The flowchart can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.

4.14.4 The MHBC “North West Brampton Shale Resources Study” (July 2002) and the Garnter Lee “Southern Ontario Shale Resources Assessment” (November 2004) clearly demonstrated that sufficient quantities of shale are present in Southern Ontario to satisfy long term demand outside of North West Brampton. Urban development in North West Brampton will serve a greater long term public interest than preserving access to shale. Therefore, it is not the intent of the Official Plan to protect the long term supply of shale in the North West Brampton Urban Development Area but to enable interim extraction to occur through the appropriate approvals process. Complete rehabilitation of such lands is required prior to their development for urban and related uses.

4.14.5 When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:

- (i) maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;
- (ii) maximizing the opportunities for mixed-use and higher density development at appropriate locations while recognizing supply and demand needs;
- (iii) creating viable employment areas that provide a range of employment opportunities with access to future and existing highways and arterial roads;
- (iv) integrating the logical and cost effective extension of Regional and City services;
- (v) phasing development in an efficient manner recognizing land use and servicing and other growth management considerations;
- (vi) incorporating measures intended to conserve energy and increase the usage of public transit;
- (vii) promoting nodal development at a community and neighbourhood scale at appropriate locations;
- (viii) promoting live/work/play/shop opportunities;
- (ix) protecting and preserving natural features; and,
- (x) supporting the implementation of the City’s Transportation and Transit Master Plan.



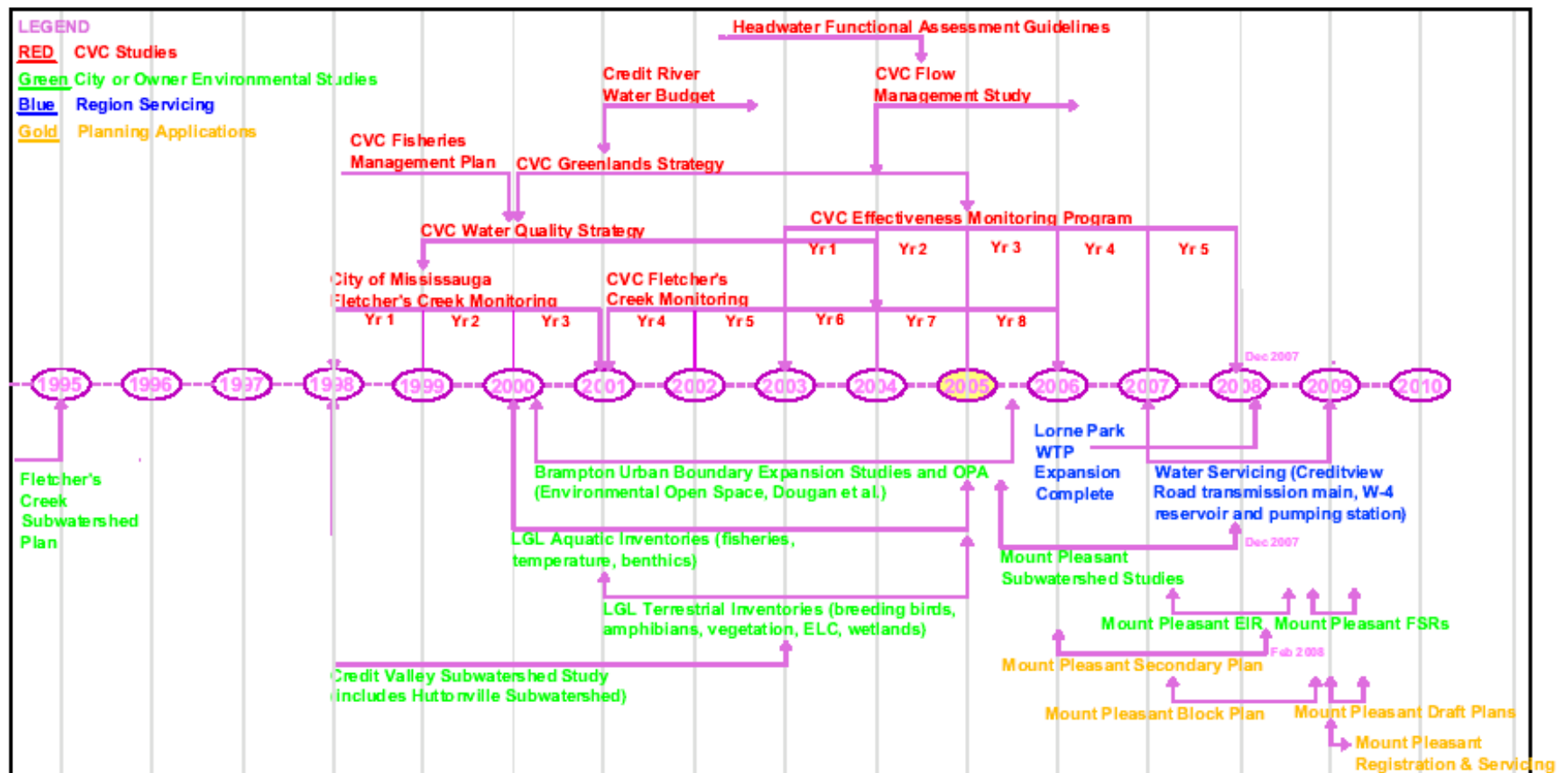
- 4.14.6 The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types, densities and tenures ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.

The design of the City's Community Park will be to maximize its use and accessibility to the community while retaining a predominantly open space character.

The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include a regional retail component situated in the general vicinity of Mississauga Road and Bovaird Drive West.

- 4.14.7 Prior to the release of development in North West Brampton, a growth management strategy shall be adopted to establish a development phasing strategy.
- 4.14.8 Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban development.

Northwest Brampton Mount Pleasant Lands-Environmental and Planning Studies Timeline



5.0 IMPLEMENTATION

The purpose of this section is to indicate the means and methods which will be applied to achieve the objectives and policies contained in the Official Plan. Generally, the Official Plan will be implemented by the City through the use of specific powers conferred by the *Planning Act*, general powers pursuant to the *Municipal Act* and any other relevant provincial and/or municipal legislation. In addition, the cooperative efforts of the Provincial Ministries and Agencies, Region of Peel, the School Boards, Conservation Authorities, and other Special Purpose Boards and Committees will be required to implement the Official Plan. The intent is to ensure that both public and private decisions will be in conformity with this Plan.

5.1 INTERPRETATION OF THE PLAN

- 5.1.1 All the policies of this Plan shall be read in conjunction with Section 1, Section 5.2 Definitions and all other policies of the Plan.
- 5.1.2 It is intended that changes or variations from the policies and land use designations of this Plan other than those specifically permitted by the policies of this subsection will require an Official Plan Amendment.
- 5.1.3 To provide for flexibility in the interpretation of the text and maps of this Plan, all figures, numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.
- 5.1.4 The policies of this Plan are general in nature and intended to be supplemented by Secondary Plans. Notwithstanding the land use designations on Schedule "A", for those areas with no approved Secondary Plan in place, uses and designations approved prior to the implementation of the Plan, as well as uses legally in existence prior to the implementation of this Plan, shall be permitted to be established and continue without an amendment to the Official Plan. Alterations to approved or existing uses may be permitted without an amendment to the Plan provided that such alteration maintains the intent of the Plan.
- 5.1.5 The generalized land use designations of the Official Plan shown on Schedule "A" are the predominant ones for the areas shown and are not intended to indicate or prevent small pockets of other uses in those areas in accordance with the policies of the Plan. The boundaries and alignments shown are approximate, except where they coincide with edges of features, and are designed only to convey the relationship between different land uses.
- 5.1.6 Although Secondary Plans are designed to establish detailed boundaries of land use designations, road alignments and service corridors, as well as



detailed densities and population magnitudes, these elements may also be varied provided that the intent of the Secondary Plan and of the Official Plan is clearly respected.

- 5.1.7 Where land use designation boundaries or the urban use area coincide with the edges of features such as roads, railways, electric power rights-of-way and sanitary sewer drainage area limits, they shall be deemed to remain coincident with such edges when the location of the feature is adjusted.
- 5.1.8 Since land use designations contained within a circle are intended to be symbolic, their extent and location may be interpreted flexibly in accordance with the other policies and general intent of the Plan. Such designations will be more specifically established in appropriate Secondary Plans.
- 5.1.9 The indication of roads, parks, and other services, shall not be interpreted as being a commitment by the City to provide such services at the indicated location by a certain point in time, but rather provides information on the general location of such services to property owners, developers and future residents, and is subject to further detailed analysis, design, and capital budget approvals.
- 5.1.10 Reference to various Sections of enabling Acts in the policies of this Plan and Secondary Plans is deemed to refer equally to any amended or new Sections or Acts which have or may replace them in the future.

5.2 DEFINITIONS

For general clarification of terms used within the Plan, the following definitions are provided:

“The City of Brampton Accessibility Technical Standards”, which was endorsed by Council in 2005, have been developed to address the needs of all people of all ages and abilities with emphasis on the needs of persons with disabilities. These standards incorporate the belief in universal design which is defined as: “The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design”.

The requirements of these standards are mandatory for all newly constructed and retrofitted or renovated facilities and right-of-ways that are owned, leased or operated by the City of Brampton; and encouraged for all other facilities, whether new or retrofitted and subject to the reasonable accommodation clause. These standards do not apply to residential occupancies; buildings of Group F Division 1 occupancy as defined by the Ontario Building Code; and buildings that are not intended to be occupied on a daily or full time basis.

“Affordable Housing” means adequate housing which is affordable to households of low, moderate and middle incomes, defined as households within the lowest 60 percent of the income distribution for the housing market area. Affordable housing

includes all social housing. Specific reference should be made to the Provincial Housing Policy Statement. In this context, “Affordable” means

- annual housing costs, in either annual accommodation costs or rent, which do not exceed 30 percent of gross annual household income for low and moderate income households, or
- the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area, or
- the rent is at or below the average market rent of a unit in the regional market area

“Area of Natural and Scientific Interest (ANSI)” means areas of land and water containing natural landscapes or features which have been identified as having life science or earth science values related to protection, scientific study or education.

“Best Management Practices (BMP)” means a method, activity, maintenance procedure or other management practice for minimizing negative impacts on the environment and in particular, water quality and quantity.

“Community Services” means the formal services and supports commonly referred to as health, education, culture, social and protection services which meet the needs of the residents of Brampton in co-operation with the appropriate public and private service agencies and other levels of government.

“Consent” means the approval given by the Land Division Committee to convey, mortgage or charge a part of any lot or block of land, to grant, assign or exercise a power of appointment or enter into an agreement of sale and purchase or any agreement that has the effect of granting the use of or right in a part of any lot or block of land directly or by entitlement to a renewal period for 21 years or more pursuant to the *Planning Act*.

“Conservation” means the protection, conservation, enhancement and management of the natural environment and natural resources including natural areas, features, processes, biological diversity, renewable and non-renewable resources for sustainable ecosystems and communities.

“Density Transfer” means an increase in the permitted floor space index or residential unit yield on one lot accompanied by a reduction in the permitted floor space index on another lot.

“Design Brief” is a report that includes language and relevant images that illustrates the design intent for various elements of the development which can be applied to all land uses. The Design Brief shall relate to city wide design initiatives and shall



- provide the site context;
- provide a site analysis;
- provide a vision for the development;
- include a concept site plan;
- address landscaping (parking, streetscape, pedestrian movements, service areas);
- address architecture (street-building relationships, site access, parking, edges and gateways, service areas, signage, design and safety), built form and, implementation.

The specific requirements of the design brief shall be reflective of individual applications and determined on a case by case basis.”

“Design Guidelines” means a set of recommendations intended to guide development toward a desired level of quality through the design of the physical environment, and which are applied on a discretionary basis relative to the context of development.

The “Development Design Guidelines”, endorsed by Council in 2003, is intended to guide the development of communities from a design perspective; to guide secondary planning and more specifically the preparation of community block plans. The Guidelines set the foundation, direction and vision from detailed design in subsequent stages of community planning and development. This is a living document which will be amended from time to time and is intended to be used in conjunction with official documents such as the Official Plan, Secondary Plans and Community Block Plan amendments.

“Districts” means geographic areas of relatively consistent character, such as exhibited in many residential or industrial neighbourhoods.

“Ecosystem” means the dynamic, interacting relation or system of a biophysical community.

“Evacuation Routes” are pre-identified corridors for private vehicles to egress from and for emergency vehicles to ingress into an evacuation sector. When evacuation is ordered, motorists from the evacuation sector will be directed to use such evacuation routes. As a general principle, none of the identified evacuation routes cross and no vehicles will be permitted to cross such routes during an emergency evacuation. Critical intersections on the evacuation routes may be manned with uniformed police officers to expedite the flow of traffic and to prevent bottlenecks.

“Environment” means:

- (i) air, land or water,
- (ii) plant and animal life, including people,
- (iii) the social, economic and cultural conditions that influence the life of a community

- (iv) any building, structure, or other constructed or manufactured item,
- (v) any by-product resulting from the activities of people, or
- (vi) any part or combination of the foregoing and the interrelationship between any two or more of them, (as defined by the *Environmental Assessment Act* of Ontario).

“Environmentally Sensitive Areas” means those lands which provide a habitat for locally and/ or regionally significant species of plants and animals and/ or include unique geologic potential or perform an important role within the urban or rural ecosystem, but which are susceptible to disturbance from human activities.

“Floor Space Index (FSI)” means the ratio of gross floor area of a building to the area of the lot on which the building is situated.

The “Flower City Strategy”, as approved by Council and amended from time to time, is intended to enhance Brampton’s image and portray it as a place where families can literally “stop and smell the roses” and companies can put down roots of their own. Through the implementation of this strategy, the City encourages a beautiful, protected environment, creates a greater civic pride, encourages community involvement and a better quality of life.

“Foster Home” shall mean a place where parent-model care is provided for no more than four (4) children under the supervision of a licensee through a foster care service agreement and as defined in the *Child and Family Services Act* as amended.

“Gross Leasable Area” means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

“Group Homes:

“Group Home Type 1” shall mean a supportive housing facility located within a detached dwelling unit that is occupied by four (4) to six (6) persons, exclusive of staff and/ or receiving family, who live as a unit under responsible supervision consistent with the requirements of its residents and which is licensed or approved pursuant to Provincial Statute within the jurisdiction of the Ontario Ministry of Community and Social Services or the Ministry of Health.

A Group Home Type 1 may provide accommodation, supervision and treatment for: the mentally retarded pursuant to the *Homes for Retarded Persons Act*, or the *Development Services Act*; individuals over 60 years of age as a satellite residence under the *Homes for the Aged and Rest Homes Act*; children under the *Child and Family Services Act*; persons under the *Mental Hospitals Act* and *Homes for Special Care Act*; and persons under the *Charitable Institutions Act*. No supervision or treatment shall be provided to any person not residing in the group home. A group home type 1 shall not include a residence



defined as a group home type 2, supportive lodging house, lodging house, a foster home, or a supportive housing facility.

Group Home Type 2 shall mean a supportive housing facility occupied by four (4) to ten (10) persons, exclusive of staff located within a single detached dwelling, or a dwelling within a commercial building which shall be maintained and operated primarily for: persons who have been placed on probation under the provisions of the *Probation Act*, the Criminal Code of Canada, or any Act passed to replace the foregoing Acts; persons who have been released on parole under the provisions of the *Ministry of Correctional Services Act*, or Parole Board of Canada or any Act passed to replace the foregoing Acts; persons who have been charged under the *Young Offenders Act* but who have been placed in open or secure custody; persons requiring treatment and rehabilitation for addiction to drugs or alcohol; persons housed in a group home that satisfies all of the requirements of a Group Home Type 1 except that it accommodates in excess of six (6) residents. A group home type 2 shall not include a residence defined as a group home type 1, supportive lodging house, lodging house, foster home, or a supportive housing facility. No supervision or treatment shall be provided to any person not residing in the group home.

Auxiliary Group Home shall mean a supportive housing facility located within a dwelling unit occupied by no more than three (3) persons in need of supervision or guidance but shall not have full time staff attending the home. An auxiliary group home shall not include: group home type 1; group home type 2; supportive lodging house; foster home.

“High Occupancy Vehicle (HOV) Lane” means lanes restricted to transit, taxis, and other vehicles carrying 3 persons or more.

“Hotel” shall mean a building or place that provides, for gain or profit, sleeping accommodation for the travelling public with or without providing individual private cooking facilities and which may also provide retail uses, a public restaurant, and a convention centre, public hall, or other types of public meeting rooms.

“Lodging House” shall mean a single detached dwelling in which residential accommodation is provided, or is intended to be provided in which each lodger does not have access to all of the habitable areas of the building and consists of more than three (3) lodging units; or a single detached dwelling in which lodging is provided for more than three (3) persons with or without meals.

“Long Term Care Home” refers to a residential facility, approved either under the *Nursing Act*, *Charitable Institution Act*, *Home for the Aged and Rest Home Act*, or any other applicable Province of Ontario Act, which provides 24 hour supervision and nursing care and services in a private or semi private accommodation for persons who are no longer able to live independently. Residential accommodation is provided along with shared facilities including dining rooms and common rooms, and other amenities such as lounge, gift shop, beauty salon, chapel, and garden.

“Low Density Form of Development” means a use of land that has few residents per acre, a small number of employees, few visitors per acre, and low traffic generation.

“Master Drainage Plan (MDP)” means a plan that, using an ecosystem approach, handles storm water run-off from the whole watershed or a part thereof, and which deals with and integrates such matters as the location of retention ponds and major flow channels.

“Minor Variance” means a minor variance from the provisions of a Zoning or any other by-law that maintains the general intent and purpose of the By-law and of the Official Plan pursuant to the *Planning Act*.

“Mixed Use Development” means the physical integration of two or more uses such as retail, office, residential, hotel, public, institutional, and/ or public parking, provided within a building or separate buildings on the same lot.

“Mobile Home” means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer or trailer otherwise designed.

“Motel” shall mean a building or place that provides, for gain or profit, sleeping accommodation for the public with or without providing individual private cooking facilities and which may also provide retail uses, a public restaurant, and limited public meeting rooms.

“Natural Area” means particular areas of land and waters in which a multitude of natural processes carries on. For example, a wetland, a woodland, an Environmentally Sensitive Area or an area with uncommon or unique geological features.

“Node” means points of intensive urban activity which provide a focus to public life, such as a market place or community centre, and are usually created at the convergence of important paths. Nodes are often signified by distinctive urban design characteristics relative to the surrounding area or district, such as the inclusion of a landmark building.

“Noise Exposure Forecast” means the system currently uses by Transport Canada for evaluating noise exposure in the vicinity of airports.

“Non-Conforming Use” means a land use that does not conform with a Restricted Area or any other By-law but it is deemed to be a legal land use because it lawfully existed or a building permit was issued for it prior to the passing of the said By-law pursuant to the *Planning Act*.

“Parkland Dedication” means the transfer to the City at no cost to the City of the legal title to lands which are to be used for public open space purposes.

“Persons with Disabilities” shall mean persons with disabilities that are of one or more of the following types:



- mobility: limitations to physical functioning affecting an individual's ability to move independently, coordinate, reach, pull or push.
- Sensory: vision and hearing impairments and limitations with smell, taste or touch.
- Mental: mental health disorders and mental illness are characterised by alterations in thinking, mood or behaviour associated with distress and/or impaired functioning in one or more areas of daily living.
- Learning: affects an individual's ability to either interpret what they see, hear and link information to different parts of the brain. Limitations can show up in many ways such as difficulties with spoken and written language, coordination, self control or attention.
- intellectual/developmental: limitations in self-care, receptive and expressive language, learning, mobility, self-direction, and capacity for independent living.

"Public Use" shall mean uses that are owned or leased by a public authority for community, recreational, administrative, educational, health care, protection, utility, or other governmental purposes, and includes accessory uses to the public use.

"Public Transit Network" means a collection of heavy volume transit services including commuter rail, reserved bus lanes, high occupancy vehicle lanes and rapid transit.

"Rapid Transit" means public transit service operating on a separate right-of-way, unhampered by other traffic.

"Reserved Bus Lanes" means street lands restricted to transit vehicles only.

Residential Areas and Densities

(Where a range in density or a maximum density is referenced in the following definitions, it should be understood that alternative or more restricted density limits applicable to a given area may be specified in Secondary Plans).

- "Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

- “Net Residential Area” means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings.

(the following Residential Density Category definitions apply to the newer secondary plan areas or portions thereof identified on Schedule G of this Plan as being subject to the New Housing Mix and Density Policies).

- “Low Density Residential” category means a density of up to 30 dwelling units per net residential hectare (up to 12 units per net residential acre) which incorporates only single detached homes.
- “Medium Density Residential” category means a density up to 50 dwelling units per net residential hectare (up to 20 units per net residential acre) which incorporates single detached homes, semi-detached homes and townhouses.
- “High Density Residential” category means a density up to 200 dwelling units per net residential hectare (up to 80 units per net acre) which incorporates townhouses, duplexes, maisonettes and apartments.

(the following Residential Density Category Definitions are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof *not* identified on Schedule G as being subject to the New Housing Mix and Density Policies).

- “Single Detached Density” or “Single Family Density” means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached homes.
- “Semi-Detached Density” means a density of 26 to 35 dwelling units per net residential hectare (11 - 14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.
- “Low Density” means a density in the range of “Single Detached Density” and “Semi-Detached Density” as defined herein.
- “Townhouse Density” or “Medium Density” means a density of 36 to 50 dwelling units per net residential hectare (15 - 20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.
- “Cluster Housing Density” or “Medium-High Density” means a density of 51 to 75 dwelling units per net residential hectare (21 -



30 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.

- “Apartment or High Density” means a density of 76 to 198 dwelling units per net hectare (31 - 80 units per net acre) which is typically associated with the elevator apartment housing type.

“Residential Unit” means a unit that,

- (i) consists of a self-contained set of rooms located in a building or structure;
is used or is intended to be used as a residential premise
- (ii) possession of any part of the unit; and,
- (iii) has a means of egress to the outside of the building or structure in which it is located, which may be a means of egress through another residential unit.

“Rest Home” means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised living arrangement for their well-being, in which:

- (i) rooms or room and board are supplied for hire or gain;
- (ii) no less than 3, and no more than 8 persons, exclusive of staff, can be accommodated;
- (iii) there is a common dining room and common sitting room there is for the residents, but shall not include:
 - a) a group home;
 - b) an auxiliary group home;
 - c) a nursing home;
 - d) a place maintained and operated primarily for, and occupied by, persons placed on parole or inmates;
 - e) a place maintained and operated primarily for the temporary care of, and occupied by, transient or homeless persons; or
 - f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

“Retirement Home” means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised living arrangement for their well-being, in which:

- (i) dwelling units, rooms or room and board are supplied for hire or gain;
- (ii) more than 8 persons in addition to the staff and operator are accommodated in the retirement home;
- (iii) there is a common dining room and common sitting room for the residents, but shall not include,
 - a) a group home;
 - b) an auxiliary group home;
 - c) a nursing home;
 - d) a supportive housing facility;
 - e) a supportive lodging house; or,
 - f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

“Risk Assessment” includes the identification of hazards within all or part of a community, the likelihood of their occurrence, and the vulnerability of people, property, the environment and the entity conducting the risk assessment itself to those hazards.

Hazards to be considered at a minimum shall include but shall not be limited to, the following:

1. Natural hazards (geological, meteorological, and biological)
2. Human-caused events (accidental and intentional)

A comprehensive risk assessment identifies the range of possible hazards, threats, or perils that have or might impact the entity, surrounding area or critical infrastructure supporting the entity. The potential impact of each hazard, threat, or peril is determined by the severity of each and the vulnerability of people, property, operations, the environment and the entity to each threat, hazard, or peril. The risk assessment should categorize threats, hazards, or perils by both their relative frequency and severity, keeping in mind that there might be many possible combinations of frequency and severity for each.

“Sanitary Landfill Site” means a waste disposal site used for the disposal of waste by deposit, under controlled conditions, on land or on land covered by water, including compaction of the waste into a cell and covering the waste with cover materials at regular intervals.



“Satellite University Campus” means an educational facility affiliated with a recognized University, which provides Brampton residents access to a university education within the City boundaries.

“Scoped E.I.S.” means an environmental impact study that may be required where partial information already exists to assess the impact of a proposal.

“Secondary Planning Process” means a method to carry out area-based and issue-based planning and to address a more detailed approach to policy formulation and implementation than is normally achievable through the Official Plan.

“Sensitive Land Use” means a use which may be subject to adverse impacts (such as odours, contamination, noise, and vibration), generated by a nearby facility or feature and typically includes residential, institutional or outdoor recreational uses.

“Shared Parking” means a reduction in parking spaces based on the principle of varying parking demand for different uses in a multi or mixed use development. Consideration will be given to the potential of shared parking for new development and redevelopment on the basis of existing and permitted uses for the site, accessibility to and level of transit service, and the impact on the surrounding community. The proponent will be required to provide supporting documentation prior to consideration and/ or approval of shared parking.

“Site Plan Agreement” means an agreement between the City and a prospective developer regarding the provision and maintenance of certain on-site facilities and matters pursuant to the *Planning Act*.

“Subdivision Agreement” means an agreement between the City and an owner of land regarding the conditions which are to be imposed prior to the approval of a plan of subdivision pursuant to the *Planning Act*.

“Subwatershed” means a smaller watershed (drainage) unit within a larger watershed. The drainage catchment area of a tributary to a major river would be a subwatershed and the drainage area of the major river would be a watershed.

“Subwatershed Management Plan” means a plan that, using an ecosystem approach, addresses and integrates other environmental concerns in a comprehensive fashion, such as how the environmental function of the subwatershed will be managed, how development will impact the environment and the measures necessary to mitigate such impacts.

“Supportive Housing Facilities” shall mean a place for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status require a supervised group living arrangement for their well being, but shall exclude foster homes as defined in the *Child and Family Services Act* or successor legislation.

“Supportive Lodging House” shall mean a supportive housing facility located within a single detached dwelling which accommodates no less than (3) and no more than six (6) lodgers exclusive of staff and is subject to one or more of the following conditions:

the operator or employees of the supportive lodging house are effectively paid to give guidance and assistance in the activities of daily living; the operator makes it known to the public or to persons such as hospital discharge planners, that care to residents is provided by the operator; and/ or care is regularly provided to residents by the operator or an adult person employed by the operator to furnish guidance and assistance to the lodgers in the activities of daily living. A supportive lodging house shall not include a lodging house, a group home type 1, a group home type 2, a foster home, an auxiliary group home, or a supportive housing facility.

“Sustainable Development” is development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”. (World Commission on Environment and Development (The Brundtland Commission), 1978)

“Transfer Station” means a waste disposal site used for the purpose of transferring waste from a collection vehicle to another carrier for transportation to another waste disposal site.

“Transitway” means rights-of-way and infrastructure reserved for rapid transit.

“Transit-Oriented Development” (TOD) refers to development designed to maximize access by transit and non-motorized transportation, with features to encourage transit ridership including but not limited to walking distance or close proximity to a transit station, higher densities, compact development form, mixed-uses, and a pedestrian friendly environment.

“Two-Unit House” means a single detached dwelling which contains two residential units.

“Vacancy Rate” means the rate as measured in the rental vacancy survey of Canada Mortgage and Housing Corporation (as amended from time to time) or any other vacancy measure approved by the City of Brampton.

“Waste Processing Plant” means a waste disposal site used for the purpose of receiving, storing, processing, treating and transferring waste.

“Zoned” means designated in a Zoning By-law.

5.3 OFFICIAL PLAN MANAGEMENT

The Official Plan is the primary document setting out the direction and principles for the physical development of the City in the context of social, economic and environmental considerations. It is critical to review, update and consolidate the Official Plan to ensure its continued relevance and usefulness. It is in the interest of the City and community to possess a contemporary Official Plan.



Objectives

To maintain a contemporary Official Plan which reflects community interests while fulfilling its primary role of directing the physical development of the City and accounting for social, economic, environmental and other relevant considerations.

Policies

- 5.3.1 The City shall undertake major or minor reviews of the Official Plan when considered desirable or in accordance with the *Planning Act*. Such reviews may include the following analysis: population and employment projections, degree of achievement of housing mix, density and intensification objectives, availability of infrastructure, other goals and objectives of this Plan.
- 5.3.2 The City shall review and monitor the Official Plan, in accordance with specific policies set out in the Plan, and shall amend, or modify, the objectives and policies of the Plan whenever it is deemed necessary to do so because of the changing social, economic, environmental or technical developments.
- 5.3.3 The City shall make an effort to annually incorporate amendments to the Plan in an unofficial Office Consolidation for the convenience of all stakeholders and the general public. All amendments will be incorporated into the Plan whenever it is comprehensively reviewed.

5.4 SECONDARY PLANS

Secondary Plans are land use, urban form, environmental, transportation and infrastructure policy plans for various neighbourhoods or districts of the City that indicate in greater detail than the Official Plan how the objectives, policies and land use designations of the Official Plan are to be implemented in a specific area.

Objective

To generate and maintain detailed Secondary Plans for all development areas within the City which conform to and implement the goals, objectives and policies of this Plan.

Policies

- 5.4.1 Secondary Plans and amendments to Secondary Plans form part of the Official Plan and will be subject to the same administrative and public involvement procedures as an Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions. Secondary Plans shall take the form of an amendment to the Official Plan and may be produced and consolidated as documentation separate from this Plan.

Implementation



5.4.2 Secondary Plans shall conform to and be designed to implement the objectives, policies and land use designations of the Official Plan.

5.4.3 Without limiting the generality of this Section, Secondary Plans shall indicate the following:

For predominantly residential areas

- (i) the overall capacity and density of development related to road and service infrastructure opportunities or constraints;
- (ii) the overall mix of housing including the forms and density of residential dwellings for the Secondary Plan Area;
- (iii) the location and area of community services based on an adequate assessment of community service needs;
- (iv) the location and area of open space, recreation facilities, school sites and conservation lands;
- (v) the location and area of commercial and industrial land uses;
- (vi) the conceptual alignment and right-of-way of the arterial and collector road network;
- (vii) identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area;
- (viii) the population and employment projections for the Secondary Plan Area; and,
- (ix) urban design guidelines and architectural control standards reflective of the intended residential character of the secondary plan area.

5.4.4 For predominantly industrial/commercial areas

- (i) the location of various types of industrial, commercial or related uses classified by general physical, functional and design characteristics;
- (ii) the location of Open Space lands;
- (iii) the location and area of commercial, community services and industrial land uses;
- (iv) the alignment and right-of-way of the arterial and collector road network, railroad main and spur lines, and major transportation features and public utilities;



- (v) identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area;
 - (vi) the overall transportation capacity and development density for the Secondary Plan Area; and,
 - (vii) urban design guidelines.
- 5.4.5 Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference), the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- 5.4.6 The City may require a variety of component studies to set out background information and documentation in support of the preparation of a Secondary Plan. Examples of background component studies which may be required in conjunction with the preparation of a Secondary Plan include, but are not limited to, the following: subwatershed management, transportation, commercial and industrial allocation, master open space and recreation, urban design and streetscape, heritage, servicing, financial and phasing, community services and residential and housing allocation.
- 5.4.7 The City shall elicit the participation of benefiting landowners, the public and appropriate public or private agencies within the process of formulating a Secondary Plan. The City shall also endeavour to elicit the cooperation and involvement of adjacent municipalities, either on an overall basis or in the context of relevant secondary plan component studies or subsequent implementation studies, to ensure coordination with respect to cross-boundary planning matters, such as transportation and sewer and water infrastructure, as appropriate. In particular, Secondary Plan Area 47 and the North West Brampton Urban Development Area require a viable long term transportation solution to provide sufficient transportation capacity to enable these areas to be fully developed for urban uses.
- 5.4.8 The City shall endeavour to consolidate and reformulate all Secondary Plans within the City to eliminate the continued use of portions of the dated Consolidated Official Plan of the City of Brampton Planning Area as Secondary Plans for certain areas and the associated documentation confusion pertaining to the Official Plan and Secondary Plans.
- 5.4.9 Schedule "G" to this Plan identifies areas for which Secondary Plans Areas which have been prepared or are proposed to be prepared. However, the City retains the flexibility in appropriate circumstances to prepare and adopt a Secondary Plan or an associated Official Plan Amendment for a portion of any such area or for an area combining all or portions of two or more such areas.

- 5.4.10 The documentation referenced as constituting a particular Secondary Plan in Part II of this Plan may consist of a chapter of this Plan or the 1984 Official Plan and the 1997 Official Plan or an amendment to or chapter of the Consolidated Official Plan of the City of Brampton Planning Area.

Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.

When provisions in a secondary plan refer to an apparently repealed provision or definitions in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:

- (i) the referenced provision is in conflict with the current Official Plan; or
- (ii) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

Brampton's City Council is ultimately responsible for interpreting the applicability of any such referenced provision.

- 5.4.11 Secondary Plan(s) shall be adopted for the applicable secondary plan areas shown on Schedule "G" prior to the approval and/ or release of development applications which are determined to be premature or which may prejudice or negatively impact future development within the respective secondary plan areas.
- 5.4.12 Secondary plans will generally be implemented through the submission of Community Block Plans which shall facilitate a comprehensive planning approach for sub areas in the secondary plans. The requirements for the preparation and approvals of Community Block Plans are set out in detail in Section 5.5 of this Plan.

5.5 COMMUNITY BLOCK PLANS AND TERTIARY PLANS

Community Block Plans implement the policies of Secondary Plans and the recommendations of the subwatershed study on a sub area basis by co-coordinating completion of detailed environmental, servicing, transportation, and urban design and growth management analysis and approvals.



Objective

To utilize Community Block Plans to co-ordinate: the overall delivery of services and infrastructure, allocation of development priority, layout of arterial, collector and strategic local roads, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, valley lands, woodlands and other natural features and functions, including storm water management for pre-defined sub areas within applicable secondary plans.

- 5.5.1 Community Block Plans and Community Block Plan Amendments shall be adopted for the applicable Block Plan Areas shown on Schedule “H” in accordance with the policies of this Section prior to the approval of development applications.
- 5.5.2 Notwithstanding section 5.5.1, Community Block Plan Amendments shall not be required for Block Plan Areas shown on Schedule “H” as 2-1, 41-1, 41-2, 42-1, 45-1, 45-2 and 45-3. Only Council approval of these Block Plans shall be required.
- 5.5.3 Key elements of the Community Block Plan shall be incorporated into a Community Block Plan Amendment, which will form part of the Official Plan and Secondary Plan and will be subject to the same administrative and public involvement procedures as an Official Plan amendment. Community Block Plan Amendments shall take the form of an amendment to the Secondary Plan and may be produced and consolidated as a further Chapter to the Secondary Plan.
- 5.5.4 Without limiting the generality of this section, Community Block Plan Amendments shall include the following:
- Articulate the community vision (overall urban form, character, connections and relationships between various components of the community)
 - Articulate/demonstrate the recommendations of the subwatershed study as it relates to the conservation and restoration of the natural heritage features and functions.
 - A community conceptual map (to include layout of the arterial, collector and local roads, transit routes, trails, development blocks, land use, community design elements, housing form, buffers, open space and stormwater management facilities.
 - A Block Plan Concept Plan, a Block Plan Principles document and a Block Plan Design Guidelines document will be required for submission. These are outlined in section 5.5.5 below.
 - Core infrastructure requirements.
 - Phasing and staging policies including establishing priorities and setting specific growth targets and limitations.

Implementation



- 5.5.5 Community Block Plans which will form the basis of Community Block Plan Amendments will be developed on the basis of the following two stage process:

Stage One – Approval of the Block Plan Concept

Stage 1 primarily develops principles that deal with transportation, environmental, and community design issues. This stage identifies the required background studies and sufficiently advances the necessary research such that a Block Plan Concept can be developed based on a comprehensive understanding of key structural requirements such as the community design vision, details of transportation infrastructure including the layout of the arterial, collector roads; requirements associated with protecting natural features and functions including identifying open space and storm water management blocks; other key elements of the community structure such as servicing requirements and school locations.

The applicant shall prepare a draft Community Block Plan Amendment incorporating the elements identified in section 5.5.4. In addition, the applicant will be required to undertake comprehensive consultation with the City, relevant agencies, landowners and the public regarding the emerging Community Block Plan and draft Community block Plan Amendment including addressing the notification and statutory Public Meeting requirements associated with an Official Plan amendment.

The last step in stage one is the approval of the Community Block Plan amendment.

Stage Two – Finalize the Community Block Plan

Stage 2 involves the finalization and the obtaining of necessary approvals for component studies required by the City. The applicant will undertake and finalize the detail necessary to meet the requirements of a complete Community Block Plan in accordance with these policies. The last step involves the approval of the final Community Block Plan by the City.

- 5.5.6 The City will require a variety of component studies to set out background information and documentation in support of the content of a Community Block Plan. Examples of background component studies which may be required in conjunction with the preparation of a Community Block Plan include, but are not limited to the following:

- Environmental Impact Studies/Implementation reports;
- Functional servicing reports;
- Detailed Community Design Guidelines document including architectural and landscape guidelines to provide standards for



development and site plan applications in terms of urban form, character, massing and materials;

- Preliminary noise assessment;
- Transportation impact study;
- Phase 1 archaeological study and heritage impact statement;
- Growth Management Analysis;
- Staging and sequencing analysis; and,
- Landowner Cost Sharing Agreement(s).

5.5.7 The Block Plans must ensure that new neighbourhoods and communities in Brampton are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a variety of housing forms, walkable communities, transit supportive densities and designs, attention to detail in the design of the public realm, and respecting natural and cultural heritage. Consistent with these principles of sustainability, Block Plans must be developed in accordance with the Development Design Guidelines including the provisions of the following elements:

- Community structure – an integrated community structure with balanced land uses;
- Arterial, Collector and other essential roads using Cost Sharing Agreement or other mechanisms to ensure that the City can readily acquire the associated rights-of-way based on available compensation mechanisms at no added cost to the City.
- Open space system – an interconnected system of open space, natural features and multi-use trails;
- Street network – a hierarchical, efficient and functional street network which supports the community structure which facilitates movement through the community and reinforces the character of the community;
- Streetscapes – which reinforce the street network and provide an attractive public domain for the life of the community;
- Edges and gateways – treatment of the community edges and gateways which promote the character and identity of the community, signal major entrance points into the community and provide appropriate interfaces to its surrounding context.
- Site planning and built form – which supports the community structure, area character, proposed built form including architectural theme, building placement, massing architectural details materials and colours, promotes visually attractive streetscapes, reinforces pedestrian scaled environments and appropriate relationships between the public and private realm.

5.5.8 Schedule “H” to this Plan identifies areas for which Community Block Plans and Community Block Plan Amendments have been prepared or are proposed to be prepared. However, the City retains the flexibility in appropriate circumstances to prepare and adopt a Community Block Plan or an associated Official Plan Amendment for a portion of any such area

or for an area combining all or portions of two or more such areas. The primary criteria for determining these sub areas are:

- Design configurations and intentions;
- Size/area;
- Natural existing features/environmental consideration;
- Land use designations;
- Road systems;
- Land ownership; and,
- Servicing requirements.

5.5.9 Community Block Plans and Community Block Plan Amendments will conform to and be designed to implement the objectives, policies and land use designations of the Official Plan and Secondary Plan.

5.5.10 Approved supporting studies for the Community block Plans may replace, or may only need to be supplemented by, individual studies submitted in conjunction with applications for plans of subdivisions. Development approvals will generally be refused until a Community Block Plan is approved by City Council.

5.5.11 Tertiary plans are conceptual development plans, which indicate general concepts with respect to site specific developments within a specified area of the City. Such tertiary plans may be required by the City where appropriate or in specific policies within a Secondary Plan or Community Block Plan and shall generally indicate development concepts with respect to a group of properties such as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access. Tertiary plans may constitute a general guideline for zoning or site plan approvals for specific development within an area where the City determines that a tertiary plan is required.

5.5.12 The City may require, in conjunction with the formulation of a Secondary Plan, a Community Block Plan or the processing of any development application, a tertiary plan for any specific or defined group of development sites to guide subsequent zoning or site plan approval.

5.6 SUBDIVISION APPROVAL

Pursuant to Section 51 of the *Planning Act, 1990*, the City shall endeavour to ensure through its participation in the subdivision approval process that a high standard of orderly development is achieved in accordance with the policies of this Plan and any applicable Secondary Plan and Block Plan. With respect to draft and final approvals of subdivision plans and condominium plans, and the administration of reviews and approvals thereof, the Minister of Municipal Affairs has delegated this authority to the Region of Peel.



The subdivision approval process can be lengthy and complicated because of the number of participating agencies and their areas of interest. It is in the City's interest to simplify this process to the extent practical given a legislative framework and operational procedures.

Objective

To ensure a high standard of orderly development through an effective and efficient subdivision approval process.

Policies

- 5.6.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 51 of the *Planning Act* will be administered by the City to ensure that the policies of the Official Plan and Secondary Plans are complied with and that a high standard of layout and design is maintained in areas experiencing development.
- 5.6.2 The City shall recommend for approval only those plans of subdivision which comply with provisions of the *Planning Act* and the policies of the Official Plan, Secondary Plans and Block Plans including policies respecting phasing, the provision of adequate services and the maintenance of a sound financial City position.
- 5.6.3 The City shall endeavour to implement subdivision approval processing improvements as practical and possible given legislative and operational frameworks.
- 5.6.4 The City may withhold draft plan of subdivision approval pending the approval of the Community Block Plan, the associated background components studies, including the detailed community design guidelines in accordance with the requirements of Section 5.5 of this Plan.

5.7 SITE PLAN CONTROL

Pursuant to Section 41 of the *Planning Act, 1990*, the City may establish areas or forms of development subject to site plan control approval. Such controls require the submission and approval of plans and drawings setting out the physical manifestation of a development and the facilities or works associated therewith including road widenings. Site plan agreements ensure a legal obligation to develop a property in accordance with approved plans. To facilitate the expeditious processing of site plan approvals, the City may provide site plan approval and urban design guidelines setting out basic procedures and considerations with respect to these issues.

Objective

To employ site plan control as an effective means to ensure high quality development.

Policies

- 5.7.1 The whole of the City of Brampton Planning Area is designated as a site plan control area.
- 5.7.2 The City may control the provision and maintenance of certain site-related facilities and works associated with defined types of development or redevelopment through the mechanism of site plan agreements pursuant to Section 41 of the *Planning Act*, and in accordance with the policies of this Plan.
- 5.7.3 The site plan control by-law of the City may specify those forms of development which are subject to site plan control. Unless otherwise specified by amendment to the site plan control by-law or as a condition of development approval, the following types of development may generally be undertaken without the approval of plans and drawings otherwise required under Section 41 of the *Planning Act*:
- (i) any building or structure designed and used or be used as:
 - a single family detached dwelling;
 - a semi-detached dwelling;
 - a duplex dwelling;
 - a triplex dwelling;
 - a multiple family dwelling containing less than 5 dwelling units; and
 - a residential building containing less than 5 street townhouse dwelling units;
 - (ii) a building or structure accessory to a residential building containing less than 5 dwelling units; and,
 - (iii) any building or structure used or to be used directly in connection with a farming or agricultural operation.
- 5.7.4 The Major Arterial, Minor Arterial and Collector Roads that require widening are those ones shown on Schedule "B1" to this Plan for which the width of the existing right-of-way is less than the width required for that right-of-way, as shown on Schedule "B1" to this Plan.
- 5.7.5 The Local Roads that require widening are all such roads of which the width of the existing right-of-way is less than the width required for that type of road by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or by the need to conform to adjacent registered plans of subdivision.
- 5.7.6 The extent of highway widening that may be required as a condition of site plan approval shall be in accordance with the transportation policies of this



Plan, the applicable policies of the relevant Secondary Plan and the following:

- (i) the maximum required widening for the Major Arterial, Minor Arterial and Collector Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way, as shown on Schedule "B1" to this Plan.
- (ii) the maximum required widening for Local Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or to conform to road right-of-way in adjacent registered plans of subdivisions.

5.8 ZONING BY-LAWS

The Comprehensive Zoning By-Law is an effective means for a municipality to regulate development. The document prescribes permitted land uses in various zones and associated requirements such as setbacks, parking, etc. The City has consolidated the four zoning by-laws of the former Town of Brampton, Township of Chinguacousy, Township of Toronto Gore and Town of Mississauga into the Comprehensive Zoning By-law 2004.

Objective

To utilize the comprehensive zoning by-law as an effective and efficient control mechanism to regulate land use and development.

Policies

- 5.8.1 Zoning By-laws pursuant to Section 34 of the *Planning Act, 1990*, will be enacted to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Plan.
- 5.8.2 Although it is intended that all lands in the City of Brampton will eventually be rezoned to conform with the land use designations in the Official Plan and Secondary Plans, Council may intentionally retain existing zoning for a lower order of use than designated in the Official Plan, until appropriate standards and adequate services can be assured.
- 5.8.3 Detailed Zoning By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium and high density residential or non-residential uses may be adopted as an adjunct to Subdivision Agreements, Rezoning Agreements or Site Plan Agreements to achieve superior standards of development and to help realize the policy intent of this Plan.

5.9 HOLDING BY-LAWS

The City may enact zoning by-laws incorporating holding provisions which specify the use to which lands, buildings or structures may be put until such time when the holding designation is removed by amendment to the zoning by-law. The City may use such methods for any number of appropriate instances, including, for example, reserved church sites and the phasing of development. Such holding provisions will be identified by the symbol (H) following the applicable zone category (i.e. RIA (H)).

Objective

To utilize, where appropriate, holding provisions within a Zoning By-law to control the timing of development.

Policies

5.9.1 The City where appropriate, will utilize a holding provision in a Zoning By-law, pursuant to Section 36 of the *Planning Act, 1990*, to specify the ultimate use of lands which are contemplated for eventual development or redevelopment, but which are not suitable for immediate development until certain services are provided or certain matters appropriately resolved. Such holding provisions shall assist Council in achieving its specific planning objectives, and ensure that development or redevelopment proceeds in accordance with the policies and criteria of this Plan. The holding provision will be identified by the symbol "H" in the zoning by-law, and may be used under one or more of the following circumstances, but not limited thereto:

- (i) when development or redevelopment is anticipated in accordance with the provisions of this Plan, but where the details of such development have not been determined;
- (ii) when land assembly is required to permit orderly development or redevelopment;
- (iii) if the level of physical or community services and infrastructure is not adequate to support the ultimate use, but such services will be provided in accordance with the relevant provisions of this Plan; and,
- (iv) where environmental constraints currently preclude development or redevelopment without appropriate mitigative measures.

5.9.2 The zoning by-law incorporating holding provisions shall specify the interim land uses to be permitted, the conditions for removal of the holding provision, and any regulations applying to the lands during the time the holding provision is in place. The City may enact a by-law to remove the holding symbol when all the conditions set out in the holding provision

have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

5.10 TEMPORARY USE BY-LAWS

Temporary use by-laws are zoning by-laws which permit the use of land, buildings or structures for a limited period of time.

Objective

Where appropriate, the City shall use temporary use provisions in a zoning by-law to recognize short term uses of land, buildings or structures.

Policies

- 5.10.1 The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the *Planning Act, 1990*, regarding the enactment and subsequent extensions to such by-laws shall apply.
- 5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:
- (i) the proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
 - (ii) the temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
 - (iii) the temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;
 - (iv) adequate provision will be made for off-street parking and loading facilities; and,
 - (v) the temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.
- 5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.
- 5.10.4 Upon the expiry of the time period(s) authorized by a temporary use by-law, the use of land, buildings or structures that were permitted under such a by-law shall cease to exist and shall not be considered non-conforming within the context of the *Planning Act* or this Plan.

5.11 INTERIM CONTROL BY-LAWS

An interim control by-law is a mechanism by which certain uses may be prohibited for a limited time period to permit the completion of planning studies relating to general or specific issues.

Objective

To enact, when appropriate, interim control by-laws which provide a reasonable opportunity to conduct planning policy studies.

Policies

- 5.11.1 The City, when Council has directed by resolution the need for a planning policy study, may effect an interim control by-law prohibiting the use of land, buildings or structures within the City or certain areas thereof. The provisions of Section 38 of the *Planning Act, 1990*, regarding the enactment and extension of interim control by-laws shall apply.

5.12 DENSITY BONUS BY-LAW or DENSITY TRANSFERS

The *Planning Act* permits municipalities to authorize density bonuses on specific sites in exchange for such facilities, services or matters as are set out in a zoning by-law. The use of density bonusing is subject to the Official Plan containing provisions relating to this regulatory mechanism.

Objective

To authorize, when appropriate, the selected implementation of density bonus provisions for the increased height and density of development otherwise permitted in the applicable zoning by-law for the purpose of securing amenities, features or infrastructure for public benefit.

Policies

- 5.12.1 Pursuant to Section 37 of the *Planning Act, 1990*, the City may enact a zoning by-law authorizing increases in height and density of development otherwise permitted in the by-law in exchange for such facilities, services or matters as set out in such a by-law.
- 5.12.2 Authorized increases in height and density shall not result in a scale or intensity of development which is inappropriate for the host neighbourhood or which would exceed the capacity of available community and physical services within the area subject to density bonuses.



5.12.3 In considering any application for height and density bonusing, the following facilities, services and other matters, among other items, may be exchanged for density bonusing provisions:

- (i) road network, traffic or transit improvements;
- (ii) superior architectural design;
- (iii) streetscape improvements and gateway enhancements;
- (iv) daycare facilities;
- (v) recreation and other community service or open space facilities;
- (vi) preservation of environmental features; and,
- (vii) heritage conservation.

5.12.4 Any facilities, services or matters obtained through density bonusing provisions shall be logically applied to areas impacted by bonusing provisions so that the impacted community realizes benefits obtained through density bonusing.

5.12.5 Bonusing provisions shall not be applied for any facilities, services or matters to which the City is entitled to obtain through the City of Brampton Official Plan, the *Planning Act* or any other legislative authority.

5.12.6 The site specific zoning by-law amendment passed pursuant to Section 34 of the *Planning Act* which permits the increased height and density for any particular development shall describe the facilities, services or matters which are being exchanged for the authorized increases in height and density.

5.12.7 The proponent or landowner will be required to enter into an agreement with the City, pursuant to Section 37 of the *Planning Act* which will address the implementation of the density bonusing provisions. Such agreement shall be registered against the title of the lands to which it applies.

5.12.8 The City may develop bonusing policies on a City wide, area specific or site specific basis. Bonusing policies developed for specific sites or areas of the City shall be included in relevant Secondary Plans in accordance with the policies of this Plan, and shall specify the amount of additional height and density to be permitted in return for public benefit received.

5.13 COMMUNITY IMPROVEMENT

5.13.1 Pursuant to Section 28 of the *Planning Act, 1990*, the City may designate, by by-law, a Community Improvement Project Area and adopt a Community Improvement Plan for the purpose of providing for the maintenance, rehabilitation and redevelopment of selected areas of the City.

5.13.2 In designating a Community Improvement Project Area, the following shall be taken into consideration:

- (i) the importance of the proposed area to the overall social and economic health and integrity of the City;
- (ii) the degree of intervention or assistance required to stimulate rehabilitation and redevelopment to establish and maintain the health of the proposed area; and,
- (iii) the likelihood that such intervention or assistance will achieve the desired result.

5.13.3 In preparing a Community Improvement Plan, Council may:

- (i) provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;
- (ii) support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures; and,
- (iii) upgrade the existing level of municipal services for the purpose of stimulating private investment.

5.13.4 Where Council is satisfied that a Community Improvement Plan has been carried out, it may, by by-law, dissolve the Community Improvement Project Area.

5.14 MINIMUM MAINTENANCE AND OCCUPANCY BY-LAW

Pursuant to Section 32 of the *Planning Act, 1990*, the City may enact a by-law for prescribing maintenance and occupancy standards for property within the City. The by-law may also require the repair and maintenance of a property to conform to the standards of the by-law. This by-law is administered by the City's Legal Services.

Objective

To enact and enforce a maintenance and occupancy by-law which ensures a minimum level of property standards within the municipality.



Policies

- 5.14.1 The City shall retain and revise its Minimum Maintenance and Occupancy By-law which prescribes standards for the maintenance and occupancy of properties within the City.
- 5.14.2 The City may require that properties which do not conform to the Minimum Maintenance By-law be repaired and maintained to standard or shall prohibit occupancy of such property or order the site to be cleared of all structures and debris and left in a graded and levelled condition. In accordance with the *Planning Act*, the City may demolish or repair the offending property without compensation to the owner or occupant.
- 5.14.3 In accordance with the provisions of Section 32 of the *Planning Act*, the City may extend grants or loans to the owners of property not in compliance with the Minimum Maintenance and Occupancy By-law to facilitate the repair of the property. Loans are repayable in accordance with the *Planning Act*.

5.15 COMMITTEE OF ADJUSTMENT

Pursuant to Section 44 of the *Planning Act, 1990*, the City may appoint a Committee of Adjustment. The role of this Committee is to authorize minor variances to the provisions of a Section 34 (Zoning) by-law or a Section 38 (Interim Control) by-law. The Committee of Adjustment may also authorize the extension or enlargement of legal non-conforming uses and interpret the permitted use provisions of a zoning by-law. Operating procedures of the Committee of Adjustment are governed by the provisions of Section 45 of the *Planning Act*.

Objective

Appoint and empower a Committee of Adjustment to evaluate and rule on zoning matters pursuant to their legislative authority under Section 45 of the *Planning Act*.

Policies

- 5.15.1 The Committee shall be guided by the provisions of the *Planning Act* and by the policies of this Plan when deliberating on applications.

5.16 LAND DIVISION COMMITTEE

In accordance with Section 56 of the *Planning Act, 1990*, Regional Council appoints a land division committee to administer the authority to grant consents within the City of Brampton. The subdivision of land by consent is typically used for the creation of single lots within rural areas or for infilling situations within the urban area.

Sections 50 and 53 of the *Planning Act* set out the framework in which the procedure of subdividing land by consent is administered. In considering applications for consent, the Land Division Committee must have regard for the matter to be given consideration in the evaluation of draft plans of subdivision, as set out in Section 51(4) of the *Planning Act*.

Objective

To provide for the orderly creation of a limited number of lots in appropriate locations by the Land Division Committee, in accordance with the severance policies of the Official Plan.

Policies

- 5.16.1 In the consideration of consent applications, the Land Division Committee shall be guided by the policies of this Plan, the provisions of the *Planning Act* and any other relevant matters.

5.17 CONSENT POLICY

General Policies

- 5.17.1 Consents will only be considered when it is clearly not necessary in the public interest that a plan of subdivision be registered.
- 5.17.2 Consents must comply with any relevant provisions of this Plan.
- 5.17.3 In the case of a non-conformity with the approved Zoning By-law, it is advisable that a zoning amendment application or variance application be filed with the City of Brampton concurrently with a consent application with the Region of Peel Land Division Committee.
- 5.17.4 The proposed size, shape and use of the severed land must be compatible with the present and potential parcels and uses in adjacent areas.
- 5.17.5 Consents must be serviced by public water and sanitary sewers or evidence must be provided of other sanitary waste treatment facility, as approved by the Medical Officer of Health and of other adequate potable water supply, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation. Areas serviced by the South Peel Water and Sewer Scheme shall utilize these services when consents are considered.
- 5.17.6 The Ministry of Natural Resources or the Conservation Authority and the Ministry of Agriculture and Food shall be consulted with respect to applications in areas covered by their jurisdictions.



General Conditions and Criteria

- 5.17.7 If a septic tank is required, evidence must be produced from the Local Medical Officer of Health before the consent is granted, that the parcel resulting from the consent is of adequate size and the soil conditions are suitable for the successful construction and operation of the septic tank system. If a well is required, the applicant must provide evidence to the Ministry of the Environment that the parcel resulting from the consent is adequate for the proposed use. Finalization of the consent is subject to approval by the Ministry of the Environment.
- 5.17.8 The size of any parcel created by a consent should be appropriate to the use proposed.
- 5.17.9 Where a parcel of land resulting from a consent is to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.
- 5.17.10 A parcel created by consent should have similar lot depth and shape as adjoining lots, where appropriate.
- 5.17.11 The permitted structure should be subject to an appropriate setback from the boundary of a public road, to minimize the impact of traffic upon the privacy areas.
- 5.17.12 The comments of the City of Brampton, the Region of Peel, or the Ministry of Transportation, where applicable, should be obtained as to the adequacy of site lines in the vicinity of the application and as to whether or not road widening are required.
- 5.17.13 Each new lot created is to front on an existing public highway or street, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation.
- 5.17.14 The creation of new lots located totally in flood susceptible areas will not be permitted.
- 5.17.15 Despite Sections 5.17.4, 5.17.8 and 5.17.10 of this plan, consent-to-sever applications shall be discouraged within the Central Area Mixed -Use and Medium and Medium-High/High Density designations of the Downtown Brampton and Queen Street Corridor Secondary Plans except to facilitate land assembly.

Specific Provisions for Urban Use Designations

- 5.17.16 Consent applications in respect of land within the urban use area and designated for urban use, as shown on Schedule "A" and situated within or adjacent to developed urban areas shall be considered and may only be granted:

- (i) in light of the policies of this Plan and the preceding general consent policies;
- (ii) only when it is clearly not necessary in the public interest that a plan of subdivision be registered according to the criteria in subsection 5.17.16 following; and,
- (iii) if the general conditions and criteria of this section are complied with.

5.17.17 A plan of subdivision will not be considered necessary if the following conditions and criteria are satisfied:

- (i) the consent is for the purpose of infilling within the developed urban area and would not extend the urban use area as shown on Schedule "A";
- (ii) no major extension or expansion of physical services will be required;
- (iii) the lands front on an existing public highway or street;
- (iv) the ultimate development of the entire holding will not require the creation of a new public highway or street;
- (v) the creation of new building lots will not have an adverse effect on the character of the surrounding area or on traffic circulation;
- (vi) only three (3) or less new lots, in addition to the residual parcel, will be created, unless necessary for the proper and orderly development of the municipality; and,
- (vii) no consent will be granted until the City is satisfied that approval of the application will not adversely affect the ultimate development pattern of the entire holding.

Rural Areas

5.17.18 Consent applications in respect of land within the urban use area and designated for urban use, as shown on Schedule "A", but situated within an area which is not yet developed or developing for urban uses shall be considered and may only be granted:

- (i) in light of the policies of this Plan and the general consent policies of this subsection;
- (ii) only when it is clearly not necessary in the public interest that plan of subdivision be registered, according to the criteria in subsection 5.16.16;



(iii) if the general conditions and criteria of this subsection are complied with; and,

(iv) the following conditions and criteria are satisfied:

- a) parcels created by consent shall be so located relative to the agricultural remainder that they do not interfere with the agricultural use;
- b) the resulting parcel from a residential consent should generally be not more than 0.8 hectares (2 acres) in size;
- c) where a conveyance is approved on a Provincial Highway, Regional Road or Local Road, access to it may be limited by a 0.3 metre reserve along the road frontage;
- d) no more than two consent per 40.5 hectare (100 acre) original farm half lot shall be permitted even if the proposed consent complies with all of the preceding policies and criteria. Past and future conveyances for public purposes and for private utility installations shall not be considered in determining the number of conveyances permitted per each 40.5 hectare (100 acre) original farm lot;
- e) there shall be no transfer of the number of consents permitted from one 40.5 hectare (100 acre) half lot to another 40.5 hectare (100 acre) half lot; and,
- f) notwithstanding paragraphs (i) and (iv) above, when two or more farms are amalgamated and an existing house, other than a mobile home, becomes surplus to the needs of the farmer owning the newly amalgamated farm, the land upon which this house is located may be considered for severance.

5.17.19 For provisions relating to severance of lands located outside the urban use area within agricultural areas, see the policies of the Agricultural section of this Plan.

5.17.20 For provisions relating to lands located outside the urban use area within Estate Residential or Village Residential areas, refer to the policies of the Residential section of this Plan.

Implementation



5.18 LEGAL NON-CONFORMING USES

Non-conforming uses are continued or established in a fashion which do not comply with the provisions and policies of the applicable Comprehensive Zoning By-law. Legal non-conforming uses are legally established prior to and continue beyond the enactment or adoption of the Zoning By-law to which the use is in contravention of.

Objective

To provide for the continued operation of legal non-conforming uses which in the long term will be discontinued or relocated to permit such lands to be used in conformity with the applicable land use documents.

Policies

- 5.18.1 Uses which are not in conformity with the Zoning By-law shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the provisions of the Comprehensive Zoning By-law 2004.
- 5.18.2 Applications for the extension or enlargement of a non-conforming use in specific situations to avoid undue hardship will be considered by the Committee of Adjustment in accordance with Section 45 of the *Planning Act, 1990*.
- 5.18.3 When commenting on an application for the extension or enlargement of a non-conforming use by the Committee of Adjustment, the City may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of the *Planning Act*. Consideration will also be given to the possibility of re-establishing the use in a location consistent with the policies of this Plan.
- 5.18.4 When commenting to the Committee of Adjustment, the City shall be reasonably satisfied that the following requirements will be addressed prior to recommending approval of an application for the extension or enlargement of a non-conforming use:
 - (i) the proposed extension or enlargement will not unduly aggravate the situation created by the existence of the use;
 - (ii) the proposed extension or enlargement represents a reasonable increase in the size of the non-conforming use;
 - (iii) the characteristics of the existing non-conforming use and the proposed extension or enlargement will be examined with regard to impacts from noise, vibration, fumes, smoke, dust, odour, lighting, and traffic generation;



- (iv) the host neighbourhood and adjacent uses will be afforded reasonable protection by the provision of landscaping, buffering or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;
- (v) adequate provisions will be made for off-street parking and loading facilities;
- (vi) all municipal services such as water, sewage and roads are and will continue to be adequate, and,
- (vii) the application is referred to municipal departments and other appropriate agencies which may be concerned or affected for information reports on relevant considerations before making a decision.

5.18.5 In certain instances, uses have been established for many years in conformity with longstanding plans or zoning by-laws which have only recently been altered, and extensive development has been permitted on the basis of specific site plan by-laws which no longer conform, in all aspects, to the Official Plan or a Secondary Plan. In cases such as these, it may be desirable for Council to pass by-laws for such purposes, provided that the following matters are given due consideration:

- (i) the proposed zoning is considered in relation to the economic life of the use;
- (ii) the proposed zoning will not aggravate the situation caused by the existence of the use in regard to the general principals and policies of this Plan; and,
- (iii) the proposed zoning will not create or cause an increase of nuisance factors such as noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to result in the incompatibility of the use with the host neighbourhood.

5.19 DEMOLITION CONTROL

5.19.1 The City may enact a by-law creating an area or areas of demolition control as authorized by Section 33 of the *Planning Act* if and when it appears that premature demolition of residential buildings may occur.

5.20 CENTRAL AREA REVITALIZATION

The City has taken efforts to promote and facilitate revitalisation initiatives in the Central Area. Formal documentation dates back to the Four Corners Revitalization Study of 1981 and includes the designation of the City core as a Community Improvement Area in 1984, the implementing Brampton Central Secondary Plan

(1985) and related documentation, the C.A.U.S.E. report of 1986 and more recently, the Brampton Central Area Plan Review (2005).

The Brampton Central Area contains three transport supportive precincts including the Downtown Core, the Queen Street Corridor between Kennedy and Bramalea Road and the Bramalea City Centre in the east. The general objective for the Central Area is to allow for the intensification and redevelopment of the area for residential, office, restaurant, community, entertainment and institutional activities.

Policies

5.20.1 The City may make use of the following, and any other applicable legislation or programs, to implement objectives and policies for Central Area redevelopment and revitalization:

- (i) the Downtown Business Improvement Area established pursuant to Section 361 of the *Municipal Act*;
- (ii) the *Ontario Heritage Act*, and,
- (iii) the Demolition Control provisions of Section 33 of the *Planning Act*.

5.21 PARKLAND DEDICATION

Objective

To acquire, through the development process and other methods as appropriate, an inventory of parkland to satisfy the active and passive recreational and leisure needs of all Brampton residents.

Policies

5.21.1 Pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended, the City, as a condition of development or redevelopment or subdivision approval or consent, shall require the conveyance of parkland, or cash in lieu thereof, at the rate of :

- For residential purposes: 5% of the land being developed or 1 hectare per 300 dwelling units, whichever is greater;
- For commercial or industrial purposes: 2% of the land being developed; and,
- For all other purposes: 5% of the land being developed.



- As a condition of approval, Council may from time to time, offer temporary reductions to these rates to encourage economic development within defined areas of the City or to meet other objectives. The policies relating to these reductions are detailed in Section 5.21.5.

5.21.2 Land required for park purposes in accordance with the policies of this Plan will be acquired by use of:

- (i) Parkland and valleyland dedications as a condition of subdivision approval or as a condition of development or redevelopment;
- (ii) Funds allocated in the City budget from general revenue or development charges capital contributions;
- (iii) Money received for park purposes as a condition of approval of consents or in lieu of required land dedications;
- (iv) Lands bequeathed to the City for park purposes by corporations, agencies or individuals; and,
- (v) Leases and agreements to use certain lands for park purposes.

5.21.3 The City shall enact and administer a by law pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended to require a parkland dedication, or cash-in-lieu equivalent.

5.21.4 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu parkland dedication, but may use such funds for any purpose permitted under Sections 42 (15) and 51.1(5) of the *Planning Act*.

5.21.5 Land required for drainage purposes, lands susceptible to flooding, valleylands, buffered areas and other lands unsuitable for development will not be accepted as part of the parkland dedications referred to in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

5.22 CENTRAL AREA HIGH DENSITY INCENTIVE PROGRAM

5.22.1 Notwithstanding the word “shall” in Section 5.21.1, Council may reduce by 50% the cash in lieu of parkland requirement for a residential project with a net density greater than or equal to 100 units per hectare (40 units per acre) that meets all of the following requirements:

- (i) Has a foundation or superstructure building permit issued between October 2004 and October 2006;

- (ii) Does not have nor will receive funding from any other level of government;
- (iii) Is located in the Central Area High Density Incentive Program Area consisting of the portion of the Central Area extending west from Highway #410, comprising:
 - Secondary Plan Area 7; and
 - The portion of the Secondary Plan Area 36 west of Highway 410; on Schedule G of this Plan.

5.22.2 A maximum of 1,150 dwelling units are eligible for the Central Area High Density Incentive Program, on a first come, first served basis.

5.22.3 Notwithstanding the flexibility of the interpretation policies contained in Section 5.1, the boundaries of the Central Area High Density Incentive Program Area are firm and are not intended to be altered through interpretation, amendment to this Plan or by appeal to the Ontario Municipal Board.

5.23 DEVELOPMENT CHARGES BY-LAW

Pursuant to the *Development Charges Act*, the City may pass a by-law to impose charges on development within the City which would increase the need for physical and other services.

Objective

To enact a Development Charges By-law.

Policies

5.23.1 The City shall enact and administer a Development Charges By-law in accordance with the provisions of the *Development Charges Act*.

5.24 CONSERVATION AUTHORITIES

Conservation Authorities assist in the regulation of valley systems, flood plains, watercourses and other environmentally related features. Among other duties, the Authorities administer flood and fill line regulations, participate in processing and approve subdivision plans, master drainage plans and subwatershed management plans as well as obtain lands for conservation purposes and operating conservation areas.

Within the City of Brampton, the Credit Valley Conservation Authority has jurisdiction within the Credit River and Fletcher's Creek Watersheds. The Toronto



and Region Conservation Authority has jurisdiction within the West Humber River, Mimico Creek and Etobicoke Creek watersheds.

Objective

To consult and cooperate with the Conservation Authorities on matters and concerns of mutual interest.

Policies

5.24.1 The regulations and policies of the Credit Valley Conservation Authority and the Toronto and Region Conservation Authority shall be considered when evaluating development proposals. Policies and regulations of the Ministry of Natural Resources and other conservation bodies will also be considered.

5.24.2 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources and other conservation bodies to, among other concerns:

- (i) define the physical limits of valleylands, watercourses and natural hazards and to plan for their protection, conservation and enhancement;
- (ii) establish criteria for the identification and preservation of hazard lands and environmentally sensitive areas;
- (iii) participate in the preparation of watershed and subwatershed management plans; and,
- (iv) support the development and implementation of projects to conserve, restore and enhance the natural environment as appropriate.

5.24.3 The City shall encourage the Conservation Authorities to participate in the management and acquisition of lands for conservation and recreation purposes as part of an overall open space and recreation system within the City.

5.25 OTHER LEGISLATION

5.25.1 The City shall review and monitor existing and future legislation contained in the *Planning Act*, the *Municipal Act* and other relevant Provincial statutes which apply to areas of municipal jurisdiction and where appropriate, amend existing by-laws or pass new by-laws to ensure such uses are properly regulated in accordance with the relevant legislation and associated regulations and in accordance with the policies of this Plan.

Implementation



5.26 OTHER LEVELS OF GOVERNMENT

- 5.26.1 The City recognizes that the implementation of many of the policies of this Plan is partly or wholly dependent on the actions of other levels of government and accordingly resolves to encourage these governments to take such actions as appropriate.

5.27 PRIVATE SECTOR

- 5.27.1 The City shall encourage private groups, stakeholders and individuals to take positive action to help achieve the objectives and implement the policies of this Plan.

5.28 PUBLIC PARTICIPATION

Objective

To promote public awareness of City affairs and services and provide opportunities for the community to participate in municipal planning and decision making.

Policies

- 5.28.1 The City shall endeavour to maintain an effective public information and communication program to increase the public's knowledge of City affairs and services and provide opportunities for public consultation in City decision-making.
- 5.28.2 The City shall make available to the public, at reasonable cost, meeting agendas, official studies, documents and reports concerning the policies and programs of the City as appropriate.

5.29 PUBLIC MEETINGS

Objectives

To provide the community with adequate notice of development applications and statutory public meetings as required by the *Planning Act*.

Policies

- 5.29.1 The Planning Committee shall, on behalf of the City, before passing an official plan, secondary plan, community improvement plan or zoning by-law, or amendments thereto, ensure that adequate information is made available to the public, and for this purpose shall hold at least one public meeting, at which any person in attendance shall be afforded the



opportunity to make representations in respect of the proposed official plan, secondary plan, community improvement plan or zoning by-law, or amendment thereto.

5.29.2 The City may forego notification of and meetings for the public in connection with official plan and zoning by-law amendments if such amendments will not affect the substance of the document to be amended. Such amendments may include the following:

- (i) deletion of obsolete provisions;
- (ii) changes or corrections to format, wording or reference errors; and
- (iii) alteration in the numbering and arrangement of any provisions.

5.29.3 To provide ample opportunity for the public to review and discuss the proposed plans or amendments and to prepare their comments, notice of any statutory public meeting shall be given at least 12 days prior to the date of the meeting; and copies of the pertinent draft documents will be made available for public examination at least 7 days prior to the date of the public meeting.

5.29.4 Notice of a public meeting shall contain the following information:

- (i) the date, time and location of the meeting;
- (ii) a key plan showing the location of the subject site, or a description of the subject site;
- (iii) a description of the proposal; and,
- (iv) a statement advising that the recommendation of the Planning Committee on the proposal will be forwarded to City Council, and that Council will not adopt the proposed amendment prior to the passage of 30 days since the date that the notice of the public meeting was given.

5.29.5 Notice of a public meeting shall be given by the Clerk, using one or both of the following methods:

- (i) publication in a newspaper that is, in the Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment would apply to give the public reasonable notice of the meeting;
- (ii) prepaid first class mail or personal service, to every person assessed in this respect of lands to which the proposal applies within 900 metres for lands located within Secondary Plan Areas 26, 29, 40, 41, 45, 47 and 48 as identified on Schedule G, including lands located outside the Urban Boundary as identified

on Schedule A, and within 800 metres for all other lands identified on Schedule G to which the proposal applies as shown on the last revised assessment roll of the City, at the address shown on the roll except that if the Clerk has received written notice of a change of ownership or occupancy of land, notice shall be given only to the new owner or occupant, as the case may be at the address set out in the written notice.

- 5.29.6 Notice of a public meeting shall also be given by the Clerk, by prepaid first class mail or personal service, to every person or agency that has given the Clerk a specific request to receive notice, if such request shows the person's or agency's address.
- 5.29.7 The City shall require the applicant or the proponent of a proposed amendment to post a sign on the lands to which the proposed amendment applies, clearly visible and legible from a public highway or other place to which the public has access. The sign will contain text and/or a coloured concept site plan or draft plan of subdivision that indicates the general nature of the proposal and the telephone number of the Planning, Design and Development Department, or, where the posting of the property is impractical, at a nearby location chosen by the City.
- 5.29.8 Where a change is made in a proposal after the holding of the statutory public meeting, Council shall determine whether or not the extent of the change requires that further notice be given in respect of the proposal and whether or not a further public meeting must be held.

5.30 BUDGETING AND DEVELOPMENT PHASING

- 5.30.1 Substantial sums of money will be required over a long period of time to implement the policies of this Plan. Short and longer term capital and operating programs and budgets which are consistent with the objectives and policies of this Plan will be adopted and annually revised by the City to determine the source of funds and to establish priorities.
- 5.30.2 The criteria listed in the Financial and Phasing Section of this Plan will be collectively used as the basis for the selecting of those individual properties, subdivisions, or groups of properties or subdivisions which ought to be given development priority.
- 5.30.3 It is recognized that development or servicing sequencing priorities may have to be set at various times and the maintenance of a sound financial position for the City and the effective provision or management of essential services may necessitate the implementation of a phasing program. Any such program shall be formulated and implemented in accordance with the objectives and policies of the Financial and Phasing Section of this Plan.



5.31 IMPACT STUDIES

Objective

To require, as appropriate, impact studies in conjunction with development related applications to the City, in order to properly assess such proposals.

Policies

5.31.1 The City may require one or more impact studies in conjunction with the application and/or approval of a development-related application such as, but not limited to:

- (i) an official plan amendment;
- (ii) a secondary plan amendment;
- (iii) a zoning by-law amendment;
- (iv) a plan of subdivision;
- (v) a site plan control submission;
- (vi) a Committee of Adjustment application; and,
- (vii) a Land Division Committee application.

5.31.2 An impact study may relate to, but is not limited to, an assessment of one or more of the following matters: any physical, social, economic or environmental consideration such as transportation network, environmental function, sun shadowing, wind, micro and/or macro-climate, noise, recreation opportunities, heritage resources, services or infrastructure and financial considerations.

5.32 STREAMLINING OF APPROVAL PROCESS

Planning and approval process for all development applications are to be completed expeditiously within the time frame stipulated in the *Planning Act* of Ontario. The approval process for commercial and industrial development proposals shall be streamlined where appropriate from a legal, service and operational perspective to help achieve community objectives, sustainable economic growth, and associated employment and assessment benefits.

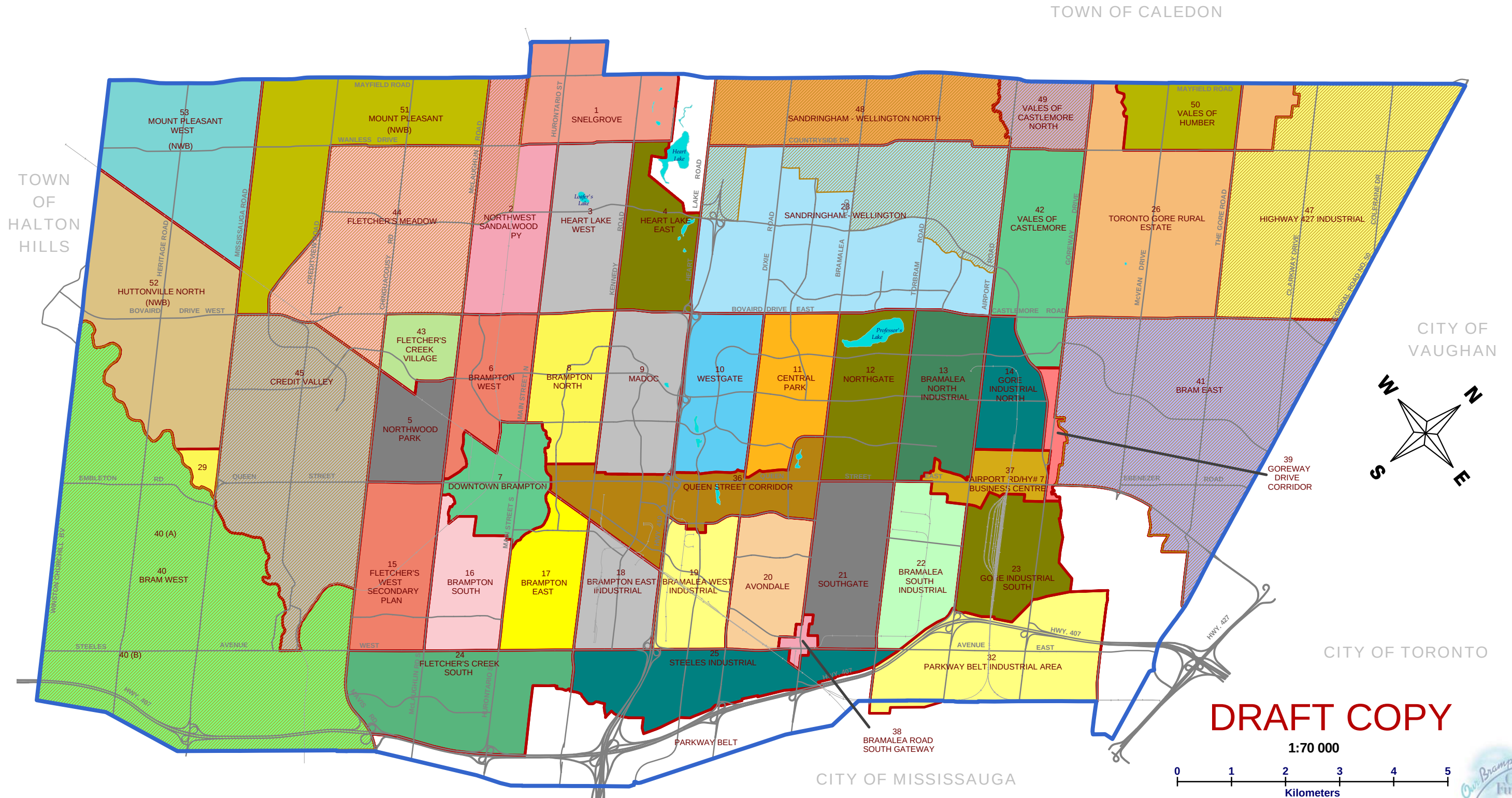
Policies

5.32.1 The City may expedite the approval of specific residential, commercial and industrial development applications which are deemed to be of significant importance in fulfilling community, social and economic objectives as appropriate.

- 5.32.2 The City may adopt general guidelines which set out procedures and desired time frames to complete each stage of the development approval process, for the information of proponents.



Implementation



Legend



NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF
SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES
OF THE OFFICIAL PLAN

Last Amended Date

April 07, 2006

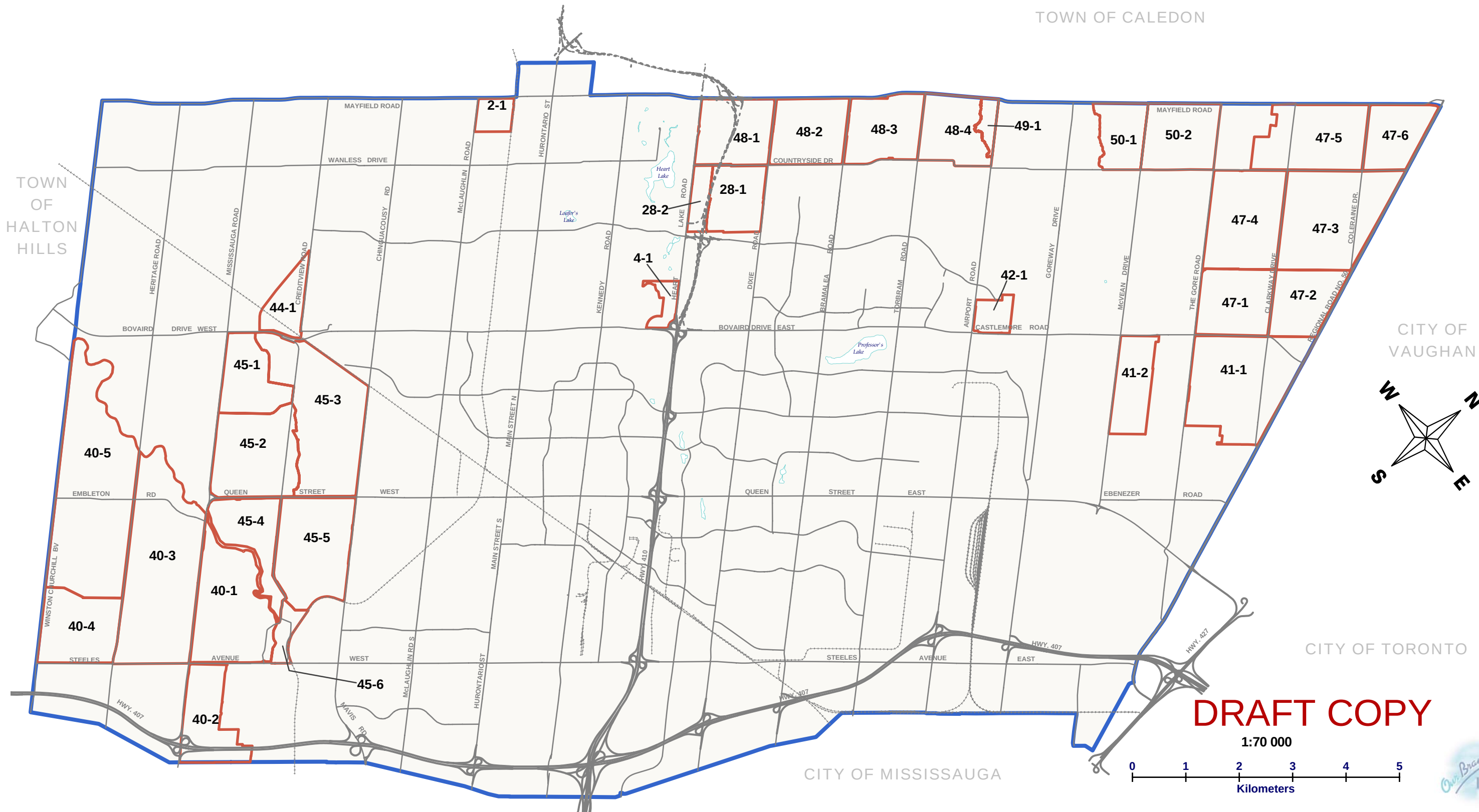
Notes

Printed Date

April 07, 2006

Schedule G

SECONDARY PLAN AREAS



Legend



BLOCK PLAN AREA

Last Amended Date

April 7, 2006

Printed Date

April 7, 2006

Notes

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Schedule H

**BLOCK PLANNING
AREAS**