

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 17

THE BRAMPTON EAST SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Brampton East Secondary Plan (Secondary Plan Area 17)

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes 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 an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. 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.
- v. 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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:
 - (a) the referenced 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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 predecessor Official Plan that the referenced provision was not to be

considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 17, The Brampton East Secondary Plan)

This office consolidation of the Brampton East Secondary Plan consists of Subsection B2.5 of Chapter B1 of Section B of Part C and Plates 8 and 8(A) of the document known as the Consolidated Official Plan. The aforementioned subsection and plates have been included. The following Official Plan amendments as approved by the Province or City of Brampton have also been incorporated:

- 42 (amends Chapter B2.5 and Plate 8)
- 72 (amends Plate 8)
- 137A (amends Chapter B2.5 and Plate 8(A))
- 191A (amends Chapter B2.5 and Plate 8)
- 210A (amends Chapter B2.5 and Plate 8)
- OP93-95 (amends Chapter B2.5)
- OP93-266 (amends Chapter B2.5 and Plate 8)

In addition to the foregoing, Subsection 7.2.7.17 of Section 7 of Chapter 7 of the document known as the 1984 Official Plan contains specific policies and definitions applicable to that part of this secondary plan area which was in the former Town of Brampton (area shown on Plate 8). For convenience these policies and definitions have also been included.

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

This office consolidation is provided for convenience only. For official reference, resource should be had to the original documents noted above.

February 2010

**Subsection B2.5 Chapter B1 of Section B of
Part C and Plates 8 and 8(A)
of the document known as the
Consolidated Official Plan**

SECTION B.2.0

SUB-SECTION B.2.5

BRAMPTON EAST PLANNING DISTRICT

1.0 GENERAL DESCRIPTION

1.1 The Brampton East Planning District, comprising about 1,941 acres is approximately 70 per cent developed. The greater portion of the undeveloped land is located east of Kennedy Road South and will be used for non-residential purposes. New residential development will be primarily in the form of medium and high density development. Under this plan the estimated population of the Planning District will increase from 16,100 to about 19,600 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, future alignment of controlled access highways and adjacent commercial and industrial areas will direct attention to the probably southerly extension of the residential.

OP93-266

While the Brampton East and Brampton East Industrial District Secondary Plan policies are not applicable to the Kennedy Road South Revitalization Area lands, the general policies in Section 1.1 and 3.3 shall apply to the Kennedy Road South Revitalization Area Secondary Plan 54 for the purpose of calculating land area, developed area, population and medium and high density residential areas.

1.2 The unorganized forms of earlier development will not permit the organization of the cohesive neighbourhoods found in other planning districts. However, the Brampton East Planning District will be considered for purposes of this plan to be organized into five neighbourhood units each served by an existing junior and public school.

2.0 LAND USE AREAS

2.1 Future land use are shown on the "Land Use and Roads" plan (Plate 8, 9).

3.0 RESIDENTIAL DEVELOPMENT PRINCIPLES

3.1 Three residential density categories will be developed located as shown on the "Land Use and Roads" plan (Plate 8, 9).

3.2 Residential development in the low density areas will not exceed an

average of 6.0 dwelling units per gross residential acre.

- 3.3 In neighbourhoods where areas of high density residential development abut areas of medium density residential development, the boundaries between the areas need not be observed, provided the maximum area devoted to each type does not exceed that shown on Table No. 1 below:

TABLE NO. 1						
Maximum Area of High and Medium Density Residential Development						
Density Category	NEIGHBOURHOODS					
	1a	1b	2	3	4	5
High	7.6	-	4.1	0.7	17.9	13.7
Medium	14.1	9.3	-	1.2	12.1	2.0

4.0 COMMERCIAL USES

- 4.1 Neighbourhood commercial uses will be provided by the existing plazas located at Main Street South and Nanwood Drive and at Main Street and Steeles Avenue. The existing plaza at Main Street South and Nanwood Drive and the limited population growth proposed for the Planning District will limit the need for additional neighbourhood commercial facilities west of Kennedy Road South.

OPA 42

- 4.2 The land designated for commercial purposes at the south-west corner of the intersection of Queen Street East and Heart Lake Road will function primarily at the District level.

OPA 42

Section 4.3 deleted by OP93-266

Section 4.4 deleted by OP93-266

4.5

OPA 42

In the area designated Commercial on Plate 8 at the corner of Queen Street East and Trueman Street, the designation includes offices and stores. It is intended that the main floor of the commercial structure will be used for retail purposes and the second floor will be used for office uses only.

Council shall determine the minimum number of off-street parking spaces that shall be provided to satisfy the expected requirements of customers and employees. The location of parking areas shall be arranged in recognition of the convenience of customers and employees of the proposed commercial use. Further, where deemed necessary by Council, fencing screening and landscaping will be provided as may be required.

To ensure that the development will be of a high quality, the location of signs and advertising devices will be subject to controls as to location, size and illumination.

The location of access driveways onto Trueman Street shall be such so as to ensure that the traffic function of the street will not be affected unduly. To this end, Council may require that turning movements at driveways be restricted.

4.6

OPA 42

Properties fronting on Queen Street East between Heart Lake Road and Kennedy Road constitute a central commercial corridor.

A central commercial corridor shall be developed and reinforced as a major retail and office commercial area for the City of Brampton.

In the development and improvement of private commercial uses and public areas and facilities in the central commercial corridor, consideration shall be given to special landscaping and other site planning requirements to reinforce and improve this area as a major functional and visual focus for the City.

4.10

OPA
210A

The Service Commercial designation of the lands on the south-west corner of the intersection of Queen Street East and Lynch Street, known municipally as 145 Queen Street East is intended to permit retail, service commercial, office and residential use of the property. The following policies shall apply.

- (1) The subject property is located at a prominent intersection and therefore a maximum floor space index of 2.79 including residential purposes shall apply.

- (2) A maximum of 96 dwelling units shall be permitted on the site in conjunction with the retail, service commercial and office development.
- (3) The ground floor area shall be used for retail, service commercial, and apartment and office service purpose only.
- (4) The site shall be provided with recreational amenities including residential amenity area and weather protected canopy, awning, skylight or similar feature along Queen Street East.
- (5) One access driveway to Queen Street East and Lynch Street or John Street shall be permitted.
- (6) The subject property is conveniently located to employment opportunities, transit, health, educational and recreational facilities and therefore is appropriate for affordable housing and a reduction in parking standards.
- (7) To address wind tunneling, street aesthetics and shadowing issues, the site shall be subject to the requirement that no building may rise above a plane inclined 45 degrees from the horizontal which intersects the opposite line of Queen Street East.

5.0 INSTITUTIONAL USES

- 5.1 The existing major institutional uses in the Brampton East Planning District including Peel Memorial Hospital, St. Mary's Cemetery, the new Provincial Court House, the nursing home on Kennedy Road South, and two churches in Neighbourhood 3, have been designated Institutional uses. It is the intent of this designation that these uses be encouraged to continue. Any changes to another use category will be permitted only by amendment to this plan.
- 5.2 The new Provincial Court House will be encouraged to extend its present land area by acquiring the adjacent property owned and occupied by the Ministry of Transportation and Communications, if and when it becomes available.

6.0 EDUCATION FACILITIES

- 6.1 Existing junior public facilities are considered adequate. Senior school

facilities will be provided in existing structures within the Planning District.

6.2 Separate school facilities will be provided by St. Francis Xavier Separate School.

6.3 Secondary school students will continue to use facilities located outside the Planning District particularly in the South Planning District, while space is available there. It is expected that secondary school students from the East Planning District will then attend a new school that is proposed to be erected adjacent to the W.J. Fenton Vocational Secondary School.

6.4 In Neighbourhood 1, the lands designated Institutional on the west side of Trueman Street, comprising Lots 1 to 16, both inclusive of Registered Plan 506 shall only be used for at grade off-street parking facilities for Peel Memorial Hospital. Redevelopment of the lands shall be subject to site plan approval and the restrictions of a site specific zoning by-law amendment to minimize the impact of the parking lot on the adjacent residents. Where Peel Memorial Hospital has not yet acquired the residential property to be redeveloped, a buffer facility shall be provided on the abutting parking lot to minimize adverse impact of the parking facility upon the residential property.

OPA 191A

7.0 OPEN SPACE AND RECREATION

7.1 Due to the nature of existing development, the objective of providing neighbourhood park sites adjacent to junior public schools and to provide community recreation facilities within the planning district is not likely to be realized.

A similar situation exists with regard to the provision of passive recreation areas. Accordingly, Council will favour development proposals that minimize demands upon recreation facilities and will seek to provide additional land for recreation purposes outside the Planning District.

8.0 ROADS

8.1 The Brampton East Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 8, 9).

8.2 In those neighbourhoods where collector roads are shown terminating at the municipal limits, it is intended that these roads will ultimately be extended to connect to a suitable class of road in the adjacent former municipalities.

8.3 To protect the arterial function of Kennedy Road South and Main Street South and the amenity of abutting residential development, these developments will have reverse frontages with special buildings setbacks, landscaping and screening. Controlled access along arterial roads will be maintained for high density development and the design of such development will attempt or strive to ensure that intensive (high volume) traffic will not be directed through low density residential use areas.

8.4 Meadowland Drive will be extended as a collector road from Nanwood Drive to north of Clarence Street permitting the closing of Meadowland Gate.

The collector road designations of Davidson, Selby and Bramsteele Roads, and portions of Heart Lake Road will become effective upon the construction of proposed Highway #410.

8.5 Grade separations with the Canadian National Railway tracks at Centre Street South and Rutherford Road will be undertaken when traffic warrants construction.

The need for an intersection improvement at Clarence Street and Selby Road will be taken into account when considering development proposal in this area.

9.0 **SPECIAL POLICY AREAS**

9.1 The area shown as Special Policy Area Number 1 on Plate Number 8(A), has been identified by the Metropolitan Toronto and Region Conservation Authority as being below the regulatory floodline. The inherent environmental conditions of these lands with respect to flood susceptibility necessitates restrictions on development/redevelopment in accordance with provincial floodplain management policies. However the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority and the City of Brampton recognize that special policy provisions are appropriate to recognize existing development, and provide for continued maintenance and development/redevelopment, subject to the implementation of satisfactory flood protection measures. In this regard, the erection of new buildings or structures including new additions as permitted within each land use designation shown on Plate Number 8, shall only be permitted subject to the following:

OPA 137A

(a) the placing or dumping of fill of any kind, or the alteration of any watercourse shall not be permitted without the approval of the

Metropolitan Toronto and Region Conservation Authority;

- (b) any new buildings or structures, including new additions, shall not be susceptible to flooding under regional storm conditions, as defined by the Metropolitan Toronto and Region Conservation Authority. In this regard, the City shall co-operate with the Metropolitan Toronto and Region Conservation Authority to determine, prior issuance of a building permit, any proposed flood damage reduction measures, including setbacks, basement elevations, the strength of foundation walls, the placement of fill, the elimination of building openings, the installation of back-water valves and sump pumps and the installation of waterproof sections and structural joints;
- (c) where it is technically impractical to flood proof a building or structure in accordance with paragraph 10.1(b), new buildings or structures, 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);
- (d) notwithstanding sections 10.1(b) and (c), no new buildings or structures including additions shall be permitted within Special Policy Area Number 1 shown on Plate Number 8(A), 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 equal to the Regulatory Flood, as defined by the Metropolitan Toronto and Region Conservation Authority;
- (e) where development or redevelopment requires a zoning by-law amendment and/or an official plan amendment, the City, in consultation with the Metropolitan Toronto and Region Conservation Authority, may determine that an engineering study is required, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction measures and storm water management;
- (f) any new zoning by-laws shall contain 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 Metropolitan Toronto and Region Conservation Authority; and,
- (g) the Metropolitan Toronto and Region Conservation Authority, in

conjunction with the City, shall explore means of alleviating flood risk through remedial works such as culvert and minor channel improvements.

9.2

OP93-95

The lands shown outlined as Special Policy Area Number 2 and designated "Mixed Use Commercial/High Density Residential" on Plate 8 may be used for mixed-use purposes comprising residential apartment dwelling uses, offices, restaurants, and retail and service commercial uses. The overall gross floor area shall not exceed 60,325 square metres of which the gross floor area of apartment dwelling uses shall not exceed 49,877 square metres. The maximum building height shall be 22 stories and the height of any portion of a building shall not exceed the horizontal distance between that portion of the building and a lot line abutting a residential zone. Commercial uses shall not be permitted within 80 metres of Hillcrest Avenue.

**Part of Subsection 7.2.7.17 of
Section 7 of Chapter 7,
of the document known as the
1984 Official Plan**

7.2.7.17 The part of this secondary plan area which was in the former Town of Brampton (see Plate 8) shall be subject to the following policy and definitions:

Subject to specific requirements for any individual district or secondary plan area, high density and medium density residential development will be subject to the following principles;

- (a) high density development will not exceed 40 dwelling units per net residential acre,
- (b) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and,
- (c) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor Space Index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross Residential Area refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.