

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 28

THE SANDRINGHAM - WELLINGTON

SECONDARY PLAN

November 2010

EXPLANATORY NOTES

Office Consolidation The Sandringham - Wellington Secondary Plan (Secondary Plan Area 28)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 28 The Sandringham - Wellington Secondary Plan)

This office consolidation of the Sandringham - Wellington Secondary Plan consists of Chapter 28 of the document known as the 1984 Official Plan.

Chapter 28 is based on Official Plan Amendment 149 to the document known as the 1984 Official Plan as approved by City Council on October 12, 1988 with the inclusion of all of the modifications made by order of the Ontario Municipal Board on May 23, 1990 and with inclusion of the following Official Plan Amendments as approved by the Province or City of Brampton:

194	OP93-61	OP93-127
197	OP93-81	OP93-129
213	OP93-82	OP93-133
219	OP93-90	OP93-138
238	OP93-94	OP93-139
244	OP93-96	OP93-140
247	OP93-97	OP93-144
453	OP93-98	OP93-148
258	OP93-115	OP93-153
276	OP93-117	OP93-162
292	OP92-123	OP93-225
294	OP93-187	OP93-204
OP93-206	OP93-226	OP93-228
OP93-234	OP93-242	OP93-246
OP93-268	OP93-278	OP93-290
OP06-23	OP06-28	OP2006-047

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.

Chapter 28
of the document known as
the 1984 Official Plan

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***NOTE:** This Table of Contents is provided for convenience only and is not to be considered an official part of Chapter 28, Part IV of the Official Plan.

1.0 **PURPOSE**

The purposes of this chapter, together with Schedules 'SP28(A)' and 'SP28(B)', is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing detailed policies for the residential development and associated open space, commercial, and institutional development of the lands outlined on Schedule 'SP28(A)', and to specify the desired pattern of land uses, the transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified on Schedule 'SP28(A)'. This chapter will constitute the Sandringham-Wellington Secondary Plan.

2.0 **LOCATION**

The subject lands comprise a total area of approximately 1630 hectares (4030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north, and Airport Road on the east, comprising all of Lots 11 to 15 in Concession 3 to 6, E.H.S. in the City of Brampton, as outlined on Schedule 'SP28(A)'.

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

Lands in the Secondary Plan Number 28 area outlined on Schedule 'SP28(A)' shall be used or developed in accordance with the policies of the chapter (Chapter 28 of Part IV) and with Schedules 'SP28(A)' and 'SP28(B)' attached thereto, and also in accordance with all other relevant policies and schedules of Parts II and III of the City of Brampton Official Plan.

Accordingly, this Sandringham-Wellington Secondary Plan (Chapter 28 of Part IV of the Official Plan) should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the General Plan (Part II of the Official Plan), but not to replace or repeat them. An accurate understanding of all the policies pertaining to the Secondary Plan Number 28 area can only be achieved by reading the General Plan together with Chapter 28. In this context, particular attention should be paid to Section 7.2, Secondary Plans, and to Section 7.3, Interpretation of the Plan, of Chapter 7, Implementation, of the General Plan (Part II).

The various terms used in the policies of this Secondary Plan shall be interpreted in accordance with the definitions in the General Plan (Part II), or in accordance with any supplementary definitions in this Chapter, or if they are not specifically defined in the Plan, in accordance with conventional planning or general usage.

4.0 GENERAL OBJECTIVES/CRITERIA

In addition to the Goals enunciated in The General Plan (Part II), the following general objectives/criteria constitute the basis for the formulation of the Sandringham-Wellington Secondary Plan:

- Provide a Balanced Distribution of Services.
- Make Effective Use of Environmental and Man-Made Opportunities in the Allocation of Open Space and other Land Uses.
- Minimize Adverse Impacts.
- Optimize the Functionality of Individual Land Use.
- Achieve Mutually Beneficial Arrangements of Uses.
- Achieve Convenient and Harmonious Traffic and Pedestrian Circulation Systems.
- Promote Community Cohesiveness and Identity.
- Achieve Landowner Equity in the Development Process.

5.0 LAND USE PRINCIPLES

5.1 RESIDENTIAL

- 5.1.1 The various residential designations shown on Schedule 'SP28(A)' are categories in which the predominant use of land is residential and they collectively include the full range of dwelling types from single family houses to high rise apartments. Complementary uses permitted in residential areas by the General Plan - schools, churches, libraries, parks, community centres, health centres, day care centres, convenience shopping and fire stations - have been specifically identified and are covered by other designations or specific policies in this Secondary Plan. Minor utility installations such as transformer sub-

stations, telephone switching centres, etc. are permitted in these residential designations provided that they are unobtrusively designed and impose no significant impacts on adjacent residential uses.

5.1.2 The housing mix range for the overall Secondary Plan Number 28 area and for the sub-areas outlined on Schedule 'SP28(B)' shall be as indicated in Table 1. The distribution of the various residential designations in the plan and specific additional policies respecting the allocation of dwelling units are designed to achieve these targets.

5.1.3 The overall density range associated with the housing mix range indicated in Table 1 is 21.1 to 25.2 units per gross residential hectare (8.5 to 10.2 units per acre) for the overall Secondary Plan Number 28 area.

High Density Residential

5.1.4 The locations of the High Density Residential (apartment) designations on Schedule 'SP28(A)' are based on the following criteria:

- A 200 metre (660 feet) separation between apartment buildings and the Trans Canada Pipeline;
- Limit concentrations of apartment to 800 units except where an additional number of bonus units acceptable to Council are proposed in accordance with policy 5.1.5;
- Minimize the overshadowing and overlooking impact of apartments on low to medium density residential;
- Locate apartments abutting collector roads and near potential future transit services;
- Locate apartments adjacent to environmental open space or commercial uses; and
- Concentrate apartments in the southerly portions of Secondary Plan area Number 28 so that the overall density will be somewhat lower towards the northerly fringe of the urban area.

5.1.5 The net density (in accordance with the definitions of the General Plan) for High Density Residential designations shall not exceed 125 units per hectare (50 units per acre) except in the case of the three High Density Residential designations located between Heart Lake Road and Highway Number 410 which are identified as designations A1, A2, and

A5 on Schedule 'SP28(B)' and which may be allocated bonus density increases pursuant to the Planning Act up to a maximum density limit of 150 units per hectare (60 units per acre). These bonus density increases may be granted as required to encourage the retention of the ponds/marshes along Heart Lake Road in a natural state. The level of bonusing allowed for such pond retention should reflect the actual value of the associated benefit to the community. This benefit value effectively equates to the residual development value of these ponds, if any, after their environmental and hazard land characteristics are fully assessed as part of the environmental studies required by policy 5.1.18.

5.1.6 The High Density Residential areas designated on Schedule 'SP28(A)' and identified by a reference number on Schedule 'SP28(B)' are sized for consistency with the housing mix ranges prescribed in policy 5.1.2 (and in Table 1) and in accordance with an overall intended allocation of total High Density dwelling units within the Secondary Plan Number 28 area. However, the latter allocations are not an official part of this Plan, but are recorded in the form of ranges in an appendix hereto (Table 2, Appendix A) to indicate that flexibility exists to vary the magnitude of these High Density Residential designations in accordance with market demands and detailed planning considerations, provided that the ranges of policy 5.1.2 (and Table 1) are respected.

5.1.6.1 Deleted by OP93-98

OPA 258 OP93-98

Medium Density Residential

5.1.7 The two most fundamental locational criteria for concentrations of Medium Density units are as follows:

- Medium Density Residential (Townhouse) concentrations should abut collector roads and be near public transit service; and
- Medium Density Residential concentrations should be adjacent to open space or recreation facilities or commercial uses.

5.1.8 With respect to Medium Density Residential development, attention must also be paid to the achievement of good transitions to lower density housing and/or an acceptable method of integrating different density types.

5.1.9 The Medium Density Residential areas designated on Schedule 'SP28(A)' and identified by a reference number on Schedule 'SP28(B)' are located and sized:

- for consistency with the ranges prescribe in policy 5.1.2 (and in Table 1), and
- in accordance with overall intended allocations of total Medium Density dwelling units within the Secondary Plan Number 28 area.

TABLE 1 SECONDARY PLAN NUMBER 28 HOUSING MIX PERCENTAGE RANGES BY SUB-AREA (SUB AREA BOUNDARIES ARE SHOWN ON SCHEDULE SP28(B))											
SUB-AREA											
HOUSING DENSITY TYPE	1	2	3	4	5	6	7	8	9	10	TOTAL AREA
Single Family Density	0%	34-52%	35-52%	33-50%	39-58%	0%	47-67%	33-50%	31-48%	31-49%	30-49%
Semi-Detached Density	0%	20-39%	20-38%	19-36%	23-42%	0%	28-48%	19-37%	18-35%	18-35%	17-35%
Mixed Low Density (Sub-Total)	0%	68-76%	68-76%	64-73%	76-83%	0%	93-95%	65-73%	61-70%	61-71%	58-69%
Townhouses Density	31-40%	24-32%	24-32%	13-18%	17-24%	9-15%	5-7%	11-16%	11-16%	16-22%	13-20%
Cluster Housing & Apartment Density	60-69%	0%	0%	14-19%	0%	85-91%	0%	15-20%	18-24%	13-18%	16-24%

(OPA 213)
OP93-96

These allocations are in turn based on:

- the locational criteria specified in policies 5.1.7 and 5.1.8; and
- the achievement of fair share allocations to major landholdings (30 hectares or more) and as much as practicable (in the context of policies 5.1.7 and 5.1.8) to smaller landholdings.

Notwithstanding the fair share allocation criterion noted above, a significantly higher allocation of Medium Density Residential units has been assigned to the lands extending southward from Sandalwood Parkway between Heart Lake Road and Highway Number 410.

OP06-023

Notwithstanding the overall intended allocations prescribed by Table 1, the lands bounded by Countryside Drive to the north, Dixie Road to the east and the Drainage Channel to the west and south shall be permitted to be developed with Medium Density Residential uses as outlined in the City of Brampton Official Plan

5.1.10

OPA 213

OPA 93-96

The aforementioned (see policy 5.1.9) overall intended allocations of Medium Density dwelling units are not an official part of this Plan, but are recorded in the form of ranges in an appendix hereto (Table 3, Appendix A) to indicate that flexibility exists to vary the magnitude of the Medium Density Residential designations in accordance with market demands and detailed planning considerations, provided that the range of policy 5.1.2 (and Table 1) are respected. Notwithstanding this general flexibility, the Medium Density identified on Schedule SP28(B), as number T32 shall be limited to a maximum of 162 units. A wide shallow semi-detached housing form with a lot width to depth ration of at least 0.8 per semidetached pair shall be used for 95% of the lots in the Medium Density designation area referenced as "T33" on Schedule SP28(B). The Medium Density Designation identified on Schedule SP28(B) as number T35 shall be limited to a maximum of 82 units.

5.1.11

Requests to increase or reduce the implied number of Medium Density Residential units allocated to a specific area with reference to the size of the designation and to policy 5.1.2 (and Table 1) will be most favourably considered if a corresponding reduction or increases is proposed for another allocation within a nearby area in the same ownership or, by mutual agreement, in another ownership. In addition, up to 20% of the implied number of dwelling units allocated to a specific Medium Density Residential designation may be re-allocated for the purpose of integrating them into nearby Low Density Residential areas

within the same ownership, or by mutual agreement within another ownership, provided that such dwelling units continue to be treated as a block for parkland dedication calculation purposes. The shapes and locations of the Medium Density Residential designations are to be interpreted flexibly to permit desirable adjustments or creative integration with compatible adjacent lower density residential or other uses. However, notwithstanding policy 5.1.10, this flexibility is not to be interpreted as permitting either the complete elimination of Medium Density Residential designations, or the complete addition of such designations.

5.1.12 Notwithstanding the Definitions section of Part II of the Official Plan, non-profit residential developments within the Cluster Housing Density range may be permitted within areas designation Medium Density Residential by means of the bonusing provisions of the Planning Act, provided:

- that such developments do not exceed 4 storeys in height;
- that such developments are proposed and approved for a specific area in conjunction with or prior to the initial subdivision application process for all immediately surrounding residential lands;
- that the total number of dwelling units in such developments do not exceed 200 units within any one of the sub-areas identified on Schedule 'SP28(B)'; and
- that one such non-profit dwelling unit in the Cluster Housing Density range is deemed to be equivalent to 0.5 standard Medium Density Residential dwelling units for the purposes of policies 5.1.9 and 5.1.10.

OP2006-028

- (a) In addition to the uses permitted in the 'Medium Density Residential' designation, a Place of Worship shall be permitted on the subject lands legally described as Block 713 on Registered Plan 43M-1691 and located on the west side of Torbram Road, south of Father Tobin Road.

Low Density Residential

5.1.13 The Low Density Residential designation on Schedule 'SP28(A)' includes both Single Family Density Residential and Semi-Detached Density Residential as defined in the General Plan (Part II). In

accordance with the Housing Mix prescribed in Policy 5.1.2 and in Table 1, 50-70% of the dwelling units in Low Density Residential designation areas shall consist of Single Family Density units and the remainder shall consist of Semi-Detached Density units. The number of Single Family Density units or of Semi-Detached Density units allocated to a specific area based on this policy may be varied beyond the ranges specified, provided that there is a corresponding reduction or increases to the allocation within a nearby area in the same ownership or, by mutual agreement, in another ownership.

5.1.13(a)

OPA 93-90

Notwithstanding, the percentage range of Single Family Density units prescribed in Policy 5.13 for Low Density Residential designation areas, the lands designated "Low Density Residential" in the area bounded by Sandalwood Parkway to the north, Dixie Road to the east, Peter Robertson Boulevard to the south and to the west, the collector road connection to Naismith Street at Bovaird Drive may be developed with a minimum 48% of the dwelling units as Single Family Density Units and the remainder of 52% as Semi-Detached Density Units.

Affordable Housing

5.1.14

Council shall provide the opportunity for the provision of 25% affordable housing in accordance with the intent of the Province of Ontario's Land Use Planning for Housing Policy Statement. Such affordable housing:

- will predominantly be provided in accordance with policies 5.1.6 and 5.1.10 of this Chapter, and
- will be integrated into the overall community development so as not to isolate the affordable units in any one area of the Community.

5.1.14(a)

Housing Mix/Density FlexibilityOPA 247
OP93-81

Notwithstanding the housing mix and density ranges prescribed in Policy 5.1.2 and associated Table 1, in Policies 5.1.9 and 5.1.10 and associated Table 3 of Appendix A, and in Policies 5.1.11 and 5.1.13, a development proponent within Sub-Area 4 may be permitted to substitute additional townhouse density units for semi-detached density units and/or semi-detached density units for single family density units for the purposes of encouraging the provision of innovative and affordable housing, provided that:

- (i) such substitutions are approved by City Council for a specific area prior to the offer of purchase and sale on adjacent lands;
- (ii) the non-apartment dwelling unit count is restricted to 95% of the maximum that could theoretically have been achieved with reference to all other relevant policies of this plan for Sub-Area 4 identified on Schedule SP28(B), based on reasonable and equitable assumptions about the development of all lands within this sub-area;
- (iii) 80% of the original minimum single family density requirement, based on the proposed total unit count, is maintained in Sub-Area 4;
- (iv) the number of structurally detached dwellings equals at least 100% of the originally required minimum number of single family density lots plus 20% of the originally required minimum number of semi-detached density lots within Sub-Area 4, based on the proposed total unit count;
- (v) when requested, an analysis satisfactory to the City and the School Boards demonstrates that any resulting shifts in expected student yields can be reasonably accommodated;
- (vi) when requested, an analysis satisfactory to the City and any other affected transportation jurisdictions demonstrates that any resulting shifts in expected traffic generation can be reasonably accommodated;
- (vii) when requested, appropriate reviews or analyses demonstrate to the satisfaction of the City that the additional dwelling units can be reasonably accommodated with respect to any increased demands for other essential services such as parks and recreation, libraries and health services; and
- (viii) the extra dwelling units to be added to any density category pursuant to this policy are provided in a variety of structural dwelling unit types or lot shapes so that the overall variety of housing forms in the development is not substantially decreased.

Residential Lands Affected by the New Housing Mix and Density Categories

5.1.14(b)

OP 93-115
OP93-138

The lands affected by the New Housing Mix and Density Categories as defined in Section 5.0 of the Official Plan are identified on Schedule 'SP28(D)' of this Plan.

Notwithstanding the housing policies for the various residential designations on Schedule 'SP28(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

5.1.14(c)

OPA 93-115
OP93-138

Notwithstanding the allocated minimum unit ranges of High and Medium Density units in Appendix A hereto, the related residential density categories as defined in Part 1, section 5.0 of the Official Plan shall apply to the Medium Density Residential and High Density Residential designations within the areas identified on Schedule 'SP28(D)' of this Plan as being affected by the New Housing Mix and Density Categories.

5.1.14(d)

OPA 93-115
OP93-138

In areas designated Low Density Residential on Schedule 'SP28(a)' and identified on Schedule 'SP28(D)' of this Plan as being affected by the New Housing Mix and Density Policies, residential uses within the Medium Density Residential category defined in Part 1, section 5.0 of the Official Plan are permitted at a maximum combined density of 28.2 units per net residential hectare (11.4 units per net residential acre). In addition, at least 60% of the development within the Low Density Residential designation shall be single detached structural units.

Notwithstanding the foregoing housing mix and density policies, proposals for development within the "Low Density Residential" designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines."

Rental Housing

5.1.15

Council shall encourage and facilitate the development of rental housing units as a means of providing affordable housing. To this end, it is the objective of Council that a minimum of 400 non-profit units be provided in the medium density designations within secondary plan area number 28, and a minimum of 600 non-profit units be provided in

the high density designations within secondary plan area number 28 subject to the following:

- the ability of non-profit housing agencies to produce such units within a reasonable period of time, that such developments are proposed and approved for a specific area in conjunction with or prior to the initial subdivision application process for all immediately surrounding residential lands, and
- that the total number of dwelling units in such developments does not exceed 200 units within any one of the sub-areas identified on Schedule 'SP28)(B)'.

5.1.16

OPA 194
(OMB 900176)

Notwithstanding the definition of Single Family Density, Council may permit up to 15 percent of the Single Family Density dwellings in individual plans of subdivision to contain a second accessory dwelling unit, subject to specific design and locational criteria, to facilitate the provision of private rental housing units. Such accessory dwelling units shall not be counted as units for the purposes of calculating housing mix ranges in accordance with policies 5.1.2 and 5.1.3.

Heart Lake Road Strip

5.1.17

In recognition of the unique characteristics of the strip of land between Heart Lake Road and Highway Number 410, including its isolation from conventional residential services, its interesting environmental features, woodlots and landforms, and its proximity to Highway Number 410; Medium or High Density Residential uses to be developed therein in accordance with specific designations shall:

- have an appropriate relationship to abutting environmental features,
- be designed to attract adult residents to minimize the need for conventional community services, and
- have an appropriate relationship to adjacent existing or committed residential uses relative to factors such as building height and density.

5.1.18

In the case of all portions of the Heart Lake Road Strip area, appropriate environmental studies to adequately address all of the interrelated natural features including woodlots, marshes, ponds, drainage courses, etc., and studies indicating how the development of

these lands can be made compatible with future development to the west will be required, in accordance with policy 8.2.3 of this Chapter, as a precondition to the approval of any specific residential development applications.

5.2 PUBLIC OPEN SPACE

5.2.1

OPA 292

The public Open Space structure of this Secondary Plan area is based on the Park Hierarchy outlined in the City of Brampton Community Services Development Guidelines and in the General Plan (Section 2.5 of Chapter 2 of Part II)

5.2.2

OPA 213

OP93-97

OPA 292

All Neighbourhood Parks and Community Parks are specifically designated on Schedule SP28 (A) in accordance with the relevant policies of the General Plan. Only some Parkettes in the southerly, early development portions of the Secondary Plan are specifically designated, while the need for Parkettes in the remaining portions of the Plan will be assessed at the Subdivision Approval stage of the Planning process in accordance with the relevant policies and criteria of the General Plan.

OPA 213

This policy shall not prevent the provision of any additional parkettes, mini parkettes or tot lots not specifically shown on Schedule SP28(A) provided that the City is satisfied with the size, shape and location, and as part of a required parkland dedication of any development.

5.2.3

OPA 292

The north-central Community Park contains a medium size Woodlot designation which shall be retained in as natural a condition as is practicable.

5.2.4

OPA 252
OP93-138

(Deleted by OP93-138).

Environmental Parks (Valleylands, Woodlots, Ponds/Marshes)

5.2.5

OPA 292

Within the Secondary Plan Number 28 Area, the classification Environmental Parks shall include Valleylands, Woodlots, and Ponds/Marshes in order to recognize, in accordance with section 1.3 of Part II, that these designations comprise open space lands that have limitations for intensive use or development purposes and/or that should be reserved for low intensity nature based activities

- 5.2.6 The designation Valleyland denotes those topographically well defined, natural, and flood susceptible drainage areas that will typically be dedicated (top-of-bank to top-of-bank) for public use as a condition of development approval and which shall be subject to appropriate development setback requirements, to section 1.2 of Part II respecting Hazard Lands, and to other relevant policies of this Plan.
- 5.2.7 Bridge structures shall be provided where roadways cross Valleyland designations and shall be designed with an open span width equal to at least half of the top-of-bank to top-of-bank valley width, but not less than 17 metres in the case of valleys with a top-of-bank to top-of-bank width of less than 34 metres, in order to retain the visual openness of the valley system and to effectively accommodate pedestrian/cyclist walkways in accordance with policy 6.4.3 of this Chapter.
- 5.2.8 Three significant Woodlot designations, together with one large and several smaller Pond/Marsh designations comprising three distinct Environmental Park areas northwest of Sandalwood Parkway extension and Highway Number 410 extension shall, subject to policy 5.2.10 of this section, be retained for public open space purposes.
- 5.2.9 The three Pond/Marsh designations between Heart Lake Road and Highway Number 410 extension south of Sandalwood Parkway shall, subject to policy 5.2.10 of this section, be retained for public open space purposes in conjunction with adjacent residential development.
- 5.2.10 An environmental study, satisfactory to the City, of the physical, geotechnical, biological and aesthetic characteristics of the woodlots or the ponds/marshes (constituting the Environmental Park areas referred to in policies 5.2.8 and 5.2.9 shall be undertaken to determine:
- i) what measures, including restrictions on grading, drainage alteration and other development characteristics, are required to preserve them in their natural state;
 - ii) what are the implications and benefits to modifying these open space areas in conjunction with adjacent development; and
 - iii) what is the forecast of the quality of the resource and of the management needs fifteen to twenty years into the future.

This environmental study shall be completed to determine the actual appropriate extent and nature of the adjacent High Density and Medium

Density Residential designations before any specific development plans are approved.

- 5.2.11 The Woodlot designation abutting the north side of the valley just east of the District Commercial Centre is intended to provide for the conservation of part of a woodlot that extends above the top-of-bank of the abutting Valleylands designation.
- 5.2.12 The Large Woodlot designation straddling the minor valley west of Airport Road and south of Countryside Drive is designated for retention as a free standing Environmental Park which will be transected by a valley and surrounded by low density residential development.
- 5.2.13 In the case of all of the open space designation categories which contain or are based on significant woodlots, the health and usefulness of the woodlots should be safeguard by:
- i) taking care to preserve the northerly and westerly shrubby edges of these woodlots to protect the more sensitive interior trees from adverse environmental impact;
 - ii) ensuring that the fenced public ownership boundary of a woodlot includes the rooting area of all significant vegetation along its perimeter;
 - iii) minimizing the potential for trampling by using fencing to direct pedestrians through woodlots via walkway systems at specific locations, particularly where school sites abut sensitive portions of a woodlot;
 - iv) avoiding direct access from abutting medium and higher density housing into sensitive portions of a woodlot;
 - v) avoiding front to rear drainage or abrupt grade changes (i.e. retaining walls or slopes exceeding 4:1) on private lands abutting the public boundary of a woodlot; and
 - vi) requiring developers of adjacent lands to retain the services of City pre-approved and qualified forestry/biologist consultants to provide an effective review/monitoring service in relation to all plans and activities that might adversely impact on the woodlots in the context of the various studies/reports referred to in policy 5.2.14.

- 5.2.14 An environmental assessment of all significant tableland Woodlots shall be undertaken by a qualified consultant and completed prior to the circulation of any subdivision plans and prior to the grading and servicing of lands in the Secondary Plan Number 28 area. This environmental assessment study will indicate what grading and drainage criteria and other development limitations should be imposed to ensure that the woodlots will not be adversely impacted. Prior to the draft approval of any adjacent subdivision plans, satisfactory woodlot retention and woodlot management plans in accordance with City terms of reference shall be submitted by a City preapproved and qualified forestry/biologist consultant for each of the designated woodlots to indicate how these criteria and limitations shall be applied in each instance and how each woodlot should be managed and improved.

Storm Water Detention Facilities

- 5.2.15 The large Major Drainage Facility designation at the northwest corner of Bovaird Drive and Dixie Road is based on the requirements for a major storm water detention facility and shall be subject to detailed shape and size adjustments in accordance with the detailed Storm Water Management Study referred to in policy 7.4.1. Due to its primary storm water detention function, secondary open space uses will primarily consist of activities associated with the Environmental Park category (see policy 5.2.5 of this section or policy 2.5.1.3.22 of Part II).
- 5.2.16 If additional storm water detention ponds or related detention facilities are specified as being required pursuant to the Storm Water Management study referred to in Policy 7.4.1, then such facilities will be deemed to be permitted uses within all designations of this Plan and will be treated as minor Environmental Park areas.

Link Parks (Drainage Facilities, TransCanada Pipeline, Pedestrian/Bicycle Links)

- 5.2.17 The Link Park category shall comprise the open space function of the Drainage Facility and the TransCanada Pipeline designation, as well as the linking extensions included as part of certain active parks; and functionally, shall also include pedestrian/cyclist links that will typically consist of public road boulevards/sidewalks connected by through-block walkways.
- 5.2.18 The Major Drainage Facility designation identifies those approximate locations where significant storm water flows will be stored and conveyed by means of channels or pipes to be discharged into the

natural valley components of the major drainage system. Whether these major drainage links are constructed in the form of channels or pipes or box culverts, it is essential that their secondary function as open space links be maintained, and accordingly, pedestrian/cyclist servicing open space links at least 10 metres (33 feet) wide, including a minimum path and maintenance area width of 5 metres (16.5 feet), shall be provided by the developer where deemed appropriate by the City as a component of these drainage facilities. Alterations to the natural watercourse will require approval from the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority, and the width of open space required for watercourses or reconstructed channels will be determined at the detailed design stage in conjunction with those agencies.

- 5.2.19 Notwithstanding policy 5.2.18 in cases where Major Drainage Facility designations take the form of underground pipes or culverts within road right-of-ways, so that there is no separately identifiable overland feature or easement, the City may give consideration to a substitute pedestrian route which could use segments of Local and Minor Collector Roads or the boulevards of major roads, subject to City standards and City approval at the subdivision stage.
- 5.2.20 In the case of the Major Drainage Facilities shown abutting Dixie Road, Airport Road and Bovaird Drive, integration of the pedestrian/cyclist-servicing open space link with the Major Arterial Road boulevard may be used to minimize overall land requirements.
- 5.2.21 Major Drainage Facility designation areas shall also be subject to any relevant Hazard land policies of section 1.2 of Part II of this Plan.
- 5.2.22 The Major Drainage Facility designation on Schedule 'SP28(A)' is not intended to preclude the construction of other significant drainage facilities that may be required within the Secondary Plan Number 28 area. If such additional drainage facilities take the form of underground pipes or culverts without a separately identifiable overland component, no associated pedestrian linkage will be required. Otherwise, additional facilities will be subject to the provisions of policy 5.2.18.
- 5.2.23 The TransCanada Pipeline Right-of Way designation identifies lands whose primary function is the accommodation of high pressure natural gas transmission lines, but which will also be dedicated as open space link Park lands for the secondary purpose of accommodating pedestrian/bicycle paths.

- 5.2.24 The Pedestrian/Bicycle Link symbols on Schedule 'SP28(A)' identify areas where a vital connection must be achieved between other open space elements to maintain the integrity and function of the overall open space system. Accordingly, subdividers shall collectively be responsible for providing appropriate scale public road and through-block walkway segments in locations that can serve this linkage function, or shall be responsible for providing this linkage by other acceptable means. This collective developer responsibility shall extend to the provision of pedestrian grade separations where deemed necessary.
- 5.2.25 Other open space categories including active parks and particularly Valleylands are integral components of the open space linkage system and accordingly, all appropriate walkway linkages to these and all of the above noted categories of link park lands shall be provided within subdivision and development plans. Adequate road crossing facilities and pedestrian bridges over channels and watercourses in conjunction with all portions of this overall linkage system shall be provided in accordance with policy 6.4.3 of this Chapter.

Park Frontage

- 5.2.26 Active park areas shall have sufficient public road frontage preferably on a Collector Road or Minor Collector Road to provide for adequate vehicular access and an efficient arrangement of required parking spaces.

5.3 COMMERCIAL

Regional Commercial Centre and Reserve

- 5.3.1 A Regional Commercial Centre to accommodate up to 56,000 square metres (603,000 square feet) of gross leasable area, is designated at the northeast corner of Bovaird Drive and Highway Number 10. The first stage of the Regional Commercial development shall not be initiated until the City has completed appropriate studies and adopted a land use concept for the Central Commercial Corridor area, as shown on Schedule 'F' of the General Plan, Part II, as part of a Strategic Planning process. The timing and size of this Centre will be dependent on detailed commercial impact studies (see Policy 2.2.3.24 of Part II of the General Plan) that take proper account of the role/potential of other existing and designated competing commercial areas, including, in this case, the aforementioned Central Commercial Corridor area.

- 5.3.2 The Regional Commercial Reserve designation abutting the north side of the Regional Centre designation allows for the possibility that an expansion of this Centre to 84,000 square metres (904,000 square feet) gross leasable area may be appropriate in the long term future. Alternatively, the area may be used for a range of residential densities, if based on the studies described in 8.2.10; its use for Regional Commercial is not approved by Council. In the latter context, and Official Plan Amendment will be required to establish the exact quantity and location of various residential uses within the Regional Commercial Reserve Area.

District Commercial Centre

5.3.3

OPA 276

The District Commercial Centre designated at the northeast corner of the intersection of Sandalwood Parkway extension and Bramalea Road may accommodate up to 28,000 square metres (310,400 sq. ft.) of floor space including a junior department store in accordance with the allowable floor space limits of the General Plan (policy 2.2.3.1 of Part II).

5.3.4

OPA 276

The District Commercial Centre designated at the north-east corner of the intersection of Bovaird Drive and Mountain Ash Road may accommodate up to 16,966 square metres of gross leasable commercial floor area including: a junior department store with a maximum gross leasable commercial floor area of 5,853 square metres; a supermarket with a maximum gross leasable floor area of 5,806 square metres.

Neighbourhood Commercial Centres

5.3.5

OPA 276

OPA 294
OP93-138

Neighbourhood Commercial Centres shall be anchored by either a supermarket or a drug warehouse or an extensive fruit/vegetable store. The Neighbourhood Centre located at the northeast corner of Torbram Road and the southerly east-west Collector Road will be limited to 3,900 square metres (42,000 square feet) G.L.A. The other three Neighbourhood Centres will be subject to the floor area size ranges specified in policy 2.2.3.1 of Part II of the Official Plan.

Convenience Commercial

- 5.3.6 Convenience Commercial Centres have generally been located:

- to place convenience scale commercial services (which are also provided in Neighbourhood and District scale centres) within 1 kilometre (0.6 miles) of all residents;
- at the intersections of Collector Roads with Arterial Roads; and
- at typical entrance gate locations.

5.3.6.1

OP 93-117

The amount of floor space permitted for pharmacy retail purposes relating to the Convenience Commercial designation at the southeast corner of the intersection of Bramalea Road and Peter Robertson Boulevard shall be restricted by the zoning by-law.

Highway Commercial

5.3.7

OP93-228

The following Highway Commercial designations on Schedule 'SP28(A)' may be used for the full range of uses specified in Policy 2.2.4.3 of the General Plan, Part II:

- 3.6 hectares (9 acres) adjacent to the Regional Commercial Centre;
- 7.3 hectares (18 acres) abutting the east side of the collector road that runs north from Bovaird Drive between Torbram and Airport Roads;
- 1.2 hectares (3 acres) adjacent to the District Commercial Centre.
- 2.0 hectares (5 acres) at the northeast corner of Sandalwood Parkway and Heart lake Road.

5.3.7

(Deleted by OPA 276).

5.3.7

OPA 294

A Highway Commercial designation of approximately 1.2 ha. (3.0 ac.) shall be located in the southwest quadrant of Airport Road and Sandalwood Parkway.

5.3.8

The small-size Highway Commercial designations integrated into the District Commercial centre, the Neighbourhood Commercial centres, and four of the Convenience Centres are specifically reserved for service station or gas bar uses. Their entrances/exits shall be designed

so as to function without direct in or out left turn movement from abutting arterials.

5.3.9 The Highway Commercial designation on the east side of Heart Lake Road in the immediate vicinity of the Heart Lake Conservation Area entrance shall be limited to a garden centre use.

5.3.10 The Highway Commercial designation on the west side of Dixie Road just north of Bovaird Drive shall be limited to a veterinary clinic and to those incidental low traffic generating office uses that may be accommodated within the existing residential space and be means of a single shared driveway access with the clinic.

Service Commercial (Office)

5.3.11 Lands designated Service Commercial (Office) on Schedule SP28(A) located at the northwest corner of Peter Robertson Boulevard and Sunny Meadow Boulevard are primarily intended for office uses including medical office uses to complement the hospital located on the south side of Peter Robertson Boulevard and west of Sunny Meadow Boulevard. These uses can be supported by ancillary uses such as a take-out restaurant, retail and service commercial establishments. The minimum gross floor area for office uses shall be 650 square metres. Retail and service commercial uses including a take-out restaurant shall only be located on the ground floor of the building. The gross floor area for retail and service commercial uses shall be limited to 850 square metres and a take-out restaurant shall not exceed 150 square metres. A “retail plaza” concept shall not be permitted on this site. Accordingly, a minimum building height of 2 storeys is required.

OP93-268

5.3.11.1 This site shall adhere to the following design principles together with appropriate approved design guidance:

OP93-268

- a) The building shall be located in such a way that it is a prominent feature at the street intersection as part of the streetscape for this site;
- b) Architectural treatment (including the use of high quality materials) shall contribute to a cohesive and aesthetically pleasing building and site design. Architectural design features are encouraged at principal entrances of the building such as canopies, arcades and awnings;

- c) Roof top mechanical equipment shall be screened;
- d) Landscape design shall complement and harmonize building setbacks and the built form on the site including for screening of the parking, loading and other service areas;
- e) Barrier free pedestrian connections shall be provided between the main building entrances, the public sidewalks and the parking areas; and,
- f) Loading, refuse collection and service areas shall be screened from view from Peter Robertson Boulevard and Sunny Meadow Boulevard.

OP93-129 deletes section 5.3.12

5.3.12 The Service Commercial (Office) designation across the Collector Road from the north side of the District Commercial centre shall accommodate approximately 5,500 to 7,500 square metres (59,00 to 80,000 square feet) of office space.

5.3.13 Ancillary uses that are predominantly required to support the primary office uses within a Service Commercial (Office) designation will be permitted.

5.3.13.1 The Service Commercial (Office) designation located approximately 50 metres north of the north-east corner of the intersection of Bovaird Drive and the Sunny Meadow Boulevard shall be used for a retail and office purposes. The gross floor area for office purposes shall range from 2,800 square metres to 8,000 square metres. The gross floor area for retail purposes shall range from 6,000 square metres to 10,850 square metres.

OPA 258

5.3.14 The Service Commercial (Office) designation at the north-east corner the intersection of Bovaird Drive and the extension of Professors Lake Parkway shall be used for a bank and offices.
Commercial Impact Studies

OPA 244

5.3.15 Satisfactory commercial impact studies shall be permitted to support the detailed size and timing of development of any portion of a Neighbourhood Commercial, District Commercial or Regional

OPA 276

Commercial designation in accordance with policy 2.2.3.24 of Part II of the Official Plan.

Removal of Homes and Building from Commercial Sites

- 5.3.16 Existing homes or other existing non-commercial buildings on commercially designated sites, except for those with a demonstrated historic value or those on the designated sites referred to in policies 5.3.10 and 5.3.11, shall be removed when such sites are developed for their intended use or, at the discretion of Council and in the case of a Commercial development that is being phased in accordance with policy 5.3.19, when the development phases containing such buildings are developed for their intended uses.

Design Integration

- 5.3.17 Provision shall be made to minimize impacts on abutting and adjacent residential uses, through landscaping and the erection of masonry walls and other methods of screening to the satisfaction of the City.
- 5.3.18 Where Commercial uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, Council 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.
- 5.3.19 Designated Commercial Centres shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership, or in the case of the larger such centres, are to be developed in phases. All portions of such Commercial Centres shall be developed in accordance with the integrated approval plan for the whole centre and no such portion shall be developed until the integrated plan for the whole Commercial Centre has been approved by the City.

5.4 INSTITUTIONAL

Hospital

5.4.1 The lands designated Institutional (Hospital) on Schedule 'SP28(A)' at the northeast corner of Bovaird Drive and Bramalea Road may be used for a full service hospital facility along with related social and health care facilities (rehabilitation centre, nursing home, etc.).

5.4.2 Council will encourage the Chinguacousy Health Services Board to exchange equivalent areas of land with abutting private owners to bring the future hospital site into conformity with the designated area on Schedule 'SP28(A)' and thereby to achieve the required intersection spacing and land use arrangements indicated on Schedule 'SP28(A)'.

5.4.3 Schools

5.4.3 Designated school sites may be used for school purposes and ancillary uses, or if released by both boards, may be used for public open space or Low Density Residential purposes.

5.4.4 A sufficient number of various types of school sites are designated in appropriate locations on Schedule 'SP28(A)' to satisfy the forecast requirements of the Peel Board of Education and of the Dufferin-Peel Roman Catholic Separate School Board. Any shift in the location of such sites at the subdivision design stage should be of a minor nature or 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.

5.4.5 School sites are generally designated on Schedule 'SP28(A)' for a specific school board and for a specific grade category to establish a priority claim and use for each site; but 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. Specifically, but without limiting the generality of the foregoing, the locations of the Public High School and of the Public Senior Elementary School sites in Sub-Area 5, as identified on Schedule SP28(B), may at the discretion of City Council, be interchanged, and, in conjunction therewith, the Public Elementary School shifted to the west side of the North-South Collector Road so that it abuts the above mentioned relocated Public Senior Elementary School site.

OPA 294

OPA 294
OP93-138

5.4.6 The relevant subdivision plans shall include each designated school site with a shape, size and frontage that conforms with the standards of the appropriate school board.

5.4.7 Since designated school sites are an integral component of the overall open space and recreation system and they have been accounted for in the determination of City public open space requirements, the City reserves the right to acquire a portion of any such sites that are not required by either board prior to their release for residential purposes so that such lands can be used to provide some of the recreation facilities that would otherwise have been provided on these designated school sites.

5.4.8 School site designations may abut appropriate scale active parkland designations to allow for effective shared use of sports fields. Where two high schools and a community park are designated beside each other, such as in a campus setting, each of these facilities shall have direct frontage onto an Arterial or a Collector Road. The detailed arrangement of schools and park sites at the subdivision stage shall respect these shared-use objectives.

OP93-206

5.4.9 Where deemed appropriate by the City, school sites may be pre-subdivided and/or pre-zoned for an alternative Low Density Residential use in accordance with policy 5.4.3, in addition to being zoned and optioned for school purposes in the normal manner. Such pre-subdivision and pre-zoning of school sites shall, in accordance with policies 5.4.3 to 5.4.8, be subject to an understanding:

- that first claim to the site clearly resides with the designated school board,
- that the right of first and second refusal on all or a portion of the site rests with other board and then the City, respectively, and
- that there is a right established in favour of the City to request a re-arrangement or re-subdivision of the site in conjunction with abutting public lands when deemed appropriate.

In the case of complex designations including interdependent school and park sites, the City may maintain an appropriate degree of flexibility by refusing to use this pre-subdivision and pre-zoning mechanism.

5.4.9.1

OP93-138

Community Park/Secondary School Campus

City Council encourages the development of multi-use school/park campuses involving shared buildings and shared recreational facilities. The Community Park/Secondary School Campus designation shown on Schedule SP28(A) shall have a minimum site area of 20.235 hectares (50 acres). This campus shall consist of but not be limited to the following:

- ◆ a separate secondary school;
- ◆ a public secondary school; and,
- ◆ a community park including sports fields, a recreation centre and other community uses and facilities such as a library and a fire station.

Development of these lands shall proceed in a comprehensive manner with shared parking and access arrangements. Access will be controlled by 0.3 metre reserves where the designation abuts Sandalwood Parkway and Torbram Road and driveway locations shall be determined at the site plan approval stage.

The boundaries of the existing wooded areas within or adjacent to the Community Park/Secondary School Campus designation shall be assessed during the development of the lands to determine the ultimate limits of these features including protection measures as required. A tree preservation plan shall be required to preserve and maintain as many trees as possible.

Churches

5.4.10

Since a potential requirements for as many as 19 church sites (excluding the large Mormon Temple site located at the northwest quadrant of the Bramalea Road/Bovaird Drive intersection) averaging 2.5 acres in size has been identified for the Secondary Plan Number 28 area, major landowners controlling 25 hectares or more shall be required to reserve 1 or more church sites amounting to 1.3 % of their gross landholding subject to a minimum requirement of one church site of at least 2 acres.

Additional Church sites in excess of the basic requirements of 19 sites may be included in the Plan as a component of subdivision plans in

excess of 10 hectares in size provided that all of the criteria in policy 5.4.13 are adequately respected.

5.4.11

OP93-148

Church reserve sites shall be included in the appropriate subdivision plans as a condition of draft plan approval and shall be held for use or acquisition for church purposes for a period of 3 years after subdivision plan registration.

5.4.12

OP93-226

Church reserve sites shall be zoned for church purposes at the time of subdivision plan registration, but if they are not acquired or used for such purposes within the reserve time period, they may be rezoned to a low density residential category to permit development for that alternative purpose. Church reserve sites may be pre-subdivided and/or pre-zoned for an appropriate alternative Low Density Residential use, except in locations or circumstances judged by Council to be unsuited to this approach.

Notwithstanding the above, the church reserve site on the east side of Torbram Road, located about 700 metres south of the as-widened Countryside Drive intersection, may be rezoned to an alternative Neighbourhood Commercial category to permit development for that alternative purpose, if this church reserve site is not used or acquired for church purposes within a period of 3 years from the time of subdivision plan registration, provided that the land value intent of policy 5.4.15 is respected.”

5.4.13

The church reserve sites shall be located and sized in accordance with the following criteria and as much as possible in accordance with the specific designated locations on Schedule 'SP28(A)' which are based on the application of these criteria:

Church reserve sites and their locations and sizes shall:

- reflect the stated preferences of the various denominations and/or of the Interchurch Regional Planning Association,
- reflect their general desire to have arterial road exposure, with the exception of the Roman Catholic Church which prefers interior sites abutting a separate school,
- generally abut collector roads to avoid direct arterial road access,

- generally be adjacent to a suitable size commercial site, school or recreation centre that can absorb some church overflowing parking, and
- distribute the total area of church sites amongst the major landownerships on a fair share basis.

Some of the existing Church reserve site designations as well as others that may subsequently be added to the Plan pursuant to policies 5.4.10 and 5.4.14 need not satisfy all of the above criteria if the owner of the site can satisfy Council that there is no other more suitable alternative site on land under his control within the Secondary Plan.

5.4.14 The locations and sizes of Church reserve sites may be varied relative to those designated on Schedule 'SP28(A)' provided that the alternative locations are deemed to be equally acceptable relative to the criteria of policy 5.4.13 and that the requirements of policy 5.4.10 continue to apply.

5.4.15 It is Council's intention that Church denominations shall be able to acquire the church reserve sites at prices that do not exceed the fair market value for the alternative use of low density residential; and, accordingly, Council will:

- i) encourage the developers, the individual Church denominations and Interchurch Regional Planning Association to collaborate and negotiate with each other at the earliest possible stage of the development process;
- ii) encourage the assignment of reasonable rights of first refusal to the denomination that first established a preference for that site through the coordination efforts of the Interchurch Regional Planning Association or by other means;
- iii) require subdividers to indicate, at the time of draft plan approval, how the arrangements of the road system and lotting in the vicinity of a church reserve site can be efficiently extended or modified (in conformity with all City standards and guidelines) to efficiently use the reserve site for low density residential purposes, and
- iv) require subdividers to post a suitable sign on the church reserve sites indicating that they may be used for church purposes or alternatively for low density residential.

Libraries

- 5.4.16 Three Institutional (Library) designations are shown on Schedule 'SP28(A)'. The one abutting the District Commercial Centre designation identifies the intended location of a future 0.6 hectare (1.5 acre) branch library site. It will be developed (and owned) as a separate library building, but shall be integrated into the overall design for the District Centre. Library and commercial parking could be shared to some extent to reduce overall land requirements.
- 5.4.17 The two smaller Institutional (Library) designations abutting the northeasterly and southwesterly Neighborhood Centres indicate a requirement for small storefront library branches. They will be located in 450-550 square metres (5,000-6,000 square feet) of leased space within the neighbourhood plazas.
- 5.4.18 All of the commercial centre designations affected by the Institutional (Library) designations (i.e. the District Centre and the northeasterly and southwesterly Neighbourhood Centres) are sized on Schedule 'SP28(A)' and will be sized at the subdivision stage to compensate for the land and building area to be occupied by these library branches so that land or rental costs/charges to the library board can be based on the value of displaced low density residential development lands.

Fire Stations

- 5.4.19 The two Institutional - Fire Station designations have been chosen for their general consistency with the recommendations of the 1983 "Fire Station Location Study" adopted by Council, and because they are effective locations in terms of safe and speedy access to the Collector and Arterial Road system. A suitable 0.4 hectare (1 acre) Fire Station site shall be provided in the appropriate subdivision plan at each of these designated locations, or through other specific arrangements, in the event that the site is required in advance of subdivision registration. The alternative use of the Fire Station sites shall be acknowledge to be Low Density Residential for purposes of land value determination.

OP93-138

Police Divisional Station

- 5.4.20 An "Institutional (Police Station)" designation is indicated on Schedule 'SP28(A)' abutting the Fire Station site in the northwest corner of McKay

Street and Bovaird Drive. This designation is intended to accommodate a Peel Regional Police Divisional Station on approximately a 2 hectare site. Although there is some flexibility in terms of the shape and dimensions of this Divisional Station site, it would seem desirable that it abut the Fire Station, and the length of its axis along McKay Street should allow access driveways to be separated a sufficient distance from Bovaird Drive. An appropriate design and buffering should be used to minimize the impact of this Divisional Station use on surrounding low density residential uses. This Institutional (Police Station) designation also reinforces the requirement (see policies 6.1.7 to 6.1.9 of this Secondary Plan as well as Schedule 'I' of Part II of the Official Plan) for a 26 metre right-of-way to accommodate a 4 lane reversed frontage design on this segment of McKay Street.

5.4.21

Community Club

OP93-140

An Institutional - Community Club designation is indicated on Schedule SP 28 (A) on the east side of Heart Lake Road approximately 430 metres north of Sandalwood Parkway. The designation is intended to accommodate a community club use (including a Boy Scouts Facility) and appropriate related activities. Minimal interference with the natural environmental features of the land is intended. Accordingly, appropriate provisions for building setbacks, maximum ground floor area, building height and landscaping, among other OP93-matters, will be set out in the site specific zoning by-law.

5.4.22

Nursing Home

OP93-153

The lands designated Institutional (Nursing Home) on Schedule SP28 (A) at the southwest corner of Peter Robertson Boulevard and Sunny Meadow Boulevard may be used for a nursing home and accessory purposes.

5.4.23

OP93-153

Appropriate design and buffering shall be required in order to minimize the impact of development on surrounding residential and institutional uses. Development standards shall be established by the implementing zoning by-law and by the exercise of site plan control pursuant to Section 40 of the Planning Act, R.S.O. 1990, as amended.

5.4.24

Nursing Home (Oakwood Retirement Community)

OP93-144

The lands designated "Institutional (Nursing Home) on Schedule SP 28(A), at the south-east corner of Great Lakes Boulevard and

Sandalwood Parkway East, may be used for nursing home, retirement home, apartment dwelling purposes and ancillary uses.

5.4.25

OP93-144

Appropriate design and buffering shall be required in order to minimize the impact of the development on surrounding uses and address satisfactory interface between surrounding institutional blocks. Development standards shall be established by the implementing zoning by-law and the exercise of site plan control pursuant to Section 40 of the Planning Act, R.S.O. 1990 as amended.

5.4.26

OP93-162

The lands designated "Institutional (Nursing Home) on Schedule SP28(A) at the north-east corner of Sandalwood Parkway East and Sunny Meadow Boulevard, may be used for a long-term residential care facility. The development agreement shall contain urban design guidelines for this property to ensure that the character of the building which shall include roof top treatments is compatible with the surrounding residential area".

5.5

AGRICULTURAL POLICIES

Interim Agriculture

5.5.1

In order to enhance interim agricultural production, the City will endeavor to work the major development interests to formulate and maintain development sequencing plans which can be used by the developers to provide farmers with as much long term leasing commitment as possible and/or with as good information as possible about likely development timeframes.

5.5.2

The City shall encourage the developers to make unutilized parcels available for garden plot usage to the extent that demand is determined by the City for such opportunities in this general location.

5.5.3

Development in the vicinity of the dairy farm, located in the northeast quadrant of the Dixie Road/Countryside Drive intersection, shall be sequenced (see policy 8.1.4) so that the dairy farm will be subjected to as little operational disturbance as practicable for as long as practicable.

Urban Agrominium Project

5.5.4

Definition: An Urban Agrominium Project consists of a form of clustered housing with a significant sized common space component as well as private yard spaces devoted to relatively intensive

farming/gardening on a cooperative basis. The logical format for such a venture would be that of a medium density condominium or co-operative housing project with a significant sized common area developed as a community garden.

- 5.5.5 An Urban Agrominium Project may be developed in the low or medium density residential designations, as shown on Schedule 'SP28(A)'.

5.6

SPECIAL POLICY AREAS

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5.6.1

Special Policy Area Number One

Special Policy Area Number One is shown outlined on Schedule SP28 (A) to include those lands located north of the future alignment of Sandalwood Parkway east of the future Highway Number 410 alignment, south of Countryside Drive and west of Dixie Road. These lands comprise approximately 129 hectares (318 acres) in Part of Lots 13, 14, and 15, Concession 3, E.H.S.

- 5.6.1.1 Schedule SP28 (A) designates "Special Policy Area Number One" for "Low and Medium Residential" purposes, as well as for related land uses, community based activities, and supporting infrastructure comprised of the following components:

- two Institutional/Church sites;
- two Neighbourhood Parks;
- four Parkettes;
- a Public Elementary School site;
- a Separate Elementary School site;
- alignments for a collector road system to provide for the safe and efficient automobile and transit circulation;
- a major engineered drainage facility; and,
- a major east-west pedestrian/bicycle link through the aforementioned neighbourhood parks and adjacent school sites,

to connect with the Heart Lake Conservation Area on the west side of the proposed Highway Number 410 alignment.

It is the intent of Council to facilitate the development of "Special Policy Area Number One" in accordance with the land use designations now set out on Schedule SP28 (A), and the policies contained in Chapter 28, Part IV of this Plan. However, recent planning studies have found that there is development potential for the lands within "Special Policy Area Number One" for an alternative residential development concept oriented to a mature age profile and small household composition.

The alternative residential development concept will generally be developed in accordance with the development concept plan which forms Appendix E to this Plan. The development concept plan is not intended to be rigidly adhered to, but instead, provides design guidelines, a unified community theme, and the basis for further refinement of the development concept by way of site plan approval, amendment (s) to the Zoning By-law, and condominium plan (s).

The physical characteristics of this alternative residential development concept consists of the following:

- (i) a range of generally small scale dwelling units, consisting of predominantly detached and semi-detached bungalow types, with some townhouse and walk-up apartment dwelling types;
- (ii) private recreational, open space, and amenity areas;
- (iii) only in conjunction with the "Low and Medium Density Residential" purposes, ancillary retail, commercial, and office purposes;
- (iv) the "Major Drainage Facility" shown on Schedule SP28 (A);
- (v) a network of private roads;
- (vi) a pedestrian/bicycle link through a portion of the subject lands which shall provide public access to the Heart Lake Conservation Area west of the future Highway Number 410 alignment;
- (vii) phasing of the development as identified on Schedule SP 28(C); and,

- (viii) the lands identified as sub-areas 3A and 3B on Schedule SP28 (C), may be developed for the purposes and associated community facilities currently permitted under the "Low and Medium Density Residential Purposes" designation, including either a public or private elementary school, and a church.

5.6.1.2 The development of the alternative residential development concept described in section 5.6.1.1 and Appendix E, shall be subject to the following development principles which include:

- (i) "Residential Land Use" (reference section 5.6.2);
- (ii) "Commercial Land Use" (reference section 5.6.3);
- (iii) "Institutional Land Use" (reference section 5.6.4);
- (iv) "Public Open Space" (reference section 5.6.5);
- (v) "Urban Design Guidelines" (reference section 5.6.6);
- (vi) the "Transportation Network" (reference section 5.6.7);
- (vii) "Phasing of Development" (reference section 5.6.8);
- (viii) "Major Drainage Facility" (reference section 5.6.9);
- (ix) "Interpretation" (reference section 5.6.10)"

5.6.1.3 Sensitive land uses shall not be permitted within 300 metres of the property boundary of the Brampton Composting Facility.

5.6.2 RESIDENTIAL LAND USE

5.6.2.1 The lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), may be developed for the alternative residential development concept described in section 5.6.1.1 comprising a range of low and medium density dwelling types, including semi-detached and street townhouse dwellings, subject to policy sections 5.1.1 and 5.1.8 of this Chapter;

5.6.2.2 With respect to the Low and Medium Density Residential dwelling unit types permitted within "Special Policy Area Number One", the following development criteria shall apply:

(i) For Low Density Dwelling Unit Types:

- (a) maximum number of bedrooms = two;
- (b) a building height of one and one half storey;
- (c) maximum floor area per dwelling unit 186 square metres;

(ii) For Medium Density Dwelling Unit Types:

- (a) maximum building height = 3 storeys;
- (b) maximum number of bedrooms = two;
- (c) maximum floor area per dwelling unit = 140 square metres;

5.6.2.3 The lands identified as "Special Policy Area Number One" on Schedule SP28 (A), shall have a gross residential density range of 12 to 20 units per hectare, and a maximum of 1,800 dwelling units.

5.6.2.4 The lands identified as Phase 1A on Schedule SP28 (C) shall have a gross residential density range of 12 to 18 units per hectare, and contain a range of 225 to 300 dwelling units.

5.6.2.5 Notwithstanding section 5.1.14 of the Plan, the following policies shall apply to the lands identified as "Special Policy Area Number One" on Schedule SP28 (A), in order to reflect the "Land Use Planning for Housing" Policy Statement:

- (a) a minimum of 25% of the total number of residential units constructed are affordable. Affordable is defined as:
 - (i) housing units which received Federal or Provincial government financial assistance; or
 - (ii) units which are subject to the following size restrictions:
 - (1) the maximum unit size of a one bedroom affordable unit shall be 102 square metres;
 - (2) the maximum unit size of a two or three bedroom affordable unit shall be 140 square metres;

- (b) opportunities will be created for a broad mix and range of housing types which are suitable for different income levels and lifestyles of the future residents in order to meet the housing needs identified in the Municipal Housing Statement. Mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes and built form;
- (c) innovation will be encouraged in terms of housing types and zoning standards, including restrictions on the size of the affordable units, to ensure that development will create and foster continuing opportunities for affordable housing;
- (d) the developer has agreed to provide a minimum of 25% of the total number of residential units as affordable; and,
- (e) the developer shall enter into an agreement with the City with respect to the implementation of these of these policies. The agreement shall specify the mix and range of units, as well as the maximum unit sizes for the affordable component.

5.6.2.6

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The lands designated "High Density Residential" and identified as Special Policy Area Number One, shall be permitted to develop for apartment purposes with appropriate design and buffering to minimize the impact of the development on surrounding uses. Development standards shall be established by the implementing zoning by-law and the exercise of site plan control pursuant to Section 41 of the *Planning Act*, R.S.O. 1990, as amended.

5.6.3

COMMERCIAL LAND USE

5.6.3.1

It is intended that the residential population generated by the alternative residential development concept within "Special Policy Area Number One" will be served by the planned hierarchy of Commercial Land Use set out in section 5.3 of this Chapter. However, it is intended that small scale retail and service commercial uses may be developed within "Special Policy Area Number One" in accordance with the following policies:

- (i) the permitted retail and service commercial uses shall be designed to serve the needs of the resident population within "Special Policy Area Number One"; and,

- (ii) the maximum floor area of all the permitted retail and service commercial uses within "Special Policy Area Number One" shall not exceed 929 square metres.

5.6.4 INSTITUTIONAL LAND USE

Schools

5.6.4.1 The lands designated "Public Elementary School" and "Separate Elementary School", contained within "Special Policy Area Number One" on Schedule SP28 (A), may be used for the alternative residential development concept described in section 5.6.1.1; or, these designations and associated facilities may:

- be re-located to the lands identified as sub-areas 3A and 3B of Schedule SP28 (C), subject to the approval of the applicable School Board; or,
- be re-located to other areas within Secondary Plan Area 28, to the satisfaction of the City, and the applicable School Board.

5.6.4.2 If "Special Policy Area Number One" on Schedule SP 28 (A) does not develop for the alternative residential development concept described in section 5.6.1.1, and/or, does not develop beyond the northerly boundary of sub-area 1B and 2B on Schedule SP28 (C), then the provisions of section 5.4.3 to 5.4.9 inclusive shall apply.

5.6.4.3 The relocation of the above referenced school facilities arising from the implementation of the alternative residential development concept may be permitted without the necessity of an Official Plan Amendment, provided approval has been obtained from the City of Brampton, the Peel Board of Education, and the Dufferin-Peel Roman Catholic Separate School Board.

Churches

5.6.4.4 The lands designated "Institutional (Church)", contained within "Special Policy Area Number One" on Schedule SP28 (A), may be varied with respect to size and location provided that the alternative locations are deemed to be acceptable relative to the criteria of policy 5.4.13, and that the requirements of policy 5.4.10 to 5.4.15 continue to apply.

5.6.5 PUBLIC OPEN SPACE

5.6.5.1 Schedule SP28 (A) designates a continuous pedestrian/bicycle link through the subject lands to the Heart Lake Conservation Area. It is the intent of City Council to protect the integrity of this link as now designated on Schedule SP28 (A). However, if the alternative residential development concept as described by section 5.6.1.1 proceeds beyond the northerly boundary of sub-areas 1B and 2B as identified on Schedule SP28 (C), then it may be necessary to relocate the pedestrian/bicycle link to follow an alignment along the "Major Drainage Facility" abutting Dixie Road, along Countryside Drive, and incorporated into the future design of the cloverleaf overpass at the Highway Number 410. Such a relocation of the pedestrian/bicycle link may occur without the necessity of an amendment to this plan, subject to the approval of the City of Brampton, the Metropolitan and Toronto Region Conservation Authority, and the Ministry of Natural Resources.

5.6.5.2 If "Special Policy Area Number One" as shown on Schedule SP 28 (A) does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or does not develop beyond the northerly boundaries of sub-areas 1B and 2B as identified on Schedule SP 28 (C), then the provisions of section 5.2 of this Plan shall apply respecting the amount, type and allocation of public open space to be provided on the remaining developable lands.

5.6.6 URBAN DESIGN

5.6.6.1 Comprehensive Design and Architectural Guidelines shall be prepared and approved to the satisfaction of the City respecting the urban residential uses described in section 5.6.1, prior to the enactment of the Zoning By-law (s) implementing the alternative residential development concept. These approved Design and Architectural Guidelines will recognize the unique form and type of urban residential development permitted within "Special Policy Area Number One", while maintaining similar standards of architectural and landscape treatment as are specified in currently approved guidelines for the Plan.

5.6.7 TRANSPORTATION

5.6.7.1 Schedule SP 28 (A), Schedule G, and Schedule H of this Plan outline the alignments, right-of-way widths and relationships to abutting land uses of the various roads contained within the Plan area. Any modifications to these designations and associated policies as they

relate to the lands designated "Special Policy Area Number One" shall be subject to the following policies.

- 5.6.7.2 The alternative residential development concept as described in section 5.6.1.1, may entail the approval of residential plan (s) of condominium which would permit development on the basis of a private road network. This private road system would not necessitate developing the collector road system as now designated within "Special Policy Area Number One" on Schedule SP28 (A). In this regard, the development of a network of private roads within the area identified as "Special Policy Area Number One" on Schedule SP28 (A), including modifications to the existing designated collector road network, specific alignments, geometrics, right-of way widths, and integration with a public road network on adjacent lands, shall be to the satisfaction of the City and the Region of Peel. Furthermore, prior to the enactment of a zoning by-law, or the granting of site plan approval for the alternative residential development concept described in section 5.6, the applicant shall enter into an agreement to the satisfaction of the City, which enables the City to assume the private roads as public right-of-ways should the alternative residential development concept not proceed, or proceed in part.
- 5.6.7.3 Emergency access shall be provided to serve development within "Special Policy Area Number One" to the satisfaction of the City of Brampton and the Region of Peel.
- 5.6.7.4 A transit system serving the subject lands shall be developed in conjunction with the City's public transit system. This system will have regard to the provisions of section 6.3 of this Plan.
- 5.6.7.5 Adjustments to the Highway Number 410 alignment as shown on Schedule SP28(A) may arise as a result of the selection of the exact alignment of Highway Number 410 by the Ministry of Transportation or an Environmental Hearing Board. Therefore it is recognized that the lands identified as "Special Policy Area Number One" on Schedule SP28 (A), shall be subject to the provisions of section 6.1.1 and section 6.1.2 of this Plan.
- 5.6.7.6 If "Special Policy Area Number One" as shown on Schedule SP28 (A), does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or, only a portion of the subject lands as identified on Schedule SP28 (C) develop, then the provisions of section 6.1 of this Plan shall apply to the

lands which are not subject to the alternative residential development concept.

5.6.8 PHASING

5.6.8.1 In addition to section 5.6.8.2, the development of the lands identified as "Special Policy Area Number One" on Schedule SP28 (A), including the lands identified as sub-area 1A on Schedule SP28 (C), shall be staged to the satisfaction of the City and the Region of Peel in accordance with sections 8.1, 8.1.3, 8.1.5, 8.1.6 and 8.1.7 of this Plan. In this regard, among other matters, staging of the development of the lands identified as "Special Policy Area Number One" shall be based upon timing of road improvements, both within, and outside of the area of this Plan, and the timing of the provision of other essential services and facilities for the subject lands as deemed applicable by the City and the Region of Peel. In this regard, the development of the lands identified as "Special Policy Area Number One" will be governed by a phasing agreement satisfactory to the City of Brampton and the Region of Peel.

5.6.8.2 The alternative residential development concept permitted within "Special Policy Area Number One" on Schedule SP28 (A), shall be phased in accordance with Schedule SP28 (C). Development of lands beyond Phase 1A as indicated on Schedule SP28 (C) shall only be permitted upon the approval of City Council and the Region of Peel, upon consideration of the following factors:

- (i) traffic impact and circulation on the surrounding road network;
- (ii) the development of a satisfactory transit system to serve the residents of the development with appropriate integration with the City's transit system in accordance with section 6.3;
- (iii) the extent of the projected impact on community services and facilities such as schools, public open space, and health care; and,
- (iv) the applicant preparing an occupancy characteristics study of Phase 1A on Schedule SP 28 (C), to the satisfaction of the City and the Region of Peel, prior to the approval of any subsequent phases;
- (v) the designation of fire break lots;

- (vi) other matters as deemed appropriate by City Council, and,
- (vii) a noise impact study that addresses the potential impacts of transportation noise from the proposed Highway 410, Sandalwood Parkway, Countryside Road and Dixie Road on sensitive residential uses subject to the approval of the Ministry of the Environment and Energy.

5.6.8.3 If "Special Policy Area Number One" on Schedule SP28 (A) does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or, only a portion of the subject lands as shown on Schedule I develops, then the provisions of section 8.1 of this Plan shall continue to apply to the lands not subject to the alternative residential development concept.

5.6.8.4 Only Phase 1A on Schedule SP 28 (C) is included within the Phase I lands as defined on Schedule SP28 (A) of this Plan.

5.6.8.5 Until the existing agricultural operations located at the northeast corner of Countryside Drive and Dixie Road cease, the Minimum Separation Distance calculation as prescribed in the Agricultural Code of Practice shall be used to establish an acceptable land use compatibility buffer between the agricultural uses and sensitive uses such as residential, schools, hospitals, or places of worship. Following the cessation of the agricultural operations, sensitive land uses in these areas may be permitted.

5.6.9 MAJOR DRAINAGE FACILITY

5.6.9.1 The "Major Drainage facility" as shown on SP28(A) shall be a minimum of 45-50 metres in width and shall incorporate principles of natural channel design to the satisfaction of the Metro Toronto and Region Conservation Authority, Ministry of Natural Resources and the City of Brampton.

5.6.9.2 The golf course and/or pedestrian/bicycle link may form part of the "Major Drainage Facility" subject to the approvals of the Metro Toronto and Region Conservation Authority, Ministry of Natural Resources and the City of Brampton.

5.6.9.3 The final block width of the "Major Drainage Facility" may be revised subject to an amendment to the Sandringham-Wellington Master Drainage Plan which is acceptable to the Metropolitan Toronto Region

Conservation Authority, Ministry Natural Resources and the City of Brampton.

5.6.10 INTERPRETATION

5.6.10.1 All the remaining policies of the Plan shall continue to apply to the lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), but in the event of a conflict, the provisions of Section 5.6 shall prevail.

5.6.10.2 If the lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), are not developed for the alternative residential development concept described in Section 5.6 of this Plan, and/or, only a portion of the lands are developed, then the remaining developable lands shall be subject to the provisions of all of the other policy sections comprising this Plan.

5.7 Special Policy Area Number Two

OP06-023

5.7.1 The lands within "Special Policy Area Number Two" will be recognized as a Block Plan and developed in accordance with the City's Block Planning requirements.

OP06-023

5.7.2 The subject lands will be developed as a safe, visually attractive and pedestrian oriented community with a well-connected street pattern, strong architectural design and amenities.

OP06-023

5.7.3 The open space elements will consist of the existing Dixie Road Channel that will include an extension of the Chinguacousy Trail system, landscaped centralized neighbourhood park, and landscaped community entry features.

OP06-023

5.7.4 The road pattern will be clear and identifiable and will support neighbourhood connectivity. The road network will accommodate for future extension of Father Tobin Road (Templehill Road) and a north-south neighbourhood collector that will connect Countryside Drive to Dixie Road.

OP06-023

5.7.5 The lands within "Special Policy Area Number Two" will be developed as medium density housing with a variety of housing typologies, which will include bungalow townhomes along the channel, two storey townhomes and single detached units.

OP06-023

5.8 Special Policy Area Number Three

5.8.1 The lands within “Special Policy Area Number Three” shall be developed in accordance with Block Plan shown in Schedule SP28(F) to this plan and in accordance with the policies herein.

OP2006-047

5.8.2 Notwithstanding Policy 5.5.6 of the Official Plan, a modified block plan approval process involving a single stage approval process shall be permitted.

5.8.3 The Block Plan will illustrate and implement the land use designations and policies of the Sandringham-Wellington Secondary Plan and form the basis for evaluating development applications in association with the subject lands.

5.8.4 The modified block plan approval process requires the preparation of the required component studies and agreements submitted in conjunction with formulating the Block Plan, which may include but are not limited to the following:

- Detailed Community Design Guidelines
- Traffic Impact Study
- Functional Servicing Report
- Landowner Cost Sharing Agreement
- Noise Study
- Planning Justification Report

5.8.5 The lands shall be developed as low to medium density housing and will have a maximum density of 32 units per net residential hectare with a variety of housing typologies, which shall include single detached, semi-detached and townhouses.

5.8.6 Any required adjustments to the location of community features and infrastructure as a result of meeting the guidelines of the Ministry of Transportation (given the lands’ proximity to Highway 410 and Countryside Drive interchange), or finalization of the component technical studies, can be made without an official plan amendment as long as the general intent of the Secondary Plan is maintained and the maximum density of 32 units per net residential hectare is not exceeded.

- 5.8.7 The road network, which includes the north-south collector road from Countryside Drive to the northerly limit of Via Rosedale; and the main east-west collector road connecting the subject lands to Dixie Road, shall be constructed in the early stages of development to ensure efficient traffic functioning.
- 5.8.8 Draft plan approval conditions shall be used to make the elementary school site available for acquisition by the local school board at their earliest convenience.
- 5.8.9 Notwithstanding the overall intended allocations prescribed by Table 1, the lands identified as “Special Policy Area Number Three” shall be permitted to be developed with Medium Density Residential uses.

6.0 TRANSPORTATION

6.1 ROADS

Highway 410

- 6.1.1 The general alignment of the Highway Number 410 extension shown on Schedule 'SP28(A)' together with the schematic outline of interchanges at Bovaird Drive, Sandalwood Parkway and Countryside Drive is intended not only as a clear recognition of the requirement for this freeway facility, but also as a representation of its ideal location relative to the land use and development objectives of this Plan. Specifically the intent is to maximize the amount of development land to the east of Highway Number 410 that can be tied-in to the complete community based structure extending east to Airport Road, while minimizing the amount of development land between Highway Number 410 and Heart Lake Road or between Highway Number 410 and various environmental reserve areas.
- 6.1.2 It is recognized that adjustments to the Highway Number 410 alignment shown on Schedule 'SP28(A)' may be required once the exact alignment is selected by the Ministry of Transportation or an Environmental Hearing Board, and that major adjustments may necessitate an Amendment to this Plan.

Arterial Roads

- 6.1.3 The arterial road component of the transportation plan for the Secondary Plan Number 28 area as indicated on Schedule 'SP28(A)' consists of the basic concession road grid with the addition of Sandalwood Parkway extension. In keeping with Schedule 'H' of the General Plan, Dixie Road, Airport Road and Bovaird Drive are designated as Major Arterial Roads while the other concession roads and Sandalwood Parkway are designated as Minor Arterial Roads.

OP06-023

Notwithstanding the above, the foregoing policy shall not apply to the lands subject to Official Plan Amendment 2006-023

- 6.1.4 In accordance with Schedule "I" of the General Plan, the basic right-of-way width and ultimate lane requirements associated with the Minor Arterial Road and Major Arterial Road classifications in the Secondary Plan Number 28 Area shall be 36 metres (120 feet) to accommodate 4 lanes, and 45 metre (150 feet) to accommodate 6 lanes, respectively, except for Bovaird Dive between Heart Lake Road and Airport Road which shall have a 50 metre (165 foot) basic right-of-way to accommodate a 6 lane arterial road with centre median.
- 6.1.5 Appropriate arterial road widenings necessary to achieve the right-of-way requirements shall be conveyed to the road authority having jurisdiction as a prerequisite to development within the Secondary Plan Number 28 area. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes and/or for utilities in accordance with policy 4.2.1.6 of the General Plan (Part II).

Collector and Minor Collector Roads

- 6.1.6 The collector road component of the transportation plan for the Secondary Plan Number 28 area consists of s system of Collector Roads with the alignments and relationships to abutting land uses that are illustrated on Schedule 'SP28(A)', and of a secondary system of Minor Collector Roads that will be indicated at the subdivision stage subject to the criteria of policy 6.1.11.
- 6.1.7 The required number of lanes, the use of direct or reversed lot frontage and the basic right-of-way width of the Collector Road links shall be related to the ultimate predicted peak hour traffic volumes as follows:
- i) Direct property access and a 2 lane roadway design on a 23 metre (76 foot) right-of-way shall generally be provided where predicted two-way peak hour traffic volumes are at or below 700 vehicles per hour, and

- ii) Reversed frontage and a 4 lane roadway design on a 26 metre (86 foot) right-of-way shall generally be provided where predicted two-way peak hour traffic volumes exceed 700 vehicles per hour.

- 6.1.8 The City may require that the 4 lane reversed frontage design be carried through on certain links for continuity and consistency in appropriate cases such as when adjacent links at both ends of a section have a sufficient traffic volume to require the 4 lane reversed frontage treatment.
- 6.1.9 The right-of-way requirements resulting from the application of policies 6.1.7 and 6.1.8 to the peak hour Collector Road traffic volumes are specified as a component of a detailed study by Proctor and Redfern Group entitled "Brampton Secondary Plan Number 28 Transportation Study, Detailed Stage Report" (see Map in Appendix D)) and are also generally specified on Schedule "I" of the General Plan (Part II). However, a basic 26 metre road allowance is designated on Schedule "I" of the General Plan (Part II) for all segments of the east-west Collector Road immediately to the north of Bovaird Drive to preserve the future option to provide 4 lanes over its entire length.
- 6.1.10 Three metre wide public buffer areas shall be provided between the road right-of-way and adjacent reversed frontage lots on either side of the 4 lane Collector Roads referred to in policies 6.1.7 and 6.1.8 of this Section. These buffers will be landscaped and planted with sufficient trees and shrubs to form an effective visual screen between the roadway and adjacent rear yards in accordance with relevant City standards.
- 6.1.11 Appropriately designed Minor Collector Roads in accordance with the definition in policy 4.2.11 of Part II of the Official Plan shall be indicated in subdivision plans in such a manner that they:
- provide the final stage access routes to or from significant size residential areas bounded by higher order roadways;
 - provide access to designated elementary school sites, church sites, commercial sites, and Neighbourhood Parks which do not abut a Collector Road;
 - intersect with Arterial Roads at the "Minor Collector Road Access" designation locations on Schedule 'SP28(A)', but at no other locations; and

- do not provide a convenient alternative route or shortcut relative to an intended Collector or Arterial Road route.

Minor Collector Roads serving a significant sized area shall have a right-of-way width of 23 metres, whereas those serving a relatively small area may have a reduced right-of-way of 20 metres.

6.1.12

No major Arterial Road or Minor Arterial Road intersections with Collector Roads or Minor Collector Roads other than those indicated on Schedule 'SP28(A)', and no such intersections with Local Roads, shall be permitted, except that Heart Lake Road, subject to the results of the Heart Lake Road Strip Environmental Studies referred to in policies 5.1.16 and 8.2.3 of this Chapter, may be treated as if it were a Collector Road for the purposes of this policy. Full turning movement access from Minor Collector Roads to Arterial Roads will generally be permitted at the designated "Minor Collector Road Access" points on Schedule 'SP28(A)', except for the two "Minor Collector Road Access" points on the north and south sides of Sandalwood Parkway just west of Bramalea Road which will each be restricted to a right-in right-out connection.

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Notwithstanding the foregoing, two right-in/right-out only local road connections will be permitted at the following locations:

- one on the south side of Sandalwood Parkway East, just east of Dixie Road; and,
- the other, on the east side of Dixie Road, just north of the TransCanada Pipeline easement.

OP93-138

Notwithstanding the foregoing, local road connections will be permitted on the north side of Sandalwood Parkway between Torbram Road and Airport Road. Parallel frontage roads will be encourage in preference to local road connections where possible to enhance the Sandalwood Parkway streetscape and to accommodate moderate volumes of traffic at medium speeds.

6.1.13

Reserved frontage and/or wider right-of-way widths may be required for sections of Collector and Minor Collector Roads near major intersections. A 12 metre minimum lot width shall be required for low to medium density direct frontage lots abutting 2 lane Collector Roads or abutting significant (23 metre wide) Minor Collector Roads.

Regional Commercial Centre Access

6.1.14 Supplementary access connections to the Regional Centre shall be provided as follows or in some alternative way that, subsequent to adequate study, is deemed to be equally effective and beneficial to overall traffic flow in this sector of the Secondary Plan Number 28 area:

- i) Access to the Regional Centre from the south will be assisted by a straight through entrance from the Highway Number 410 northbound off-ramp and by a right-out at the same location that can return traffic to the southbound on-ramp;
- ii) Trips to the Regional Centre from the west shall be served by means of a Collector Road linkage from Bovaird Drive, through the northwest quadrant of the intersection of Bovaird Drive and Heart Lake Road, to Heart Lake Road, and then via a bridge over Highway Number 410 to the north edge of the Centre. The exact location of the latter Collector Road portion of this linkage within the Secondary Plan Number 28 area will depend on whether the ultimate north edge of the Centre is associated with the basic Regional Commercial Centre designation or with the Regional Commercial Reserve designation.

6.1.15 For illustration purposes, the Collector Road referred to in policy 6.1.14 ii) is shown at the northerly margin of the "Regional Commercial" designation and connecting through to the southerly east-west collector road. If the large scale centre were to be approved, the road could be shifted to the north margin of the expanded Centre to intersect with the north-south collector road in an efficient T-configuration, without amendment to any part of this Chapter. In the case of either location, this Collector Road segment should have a 30 metre (100 foot) right-of-way to accommodate 4 lanes and is to be regarded as a link that is necessary only to provide access to the Regional Commercial Centre.

6.2 DRIVEWAY ACCESS LIMITATIONS

6.2.1 No direct driveway accesses to Major or Minor Arterial Roads, additional to existing ones, shall be permitted except as specifically provided for in policies 6.2.2 to 6.2.20 of this Chapter. Owners of properties with existing driveway accesses to Arterial Roads may, in conjunction with the redevelopment of those lands, be requested to relocate their accesses to the internal road system. One foot reserves and appropriate zoning restrictions will be employed to implement the policies of this Section.

Residential Access

- 6.2.2 Residential driveway access shall be provided in accordance with policy 6.2.1, except in the case of the High Density Residential designation just east of the District Commercial Centre which may be provided with a secondary right-in/right-out access from/to Sandalwood Parkway Extension.
- 6.2.3 Servicing at the High Density Residential sites abutting the east side of Heart Lake Road south of Sandalwood Parkway with appropriate direct driveway access to Heart Lake Road may be permitted in recognition of the relatively minor arterial function of this segment of roadway as alluded to in policy 6.1.12 of this Chapter.

Access to Major Parks

- 6.2.4 The large Special Park designation on the west side of Bramalea Road may have one of its accesses from that road provided that left turn movements (in or out) are restricted to the extent required to ensure that additional traffic lights will not be required and that the overall traffic carrying function of Bramalea Road is not significantly impaired.

6.2.5

OPA 253

Driveway accesses from Sandalwood Parkway Extension shall be required to adequately serve the two Community Park and the Community Park/Secondary School Campus that are designated along its south side. These accesses shall be joint ones that shall be shared to also serve the adjacent senior school and high school sites as specified in policy 6.2.17 of this Section as it relates to the Community Park and the Community Park/Secondary School Campus.

Commercial Access

6.2.6

OPA 253

Primary accesses to commercial designations shall be provided from an abutting collector road in a safe and convenient manner. Accordingly, sites for small to medium size commercial designations shall be arranged to provide sufficient frontage width along abutting collector roads to facilitate this desired access arrangement. When such a collector road access can not be provided, primary access may be provided, if it can be done in a safe and operationally satisfactory manner, from the most suitable abutting Arterial Road. Where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority, the primary access or accesses may be

supported by a secondary right-in/right-out access or accesses from a Major or Minor Arterial Road, or, in appropriate circumstances, by a full access or accesses from a Minor Arterial Road.

6.2.7 In the case of two or more abutting Commercially designated sites, 0.3 metre reserves, or other equally effective methods, shall be used to ensure that joint entrance ways are designed and built where appropriate, and that the grading of adjoining properties be compatible with this joint driveway objective.

6.2.8 Minor upgrading of the accesses to the two existing Highway Commercial uses referred to in policies 5.3.10 and 5.3.11 of this Chapter will be permitted.

6.2.9 Driveway access from Bovaird Drive to the Regional Commercial Centre will only be permitted in accordance with item I) of policy 6.1.14 of this Chapter.

OPA 253

6.2.10 Only one centrally located full turning movement access driveway shall be provided to serve the entire Highway Commercial designation extending northward from Sandalwood Parkway between Heart Lake Road and Highway Number 410, and no supplementary access, except as provided for in policy 6.2.12, will be allowed from Sandalwood Parkway.

OPA 253

6.2.11 That a full turning movement to Heart Lake Road from the Highway Commercial The provision of a full turning movement access to Heart Lake Road and Sandalwood Parkway be located at or near the south limit of the designation subject to the completion of Highway 410 north of Sandalwood Parkway and a substantial reduction of the current traffic counts on Heart Lake Road and further the provision of a right-in only access from Sandalwood Parkway shall be at a location satisfactory to the City and the Ministry of Transportation.

OP93-94

OPA 253

6.2.12 Driveway connections between service station or gas bar sites and abutting commercial uses or sites will generally not be permitted in circumstances where the accesses to such service stations or gas bars would thereby attract through movements to or from those abutting commercial sites.

OPA 253

Hospital Access

6.2.13 Collector Roads are designated along both the north and east edges of the future hospital site designation to ensure maximum access flexibility

in spite of necessary access restrictions from abutting arterial roads. Accordingly, driveway access to the hospital site will not be permitted from Bovaird Drive while only right-in and right-out access will be considered from Bramalea Road.

School Site Access

- 6.2.14 In accordance with the general objective of minimizing direct arterial road access pursuant to policy 6.2.1 of this Section, school sites are generally located so that driveway access can be provided from collector or local roads except as specified in policies 6.2.57 and 6.2.16 of this Section.
- 6.2.15 The School Boards shall be encouraged to provide looped driveway systems on all school sites to allow cars and buses to conveniently and safely drop-off and pick-up students on-site.
- 6.2.16 Integrated driveway access shall be provided from Sandalwood Parkway extension to serve the combined senior school/high school and Community Park designations abutting Sandalwood Parkway just west of Dixie Road. Only once combined and centrally located full driveway access from/to Sandalwood Parkway Extension shall be provided to serve the school(s) and Community Park. An unrestricted access to the abutting Collector Road together with an integrated internal driveway system, will be required to adequately serve users of the Community Park and of the school sites while satisfying the criteria referred to in policy 6.2.15 of this Section. Two integrated driveway accesses shall be provided from Sandalwood Parkway to serve the Community/Park Secondary School Campus located east of Torbram Road. Notwithstanding the foregoing, alternative temporary or permanent access arrangements will be permitted if required to accommodate school or park development timing problems or to deal with the elimination or shifting of one or more of the campus components.

OP93-138

OPA 293

Church Site Access

6.2.17

OPA 93-127

Primary access to church sites shall be provided from abutting Collector or Minor Collector Roads, although supplementary access may be determined from abutting arterial roads provided that safety and the overall traffic carrying function of those arterial roads are not thereby significantly impaired. In addition, where deemed to be acceptable from a safety and operational perspective, by the City or relevant road authority having jurisdiction, particularly in circumstances where there is no abutting Collector or Minor Collector Road(s), primary or a full access from a Minor Arterial Road may be determined.

6.2.18

Notwithstanding policy 6.2.17, the currently approved access from/to Bramalea Road to/from the Mormon Church site at the northwest corner of Bovaird Drive and Bramalea Road is hereby acknowledged.

6.3

PUBLIC TRANSIT

6.3.1

The major road system consisting of Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to run bus routes:

- along both north-south and east-west Arterial Roads,
- along the north-south Collector Road segments that are located approximately mid-way between the arterials, and
- along the two relatively continuous east-west Collector Road systems;
- and thereby:
- to provide bus service within 400 metres of all residents, and
- to conveniently serve major land uses such as the Regional Commercial Centre, the District Commercial Centre, and the Hospital.

Accordingly, adjustments to the Major Road system should not be contemplated without due consideration of the effect on this degree of transit flexibility and on the above noted transit service criteria.

6.3.2

Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes.

- 6.3.3 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, and particularly to accommodate residents who would otherwise be more than 300 metres (1000 feet) walking distance away from an existing or planned transit stop.
- 6.3.4 Sidewalks provided by developers along arterial and collector roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.
- 6.3.5 The developer of the Regional Commercial Centre shall, as a condition of development approval, provide a satisfactory Transit Terminal of sufficient size to accommodate both local and regional scale transit services. Sufficient space shall be reserved in this Transit Terminal area to accommodate the northernmost stop of a future north-south intermediate capacity rapid transit system located within the Highway Number 410 corridor.

6.4 PEDESTRIAN/CYCLIST LINKS

- 6.4.1 Since combination pedestrian and cyclist path links are regarded as a key component of the overall transportation system, they shall be provided through or at the edge of all contiguous open space elements including active parks, school sites, natural valleys, ponds, woodlots, the TransCanada pipeline easement, and channels or covered drainage culverts.
- 6.4.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located minor streets or across Collector Roads or Arterial Roads or the Highway Number 410 extension at those specific locations indicated by a Pedestrian/Bicycle Link symbol on Schedule 'SP28(A)'.
- 6.4.3 Pedestrian/cyclist crossings, at designated link locations and in conjunction with all of the aforementioned continuous or contiguous open space elements, shall be provided by means of underpasses (or other suitable grades separated arrangements) in those locations where an at-grade crossing by means of a pedestrian crosswalk or in combination with a suitably controlled intersection is not deemed by the City to be adequate or practical.

6.4.4 Pedestrian/cyclist movement along the TransCanada pipeline shall be facilitated by means of the following measures:

- The Minor Collector Road crossing of Torbram Road adjacent to the TransCanada pipeline shall be located to directly abut the pipeline to facilitate pedestrian/cyclist crossings of Torbram Road at that location.

OPA 219

- A pedestrian/cyclist crossing may be required under or over Highway Number 410 in the vicinity of the pipeline in conjunction with surrounding development if determined necessary by the City.

7.0 **ENVIRONMENTAL, SERVICING, PUBLIC UTILITY AND DESIGN CONSIDERATIONS**

7.1 Tree Preservation

7.1.1 It is intended that significant groupings of high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the overall environment and aesthetics of the overall Secondary Plan area.

7.1.2 The City may require the owner of a proposed development of one or more structures on all or part of a woodlot, woodlot fragment, or hedgerow to submit a Tree Protection Plan to be approved by the City prior to the issuance of a building permit. The Tree Protection Plan shall identify the exact location of any trees that will be cut or affected and state the specific measures that will be taken to protect the remainder.

7.2 Noise Attenuation

7.2.1 In the case of low and medium density residential uses adjacent to Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines, to be evaluated on their merits in each particular circumstances in accordance with City of Brampton and Region of Peel standards, are:

- (i) the use of parallel service roads which abut those Arterial Roads while accommodating residential frontages, and
- (ii) the use of reversed frontages with noise barrier walls.

- 7.2.2 In the case of those Arterial Road edges located opposite major pedestrian attractions such as schools, parks, commercial plazas, etc., reversed frontage with noise barrier walls shall be used, where necessary, to ensure pedestrian safety. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1000 feet).
- 7.2.3 In the case of either road noise attenuation treatment, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate a satisfactory safety fence between the Arterial and the local road.
- 7.2.4 A comprehensive road noise attenuation study dealing with all of the development lands adjacent to the Highway Number 410 extension in each of Phase I and Phase II shall be required prior to the draft¹ approval of any adjacent subdivision plans in that Phase. This study shall supplement the noise attenuation information in the Highway Number 410 extension environmental assessment report and shall provide a basis for Council to encourage a consistent approach (or approaches) to noise attenuation for all abutting subdivision plans.¹
- 7.2.5 Satisfactory comprehensive road noise attenuation design studies shall be submitted before subdivision plans are draft approved along various segments of arterial roads, particularly the major ultimate 6 lane facilities such as Bovaird Drive and Airport Road.
- 7.2.6 Satisfactory individual subdivision based noise analysis reports in accordance with policy 1.8.3.3 of Part II of the Official Plan shall be submitted at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.
- 7.2.7 Within those areas between Torbram and Airport Roads that may remain within the 28-30 NEF Airport noise impact area (based on the most relevant NEF forecasts at the time of development), residential use and associated use (i.e. schools, libraries, churches, auditoriums, etc.) buildings shall incorporate appropriate acoustic design features in accordance with policy 1.8.1.2 of the General Plan (Part II of the Official Plan).

¹ **OFFICE CONSOLIDATION NOTE: Re: 7.2.4 Phase I (Phase II boundary was deleted by OP93-82, but for purposes of interpreting this policy, it was located at Sandalwood Parkway.**

7.3 TransCanada Pipeline Safety Measures

7.3.1 In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplementary measures shall be applied by Council to residential developments that abut the pipeline right-of-way or easements within the Secondary Plan Number 28 area:

OP93-138

- i) Abutting rear yards, or side yards in the case of flanking lots, shall be a minimum of 15 metres (50 feet) deep so that building walls are located at least 15 metres (50 feet) away from the nearest edge of the pipeline right-of-way or easement, exclusive of any temporary repair or installation easements. Notwithstanding the foregoing, the lands designated Low Density Residential abutting the Trans-Canada Pipeline Right-of-Way between Torbram Road and Airport Road, north of the southerly Valleyland designation with abutting rear yards, or side yards in the case of flanking lots shall be a minimum of 10 metres deep so that building walls are located at least 10 metres away from the nearest edge of the pipeline right-of-way easement.
- ii) Prospective purchasers of any new homes within 200 metres (660 feet) of the pipeline right-of-way or easements shall be notified of its presence.
- iii) No separate City owned buffer strips shall be required in addition to, or as part of, the 15 metre (50 foot) setback referred to in i) above, but in all other respects that do not conflict with the preceding measures, the provision of the 1979 11 26 Council policy respecting TransCanada Pipeline Safety Concerns shall apply subject to any subsequent amendments thereto.

7.3.2 In accordance with National Energy Board regulations, High Density Residential uses shall be kept 200 metres (660 feet) away from the TransCanada Pipeline right-of-way to maintain the locational class rating of the pipeline and to avoid the need to strengthen the pipeline or to operate it at a reduced pressure. It is also Council's intention to extend this higher density separation distance criteria by requiring that significant places of assembly such as recreation centre, school buildings, churches and major commercial uses are also kept 200 metres away from the pipeline right-of-way. However, minor deviations from the 200 metre setback requirement for schools and other public use buildings may be permitted if it is demonstrated that a reasonable

effort has been made to achieve the criterion, but that it can only be completely achieved at the expense of other significant objectives of the Plan. The technical advice of the Fuel Safety Branch of the Ministry of Consumer and Commercial Relations shall be considered in interpreting the appropriate limits of such minor deviations from the 200 metre setback requirement, and, should the Ministry or the Province eventually adopt new guidelines that permit a lesser setback than 200 metres in particular circumstances, those new guidelines shall govern.

7.3.3 The number of road crossings of the pipeline shall generally be limited to three per concession (i.e. a major north-south collector road and two others per concession).

7.4 Storm Water Management

7.4.1 A comprehensive general level storm water management plan shall be completed to the satisfaction of and subject to the approval of the City, the Ministry of Natural Resources, the Ministry of Transportation, and the Metropolitan Toronto and Region Conservation Authority prior to circulation of any subdivision plans in the Secondary Plan Number 28 area. Among other things, this study shall adequately address:

- i) techniques to minimize the amount of storm water drainage, and to control or minimize erosion, siltation and other water quality impacts in the Secondary Plan Number 28 area and in downstream areas during and after the construction period;
- ii) storm water detention requirements and the method of providing such detention including the specification of design requirements and of predicted impacts on wooded areas or other environmental features; and
- iii) the proposed methods (open channel, covered culvert, etc.) of conveying storm water including the specific design parameters to be used in each location for each of the proposed methods.

7.4.2 It is recognized that certain detailed design aspects of the storm water management system need not and cannot be realistically addressed in this general study, but will be addressed in conjunction with development applications.

7.5 Sanitary Sewerage and Water Supply

7.5.1 Development within the Secondary Plan Number 28 area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

7.6 Ackroyd Aquifer Area

7.6.1 The Ackroyd Aquifer Area, which is centered just south of Bovaird Drive at the centreline of Concession 6, E.H.S. between Torbram and Airport Roads, and which is characterized by a thin layer of relatively impermeable clay till covering a pressurized aquifer, may extend up to 200 metres from the edges of the Highway Commercial designation abutting Bovaird Drive on the east side of the north-south Collector Road between Torbram and Airport Roads.

7.6.2 More detailed subsurface testing will be required prior to the submission of subdivision and development applications in this Ackroyd Aquifer Area to define the precise limits of the area of concern and to determine whether and to what extent special foundation or servicing designs and procedures are required.

7.7 Design Guidelines

7.7.1 The design requirements governing the provision of such features and facilities as streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights, vending boxes, etc. shall be prescribed in a set of Design Guidelines to be adopted and revised from time to time by the City.

7.8 Public Utility and Other Facilities

7.8.1 Public utility or other facilities such as a City works yard, a transit garage, a telephone switching facility or a gas regulator facility that are, or may be, required to serve development in, and adjacent to, the Secondary Plan Number 28 area may be located in any designation on Schedule 'SP28(A)' provided:

- i) that approval for the facility is sought and adequate notice signs posted on site, in sales offices, and in other appropriate locations in advance of Council approval of affected surrounding developments, or
- ii) that the facility, including its landscaping and screening elements, is deemed by Council to have an equal or lesser adverse impact on surrounding existing and proposed

development lands as compared to that of the typical designated use.

7.8.2

OP93-242

Pursuant to Policy 7.8.1(i), appropriate arrangements were made to give public notice and to post a sign advising of the intention to seek approval and install a gas regulator facility on lands designated “Community Park/Secondary School Campus” located south of the TransCanada PipeLine right-of-way, midway between Torbram Road and Mountainash Road. The regulator facility shall be appropriately screened and landscaped to mitigate impact on surrounding uses in accordance with Policy 7.8.1(ii).

8.0

IMPLEMENTATION

OP93-82

Delete sections 8.1, 8.1.1 & 8.1.2

Detailed Phasing

8.1.1

The phasing criteria of Part II (The General Plan) of the City of Brampton Official Plan (policies 2.1.1.5.2 and 7.4.2) shall apply. In that context, developers may be required to enter into phasing agreements satisfactory to the City to guarantee that the rate of development will not outpace the provision of services (particularly those that are beyond the direct control of the City).

8.1.2

The adverse impact of residential development on the dairy farm buildings at the northeast corner of Countryside Drive and Dixie Road shall be minimized by delaying development within 500 metres thereof to the latest stage of the overall Secondary Plan Number 28 area development.

Timing of Road Improvements

8.1.3

Pursuant to policy 8.1.1 Council shall endeavor to ensure that road improvements that are solely required to serve Secondary Plan Number 28 area development or whose timing will be significantly accelerated by that development, whether or not such road improvements are within or outside of that development area, are constructed when needed. To this end, Council has adopted a road phasing table (attached to this Chapter as Appendix B) which sets out the approximate required sequencing of major road improvements relative to the timing and sequencing of development in the Secondary Plan Number 28 area. This table in Appendix B is not a formal part of the Official Plan, but is

provided to make it abundantly clear that the road infrastructure must be adequate to deal with the existing and proposed development. This table may be revised at any time in accordance with the conclusions of more current traffic studies or more detailed analyses that are approved by Council. On the basis of this road phasing table or of any subsequent revised version of it adopted by Council, and on the basis of policies 2.1.1.5.2 and 7.4.2 of Part II of this Plan, Council may refuse to approve development applications that may create or aggravate road transportation deficiencies.

Brampton North Transformer Station

- 8.1.4 Since it is anticipated that the Brampton North Transformer Station referred to in policy 5.6.1.5 of Part II of the Official Plan will be required by the time the Secondary Plan Number 28 area is approximately 25 percent developed in order to maintain an adequate hydro-electric power supply; Council will monitor the progress towards the construction of this facility in relation to demand for electric power and, if warranted, may impose development phasing controls in accordance with policy 8.1.1 of this Section. Should this transformer station facility be located adjacent to the Secondary Plan Number 28 area, proper noise control features, including possible separation distances, will have to be provided as a component of the facility to minimize the potential for conflicts with Secondary Plan Number 28 land uses.

Provision of Essential Services

- 8.1.5 It is the intent and policy of Council that essential services will be provided in conjunction with new residential development in the Secondary Plan Number 28 area, and accordingly, as set out in policies 8.1.1, 8.1.3 and 8.1.4 of this Chapter, and in policies 2.1.1.5.2 and 7.4.2 of Part II of the overall Official Plan, Council may refuse to give its approval to any development for which schools, roads or any other essential services are not available or not specifically committed, irrespective of which organization or jurisdiction is nominally responsible for such service. In addition, the Region may delay the approval of plans of subdivision or require that the phasing of registration of plans be controlled until Regional roads and/or adequate transportation facilities are or will be adequate in an appropriate time frame to accommodate the additional traffic volumes produced.

8.2 OTHER IMPLEMENTATION MEASURES

Financial Integrity

- 8.2.1 In accordance with relevant general Official Plan policies (i.e. policies 2.1.1.5.2, 6.1.2 and 7.4.2 of Part II), various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, and overall growth rates will be monitored so that measures can be taken to curtail or direct growth in the Secondary Plan Number 28 area as well as in other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

Allocation/Location of Housing Types

- 8.2.2 Housing density types shall be allocated amongst the different land holdings as follows:
- i) Medium High and High Density Residential (Apartments) shall be located as designated subject to policy 5.1.6.
 - ii) Medium Density Residential (Townhouses) shall be located as designated subject to policy 5.1.10.
 - iii) Low Density Residential dwelling units shall be located in areas designated for that purpose provided that 50-70% of such dwelling units consist of Single Family Density types and the remainder consists of Semi-Detached Density types in accordance with policy 5.1.13.

Heart Lake Strip Environmental Study

- 8.2.3 The submission of comprehensive environmental studies that adequately address all relevant matters shall be a precondition to the approval of any specific residential development applications in the Heart Lake Road Strip area between Heart Lake and the Highway Number 410 Extension. In the area south of Sandalwood Parkway, these studies should also address how the development of these lands can be made compatible with future development to the west.

Small Holdings

- 8.2.4 Owners of small holdings of less than 8 hectares (20 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of expediting consideration of their proposals.

- 8.2.5 Development plans for very small holdings of less than 1.6 hectares (4 acres) will be evaluated with reference to their land use designations on Schedule 'SP28(A)', but in most cases not until subdivision plans for the larger landholdings that abut them are submitted for approval.
- 8.2.6 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings, particularly smaller holdings and severance, and to provide for their redevelopment in accordance with this Chapter. In cases where a proposed road, drainage facility or other public facility eliminates or substantially affects the residential use of a very small holding of less than 1.6 hectares (4 acres), Council may require the owner applying for development approval on abutting lands to acquire said small holding as a condition of development approval.

Open Space Acquisition

- 8.2.7 All of the open space elements designated on Schedule 'SP28(A)' are to be acquired by the City for public open space purposes, in accordance with the requirements of the Planning Act, the City's capital contributions policy, the general policies of the Official Plan, and other relevant City policies. Such elements include:

- all Active Tableland Parks
- Woodlot Parks
- Valleylands
- Ponds/Marshes
- Major Drainage Facilities
- the TransCanada Pipeline Right-of Way or Easement
- the Necessary Portions of Pedestrian/Bicycle Links including through block walkways

Additional public open space or other public use land requirements related to matters such as tree preservation, walkways, buffers or minor drainage facilities including detention ponds may be required in conjunction with development or subdivision plan approvals, notwithstanding the fact that such land areas are not identified on Schedule 'SP28(A)'.

Coordinated Master Open Space Landscaping and Pedestrian System Plan

- 8.2.8 A single consultant firm shall be retained by the Secondary Plan Number 28 area landowners to prepare and submit a satisfactory Master Open Space Landscaping and Pedestrian System Plan. The Master Plan must be approved by the City and a developer cost sharing agreement satisfactory to the City must be executed (in accordance with policy 8.2.12) to guarantee the provision of all of the facilities identified in the Master Plan. The Master Plan and the agreement must be approved by the City prior to the draft approval of any related plans of subdivision and before detailed landscape plans for specific areas will be accepted for review and approval.

Commercial Impact Studies

- 8.2.9 Commercial impact studies shall be submitted for planned retail centre development proposals or any major supermarket, junior department store or superstore uses in accordance with policy 5.3.15 of this Chapter.

Regional Commercial Reserve Study

- 8.2.10 The area designated Regional Commercial Reserve may not be used for commercial purposes or any other urban use unless and until studies satisfactory to the City are completed and it has been demonstrated either that additional Regional Commercial space is required in that location to most effectively satisfy City objectives, or that the required amount of additional regional scale commercial space is best provided in the Central Commercial Corridor as designated on Schedule 'F' of the General Plan, Part II, or other areas of the City (see policy 5.3.2 of this Chapter).

Master School Agreement or Special Levy

- 8.2.11 Prior to the draft approval of any related subdivision plan, either a conventional Master School Agreement or a Special School Levy Agreement, satisfactory to the school boards, shall be in place to guarantee that the school sites designated in Schedule 'SP28(A)' will be provided in the general locations indicated, if and when required by the designated school board, or subject to agreement by the two boards, by the other school board.

Developer Cost Sharing Agreements

8.2.12 Notwithstanding City requirements respecting the payment of capital contributions in accordance with policy 6.1.6 of Part II of the Plan, and notwithstanding the requirement specified in policy 8.2.11 of this Section for an appropriate master School Agreement or Special School Levy Agreement, it is recognized that some matters will have to be addressed in separate Developer Cost Sharing Agreements satisfactory to the City to ensure the implementation of this Chapter. Among other things, such Developer Cost Sharing Agreements shall deal in an effective way with:

- any residual requirements to equalize the cost of providing schools, park tableland, woodlots, pedestrian underpasses, etc.;
- parkland and valleyland improvements such as paths, pedestrian/cyclist bridges, landscaping etc.;
- erosion control works in natural valleys;
- construction of storm water management facilities such as covered culverts, open channels, detention ponds, etc.;
- the cost sharing of required coordinated consultant design studies such as the Master Open Space Landscape and Pedestrian System Plan referred to in policy 8.2.8.;
- common roadways and related elements; and
- the construction cost of roads and services at the periphery of the hospital site.

The City shall require that Developer Cost Sharing agreements and other relevant agreements sufficient to ensure the implementation of this Plan are executed and copies thereof provided to the City prior to the draft approval of any related subdivision plans.

8.2.13 In the context of policy 8.2.12 and of the matters listed therein, or of any other relevant matters, the City will support reasonable cost sharing arrangements amongst benefiting landowners by using its best efforts to request reasonable repayments to landowners or landowner groups who have front-ended such costs from benefiting landowners who have not contributed to such costs.

The Environmental Assessment Act

- 8.2.14 Various land uses and facilities proposed and designated in this Chapter may be subject to Environmental Assessment Act requirements, and accordingly, they should be regarded as tentative subject to the necessary Environmental Assessment approvals.

Interpretation

- 8.2.15 Although the specific shapes, sizes locations and relative positions of land use, road and other designations on Schedule 'SP28(A)' are intended to indicate a generally desirable arrangements of these elements, they should nevertheless be interpreted as being reasonably flexible provided that the essential intent of the Sandringham-Wellington Secondary Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size or to its absolute or relative location, provided the City is satisfied:

- that the functional effectiveness of the intended uses would not thereby be reduced;
- that the integrity of the overall plan is respected;
- that shortfalls or excesses will be made up elsewhere in the Plan;
- that the centrality of services is maintained, and
- that the fundamental aspects of land use interrelationships are maintained.

Implementation Policies of the General Plan

- 8.2.16 The preceding implementation policies of this Section are supplementary to those contained in Chapter 7 of the General Plan (Part II of the Official Plan) which will continue to apply to the implementation and interpretation of this Chapter.

**APPENDIX A
TABLE 1***

**SECONDARY PLAN NUMBER 28
HOUSING MIX PERCENTAGE RANGES BY SUB-AREA
(SUB-AREA BOUNDARIES ARE SHOWN ON SCHEDULE SP28(B))**

Housing Density Type	Sub Area										Total Area
	1	2	3	4	5	6	7	8	9	10	
Single Family Density	0%	34-52%	37-55%	32-50%	39-58%	0%	47-67%	33-50%	31-48%	31-49%	30-48%
Semi-Detached Density	0%	120-39%	22-40%	19-36%	23-42%	0%	28-48%	19-37%	18-35%	18-35%	17-35%
Mixed Low Density (Sub-Total)	0%	68-76%	72-80%	64-73%	76-83%	0%	93-95%	67-73%	61-70%	61-71%	58-69%
Townhouse Density	31-40%	24-32%	20-28%	13-18%	17-24%	9-15%	5-7%	11-16%	11-16%	16-22%	13-20%
Cluster Housing & Apartment Density	60-69%	0%	0%	14-19%	0%	85-91%	0%	15-20%	18-24%	13-18%	16-24%
All Densities (Total)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

(OPA 213)
(OP93-96)

* **Note:** This same table is also contained within and forms an Official Part of Chapter 21 of Part 1V of the Official Plan. Amends Sub-Area 2 density mix.

APPENDIX A
Table 2

Summary of High Density Residential
Dwelling Unit Allocations and Densities¹

Designation Location Reference Number (See Schedule Sp28(B))	Allocated Range of Units	Maximum Net Density u.p.ha.(upa)
A1	210-250	125-150 (50-60) ²
A2	430-520	125-150 (50-60) ²
(OP93-96) (P93-162)		
A4	450-540	125 (50)
A5	800-1230 ³	125-150 (50-60) ²
OP93-187 A6	220-260	125 (50)
A7	290-350	125 (50)
A9	370-450	125 (50)
A10	<u>300-360</u> 3070-3960	125 (50)

1. Although this Table is not an Official part of Secondary Plan Number 28, it nevertheless provides an indication of Council's intentions regarding the allocation of opportunities and responsibilities pursuant to policy 5.1.2 of that Plan.
2. Some increased density above 125 u.p.ha. (50 u.p.a.) but not in excess of 150 u.p.ha. (60 u.p.a.) may be granted as a bonus pursuant to the Planning Act and in accordance with policy 5.1.5 in recognition of the benefit to the Community and of the lost opportunity cost to the developer of preserving abutting pond/marsh lands in a satisfactory natural state.
3. The aforementioned bonusing provisions (see note No. 2), in accordance with policies 5.1.4 and 5.1.5, may be invoked, at the discretion of Council, to permit a concentration of more than 800 units in location A5.

APPENDIX A
TABLE 3

ALLOCATED RANGE OF MEDIUM DENSITY DWELLING UNITS

Designation Location Reference Number (See Schedule SP28(B))	Allocated Range of Units
T1	145-175
T2	200-245
T3	110-135
T4	100-120
T5	105-130
T6	80-100
T7	150-185
T8	110-135
T9	115-150
T10	100-120
T11	250-310
T12	155-195
T13	120-150
T14	155-195
OP93-138	
T16	115-145
OP06-023	
T17	115-135
OP06-023	
T18	200-245

TABLE 3 CONTINUED

Designation Location Reference Number (See Schedule SP28(B))	Allocated Range of Units
(OP93-187) T19	190-220
T20	120-150
T21	55-65
T22	85-105
T23	70-90
T24	65-85
T25	105-130
T26	25-35
T27	105-130
T28	205-255
T29	85-105
T30	60-75
T31	105-130
(OP213) T32	130-162
(OP292) T33	210-250
(OP292) T34	35-45
(OP93-96) T35	68-82
(OP93-98) T36	60-70
(OP93-123) T37	85 -105
(OP93-162) T38	65 -138
(OP06-047) T39	<u>480-520</u>
	4,453-5,438

TABLE B1 APPENDIX B**ESTIMATED RELATIVE AND ABSOLUTE TIMING
REQUIREMENT FOR MAJOR ROAD IMPROVEMENTS (1)**

Road Link	Type of Improvements(2)	Length (Metres)	Jurisdiction(5)		Timing Requirement	
					Year (8)	Range of Built Units(11)
BOVAIRD DRIVE						
Highway 410-Dixie	2->6 Lanes	1,350	Joint		1991	1,000 - 1,700
Dixie-Bramalea	2->6 Lanes	1,380	Joint		1992	2,400 - 3,100
Bramalea-Torbram	2->6 Lanes	1,370	Joint		1992	2,400 - 3,100
Torbram-Airport	2->6 Lanes	1,350	Joint		1992	2,400 - 3,100
HIGHWAY 7 BYPASS						
Queen-Williams	0->4 Lanes	1,520	Joint		1996	7,900 - 8,700
Williams-Bovaird	0->4 Lanes	1,950	Joint		1999	12,100 - 13,100
Castlemore Connection	0->4 Lanes	700	Joint		1999	12,100 - 13,100
Queen-Williams	4->6 Lanes	1,520	Joint		2002	16,300 - 17,300
Williams-Bovaird	4->6 Lanes	1,950	Joint		2006	20,600 - 21,900
Queen/Goreway	Grade Separation	-	Joint		2007	21,800 - 23,100
Bovaird/Airport	Grade Separation	-	Joint		2011	24,000 plus
SANADALWOOD PARKWAY						
Heart Lake-Dixie	0->6 Lanes	1,320	City (6)		1994 (9)	5,200 - 5,900
Dixie-Bramalea	0->4 Lanes	1,360	City (6)		1994 (9)	5,200 - 5,900
Bramalea-Torbram	0->4 Lanes	1,400	City (6)		1996 (9)	7,900 - 8,700
Torbram-Airport	0->4 Lanes	1,340	City (6)		1997 (9)	9,300 - 10,100
COUNTRYSIDE DRIVE						
Hwy 410-Dixie	0->2 Lanes(3)		1,000	City	2011	22,000 - 24,000
Dixie-Airport	0->2 Lanes(3)		4,180	City	1996	7,900 - 8,700
HIGHWAY 7						
Airport-Hwy 50	4->6 Lanes	4,750	Province		1993	3,800 - 4,500
HIGHWAY 407						
Hwy 427-Airport	0->6 Lanes	4,630	Province		1996	7,900 - 8,700
Airport-Hwy 410	0->6 Lanes	6,920	Province		1999	12,100 - 13,100
Hwy 410-Hwy 10	0->6 Lanes	2,100	Province		2001	14,900 - 15,900
GOREWAY DRIVE						
Queen-Derry	4->6 Lanes	6,200	City (7)		2002	16,300 - 17,300
AIRPORT ROAD						
Bovaird-North Park	2->4 Lanes	760	Region		1990	0 - 300
Mayfield-Sandalwood	2->4 Lanes	2,800	Region		2006	20,600 - 21,900
Sandalwood-Bovaird	2->4 Lanes	1,620	Region		1997	9,300 - 10,100
Sandalwood-Bovaird	4->6 Lanes	1,620	Region		2006	14,900 - 15,900
Bovaird-Williams	4->6 Lanes	1,560	Region		1997	9,300 - 10,100
Williams-Queen	4->6 Lanes	1,520	Region		1993	3,800 - 4,500
Queen-Steeles	4->6 Lanes	3,120	Region		1996	7,900 - 8,700
Steeles-Derry	4->6 Lanes	3,100	Region		1995	6,500 - 7,300

TABLE B1
(CONTINUED)

Road Link	Type of Improvements(2)	Length	Jurisdiction(5) (Metres)	Timing Requirement		
				Year	Range of Built Units(11)	
TORBRAM						
Countryside-Bovaird	0->2 Lanes(3)		3,130	City	1991	1,000 - 1,700
Sandalwood-Bovaird	2->4 Lanes	1,650	City		1994	5,200 - 5,900
BRAMALEA ROAD						
Sandalwood-Bovaird	2->4 Lanes	1,530	City		1994	5,200 - 5,900
DIXIE ROAD						
Mayfield-Countryside	0->2 Lanes(3)		1,400	Region	1990	0 - 300
Countryside-Bovaird	2->4 Lanes	3,020	Region		1990	0 - 300
Bovaird-Williams	4->6 Lanes	1,460	Region		2006	20,600 - 21,900
Williams-Queen	4->6 Lanes	1,640	Region		1999	12,100 - 13,100
Queen-Steeles	4->6 Lanes(4)		3,120	Region	1999	12,100 - 13,100
Steeles-Derry	4->6 Lanes	3,100	Region		1996	7,900 - 8,700
HIGHWAY 410						
Queen-Williams	4->6 Lanes	1,580	Province		1993	3,800 - 4,500
Williams-Bovaird	4->6 Lanes	1,500	Province		1999	12,100 - 13,100
Bovaird-Sandalwood	0->4 Lanes	1,800	Province		1997	9,300 - 10,100
Sandalwood	interchange	NA	Province		1997	9,300 - 10,100
Sandalwood-Mayfield	0->4 Lanes	1,800	Province		2011 (10)	22,000 - 24,000
Countryside	interchange	NA	Province		2011 (10)	22,000 - 24,000
Williams-Hwy 407	6->8 Lanes	6,820	Province		1999	12,100 - 13,100
Hwy 407-Hwy 401	6->8 Lanes	4,750	Province		1999	12,100 - 13,100
HIGHWAY 427						
Steeles-Hwy 7	0->4 Lanes	1,710	Province		1992	2,400 - 3,100

- (1) Based on traffic forecasts provided in a report dated February 12, 1990 and entitled "Secondary Plan Number 28 Transportation Study: Revised Phasing of Road Improvements" by the Proctor and Redfern Group which are in turn based on land use phasing assumptions provided by the City of Brampton Planning Development Department (1989 10 03).
- (2) "x - y lanes" means a widening/reconstruction from x to y lanes.
- (3) An upgrade from a rural treated surface to an urban standard road.
- (4) Requires a new CNR underpass.
- (5) Indicates the level of government that has or is expected to have jurisdiction over this segment of road. The term "joint" indicates that the jurisdiction may change pursuant to intergovernmental negotiations. It should not be constructed that this indication of jurisdiction implies any lessening of developer responsibilities for funding or constructing various roadway elements.
- (6) The actual construction of Sandalwood Parkway will be a responsibility of the developers.
- (7) The City jurisdiction extends to the southerly City boundary. The remainder of the improvement will be the responsibility of the City of Mississauga.
- (8) Timing of road improvements are based on when forecast traffic demands will exceed road capacities. The responsible road authorities may deem it desirable to consolidate several road segments and/or accelerate the timing of their improvement.
- (9) Timing of construction depends on exact timing of development along the south side of Sandalwood.
- (10) We note that these improvements will be required before 2011. The timing of their need will depend to a large extent on growth in north south through traffic and other north-south road improvements.

- (11) The indicated road improvement is estimated to be required in the time period within which the indicated range of dwelling units will be occupied in the Secondary Plan Number 28 area.

NOTE: THIS TABLE IS NOT A FORMAL PART OF THE OFFICIAL PLAN AND IS PROVIDED FOR CONVENIENCE ONLY. THE INFORMATION HEREIN IS BASED ON A GENERAL ANALYSIS OF ROAD REQUIREMENTS IN THE SECONDARY PLAN NUMBER 28 AREA. THIS TABLE MAY BE REVISED AT ANY TIME IN ACCORDANCE WITH THE CONCLUSIONS OF MORE CURRENT OR MORE DETAILED ANALYSES THAT ARE APPROVED BY COUNCIL.

TABLE B2
APPENDIX B

SECONDARY PLAN NUMBER 28 TRANSPORTATION STUDY - DETAILED STAGE
POPULATION AND DWELLING UNIT PROJECTIONS BY SUBAREA
(BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT 1989 10 03)

ZONE	SUB-AREA	ESTIMATED 1986			PROJECTED 1991			PROJECTED 1996			PROJECTED 2001			PROJECTED 2006			PROJECTED 2011		
		Family Pop.	Apt Units	Units	Family Pop.	Apt Units	Units	Family Pop.	Apt Units	Units	Family Pop.	Apt Units	Units	Family Pop.	Apt Units	Units	Family Pop.	Apt Units	Units
42	1	16	5	0	17	5	0	17	5	0	2899	380	765	2841	380	765	2784	380	765
43	2a	0	0		0	0	0	0	0	0	1149	338	0	1139	338	0	1129	338	0
44	2b	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	2c	6	2		7	2	0	2208	283	600	2222	283	600	2178	283	600	2133	283	600
45	2d	6	2		7	2	0	2750	821	0	2791	821	0	2767	821	0	2742	821	0
45	2e	3	1		3	1	0	3	1	0	0	0	0	0	0	0	0	0	0
	2	15	5	0	17	5	0	4962	1105	600	6163	1442	600	6084	1442	600	6004	1442	600
47	3a	3	1		3	1	0	972	290	0	986	290	0	977	290	0	969	290	0
47	3b	3	1		1366	414	0	2064	616	0	2094	616	0	2076	616	0	2057	616	0
48	3c	3	1		1271	385	0	1290	385	0	1309	385	0	1297	385	0	1286	385	0
49	3d	0	0		0	0	0	1236	369	0	1255	369	0	1244	369	0	1232	369	0
50	3e	6	2		7	2	0	1193	356	0	1210	356	0	1200	356	0	1189	356	0
51	3f	3	1		3	1	0	2385	712	0	2421	712	0	2399	712	0	2378	712	0
	3	18	6	0	2650	803	0	9139	2728	0	9275	2728	0	9193	2728	0	9112	2728	0
52	4a	6	2		7	2	0	874	261	0	1911	562	0	1894	562	0	1877	562	0
52	4b	3	1		3	1	0	3	1	0	1683	495	0	1668	495	0	1653	495	0
53	4c	6	2		7	2	0	658	2	310	1130	0	538	1098	0	538	1065	0	538

TABLE B2
APPENDIX B (continued)

ZONE	SUB-AREA	ESTIMATED 1986			PROJECTED 1991			PROJECTED 1996			PROJECTED 2001			PROJECTED 2006			PROJECTED 2011		
		Pop.	Family Units	Apt Units	Pop.	Family Units	Apt Units	Pop.	Family Units	Apt Units	Pop.	Family Units	Apt Units	Pop.	Family Units	Apt Units	Pop.	Family Units	Apt Units
54	4d	12	4		13	4	0	1353	404	0	1374	404	0	1361	404	0	1349	404	0
55	4e	6	2		7	2	0	2117	632	0	2149	632	0	2130	632	0	2111	632	0
55	4f	9	3		10	3	0	1705	509	0	1731	509	0	1715	509	0	1700	509	0
	4	42	14	0	46	14	0	6711	1809	310	9977	2602	538	9866	2602	538	9756	2602	538
56	5a	6	2		7	2	0	7	2	0	330	97	0	327	97	0	324	97	0
56	5b	0	0		1604	486	0	1628	486	0	1652	486	0	1638	486	0	1623	486	0
57	5c	6	2		7	2	0	1209	361	0	1227	361	0	1217	361	0	1206	361	0
58	5d	9	3		10	3	0	2898	865	0	2941	865	0	2915	865	0	2889	865	0
59	5e	6	2		7	2	0	7	2	0	1387	408	0	1375	408	0	1363	408	0
	5	27	9	0	1634	495	0	5749	1716	0	7538	2217	0	7471	2217	0	7405	2217	0
41	6	16	5	0	17	5		0	0	0	0	0	0	904	140	212	2903	140	1230
60	7a	0	0		0	0		0	0	0	0	0	0	2955	877	0	2929	877	0
61	7b	12	4		13	4		13	4	0	1870	550	0	2571	763	0	2548	763	0
62	7c	0	0		0	0		0	0	0	0	0	0	0	0	0	1099	329	0
	7	12	4	0	13	4	0	13	4	0	1870	550	0	5527	1640	0	6576	1969	0
63	8a	3	1		3	1	0	3	1	0	3	1	0	0	0	0	1299	389	0

TABLE B2

APPENDIX B (continued)

64	8b	0	0		0	0	0		0	0	0	3407	1002	0	3377	1002	0	3347	1002	0
66	8c	0	0		0	0	0		0	0	0	2246	498	263	2215	498	263	2184	498	263
65	8d	9	3		10	3	0		10	3	0	10	3	0	1540	245	350	1511	245	350
63	8e	16	5		17	5	0		17	5	0	17	5	0	2153	639	0	2134	639	0
	8	28	9	0	30	9	0		30	9	0	5683	1509	263	9285	2384	613	10476	2773	613
68	9a	3	1		3	1	0		3	1	0	3	1	0	1388	412	0	1376	412	0
67	9b	6	2		7	2	0		7	2	0	0	0	0	2123	630	0	2104	630	0
67	9c	9	3		10	3	0		10	3	0	10	3	0	0	0	0	0	0	0
70	9d	0	0		0	0	0		0	0	0	2978	876	0	4380	876	700	4312	876	700
69	9e	9	3		10	3	0		10	3	0	10	3	0	2123	630	0	2104	630	0
	9	27	9	0	30	9	0		30	9	0	3002	883	0	10015	2548	700	9896	2548	700
74	10	6	2		7	2	0		7	2	0	7	2	0	0	0	0	1880	563	0
71	10b	6	2		7	2	0		7	2	0	2917	724	217	3282	724	413	3236	724	413
72	10c	6	2		7	2	0		7	2	0	7	2	0	1759	522	0	1743	522	0
73	10d	16	5		17	5	0		17	5	0	17	5	0	320	95	0	1984	594	0
	10	34	11	0	36	11	0		37	11	0	2948	733	217	5362	1341	413	8844	2403	413
TOTAL		235	77	0	4,488	1,360	0		26,688		7,396	49,354		13,044	66,548	17,422	,841	73,756	19,202	4,859
L																				

Notes: Pop. 1986 is based on 3.1 persons per family unit
 Pop. 1991 is based on 3.3 persons per family unit and 2.1 persons per apartment unit
 Pop. 1996 is based on 3.35 persons per family unit and 2.1 persons per apartment unit
 Pop. 2001 is based on 3.4 persons per family unit and 2.1 persons per apartment unit
 Pop. 2006 is based on 3.37 persons per family unit and 2.04 persons per apartment unit
 Pop. 2011 is based on 3.34 persons per family unit and 1.98 persons per apartment unit

TABLE B3
APPENDIX B

SECONDARY PLAN NUMBER 28 TRANSPORTATION STUDY - DETAILED STAGE
COMMERCIAL FLOOR AREA PROJECTIONS BY SUBAREA (1,000 Sq. M. GLA)
(BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT 1989 10 03)

ZONE	SUB-AREA	ESTIMATED 1986			PROJECTED 1991			PROJECTED 1996			PROJECTED 2001			PROJECTED 2006			PROJECTED 2011		
		Retail/ Service Comm.	Hwy Comm.	Office Comm.	Retail/ Service Comm.	Hwy Comm.	Office Comm.	Retail/ Service Comm.	Hwy Comm.	Office Comm.	Retail/ Service Comm.	Hwy Comm.	Office Comm.	Retail/ Service Comm.	Hwy Comm.	Office Comm.	Retail/ Service Comm.	Hwy Comm.	Office Comm.
42	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
43	2a	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.8	0.0	1.4	0.8	0.0	1.4	0.8	0.0	1.4	0.8	0.0
44	2b	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	57.2	0.0	0.0	57.2	0.0	0.0	85.8	0.0	0.0
46	2c	0.0	0.6	0.0	0.0	0.6	0.0	1.4	8.2	0.0	1.4	8.2	0.0	1.4	8.2	0.0	1.4	8.2	0.0
47	3b	0.0	0.0	0.0	0.0	0.6	0.0	7.4	0.6	0.0	7.4	0.6	0.0	7.4	0.6	0.0	7.4	0.6	0.0
52	4b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.8	0.0	1.4	0.8	0.0	1.4	0.8	0.0
53	4c	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0
54	4d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	3.7	0.0	11.8	8.0	0.0	11.8	8.0	0.0	11.8	8.0
55	4e	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0
56	5b	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
58	5d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	15.0	0.0	0.0	15.0	0.0	0.0	15.0	0.0
59	5e	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0

TABLE B3

APPENDIX B (Continued)

41	6	0.0	1.8	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	6.0	0.0	1.2	6.0	0.0	1.2	6.0	0.0
63	8a	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.8	0.0	7.4	0.8	0.0
65	8b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.5
63	8e	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.8	0.0	1.2	0.8	7.5
67	9b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0
67	9c	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.8	0.0	26.9	0.8	0.0	26.9	0.8	0.0
71	10b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	1.6	0.0	8.6	1.6	0.0
72	10c	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0
73	10d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0
TOTAL		0.0	2.4	0.0	0.0	3.0	0.0	43.9	24.7	6.7	93.7	45.0	11.0	121.3	50.6	18.5	149.9	55.4	26.0

APPENDIX A

TABLE 1

APPENDIX A

TABLE 2

APPENDIX A

TABLE 3

APPENDIX B

TABLE B1

APPENDIX B

MAP B1

APPENDIX B

MAP B2

APPENDIX B

TABLE B2

APPENDIX B

TABLE B3

APPENDIX C

This appendix originally provided information related to two candidate sanitary landfill sites known as sites VI A and VI B. However, since these sites are officially no longer being considered, Appendix C is deleted from this document.

APPENDIX D

APPENDIX E