

OFFICE CONSOLIDATION

CHAPTER 42

VALES OF CASTLEMORE

SECONDARY PLAN

March 2010

EXPLANATORY NOTES

Office Consolidation VALES OF CASTLEMORE SECONDARY PLAN (Secondary Plan Area 42)

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 2006 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 42, Vales of Castlemore Secondary Plan)

This office consolidation of the Vales of Castlemore Secondary Plan consists of Chapter 42 of the document known as the 1993 Official Plan.

Chapter 42 is based on Official Plan Amendment 93-47, which came into effect on May 27, 1998, to the document known as the 1993 Official Plan. This office consolidation includes all of the modifications that were approved by the Region of Peel. The following Ontario Municipal Board Order and Official Plan Amendments as approved by the Region of Peel or City of Brampton have also been incorporated:

OP93-130	OP93-183	OP93-247
OP93-148	OP93-171	OMB Order #1187/1932
OP93-145	OP93-178	OP06-018
OP93-184	OP93-163	
OP93-169	OP93-97	
OP93-192	OP93-237	

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.

March 2010

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Chapter 42: THE VALES OF CASTLEMORE SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP42(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP42(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter will constitute the Vales of Castlemore Secondary Plan.

2.0 LOCATION

The subject lands comprise an area of approximately 457 hectares (1,116 acres) and are generally located between Airport Road and Goreway Drive, south of Countryside Drive and north of Williams Parkway east of the future Humberwest Parkway as outlined on Schedule SP42(a). The lands are described as being Part of Lots 8, 9 and 10, Concession 7 N.D. and Lots 11, 12, 13, 14 and 15, Concession 7 N.D., in the geographic Township of Toronto Gore, now in the City of Brampton, as shown on Schedule SP42(a).

3.0 DEVELOPMENT PRINCIPLES

The Vales of Castlemore Secondary Plan area has very distinct qualities and sufficient natural and locational attributes to provide an identifiable and special form of larger lot housing. Accordingly, the residential land use designations in several sections of this Plan are intended to ensure the provision of a range of residential dwelling densities that support high quality architectural treatment in association with enhanced streetscapes and neighbourhoods.

OP93-47

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP42(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from single detached units to townhouse units. Complementary uses as set out in Part I, Section 4.1 of the Official Plan such as schools, places of worship, libraries, parks, community centres, health centres, day care centres, convenience retail and fire stations are also permitted in the various residential designations without further amendment to this Plan subject to Section 6.2.8, Chapter 42 or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

Vales South-Upscale Executive Housing Area

3.1.1a

OP93-130
OP93-192

The lands currently designated “Upscale Executive Housing Special Policy Area” and “Executive Residential” comprises the Vales South-Upscale Executive Housing Area and is considered to have appropriate characteristics to accommodate a successful upscale executive housing community in accordance with the policies, principles, and standards set out in SECTION 4.1: RESIDENTIAL, PART 1: THE GENERAL PLAN.

3.1.1b

OP93-192

The Vales South-Upscale Executive Housing Area is to be developed in conjunction with the southerly lands designated executive residential in accordance with a community vision that includes the following principles:

- Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;
- Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
- Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, manor houses and vista blocks and/or parkettes;
- Establishment of community focal points through the location and design of neighbourhood parks and institutional uses; and,
- Provision of a variety of high quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

3.1.1c

OP93-192

The “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” is a guide to ensure that design attributes of the Vales South Upscale Executive Housing Area are thoroughly compatible with their Upscale Executive Housing role.

3.1.1d

OP93-192

A minimum of 500 executive housing units having lot sizes of approximately 464.5 square metres (5,000 square feet), with a minimum lot frontage of 15 metres (50 feet) are to be provided.

3.1.1e

OP93-192

Maximum density of 14.8 units per net residential hectare (6 units per net residential acre).

3.1.1.f

OP93-192

Prior to draft plan of subdivision approval, a “community vision block plan” shall be prepared and approved by the City which establishes a street hierarchy, a community open space plan and a

built form plan to achieve upscale executive housing principles. The “community vision block plan” shall also address and incorporate the requirements of Section 5.8 regarding Urban Design Guidelines to the greatest extent practicable.

3.1.1g As a condition of draft plan of subdivision approval, proponents shall submit for the approval of the City architectural and urban design concepts for residential forms of development in accordance with the overall community vision block plan required by policy 3.1.1f.

OP93-192

3.1.1h The lands currently designated “Upscale Executive Housing Special Policy Area” are intended to be studied in greater detail in accordance with the policies, principles, and standards set out in Section 4.1: Residential, Part 1: The General Plan and policy sections 3.1.1b to 3.1.1g to determine methods for implementing an upscale executive housing community to the satisfaction of the City.

OP93-192

Housing Mix, Density and Plan Integration

3.1.2 Housing mix range requirements, as indicated on Table 1 following, shall apply to Secondary Plan Area Number 42.

OP93-47

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density	60% - 70%
Semi-Detached Density	15% - 25%
Medium Density	15% - 25%
Total	100%

3.1.3 The density range for Secondary Plan Area 42 shall be 17 to 23 units per hectare (6.9 to 9.3 units per acre) of gross residential area.

3.1.4 In order to create a strong neighbourhood identity along the edge of the Vales of Castlemore Secondary Plan area, a minimum of 12.2 metre (40 foot) wide single detached lots or 18.3 metre (60 foot) wide semi-detached lots along Airport Road, Humberwest Parkway and Castlemore Road shall be required.

OP93-47

Narrower lots may be permitted on a limited basis where enhanced landscaped buffers are provided, and where design controls result in building forms that reflect a distinct architectural standard.

OP93-145

3.1.5 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 42.

3.1.6 Prior to any draft plan of subdivision or zoning approval within the portion of this Secondary Plan located west of the main West Humber River tributary, the City shall require architectural and urban design guidelines for the whole of this portion of the Plan to be prepared by a “qualified architectural consultant”. The architectural and urban design guidelines are intended to achieve an attractive and coordinated built form and community design along with vistas and features to enhance the neighbourhood and to create architecturally complementary streetscapes. The architectural and urban design guidelines shall address but not be limited to the following:

- Provision for an appropriate mix of residential dwelling densities with various lot widths, configurations and designs

with the largest lots located along the tableland “fingers” of the West Humber River tributaries and a density graduation northward to Countryside Drive and westward from the several West Humber River tributaries towards Airport Road;

- Appropriate integration of a community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;
- The prescription of architectural designs and forms to ensure distinctive and high quality buildings and a strong neighbourhood character; and
- Provision of appropriate architectural and landscape design concepts along, and at key intersections of, Countryside Drive, Airport Road, Humberwest Parkway and Castlemore Road to ensure appropriate streetscaping and landscape buffers to create an identifiable prestige gateway into the selected prestige neighbourhoods consistent with the special attributes of the lands.

3.1.7 Prior to draft plan of subdivision or zoning approval, as appropriate, in the portion of the Plan west of the main West Humber River tributary, proponent(s) shall submit for the approval of the City and by a “qualified architectural consultant” adequate architectural and urban design concepts in accordance with the overall Secondary Plan architectural and urban design guidelines required by policy 3.1.6.

3.1.8 Prior to draft plan of subdivision or zoning approval as appropriate, proponent(s) may be required to submit for the approval of the City

a tertiary development concept for specific residential designations with difficult design features or limited access opportunities. Such tertiary development concept shall address relevant design issues and how these designations will develop and function.

Medium Density Residential

3.1.9 In areas designated Medium Density Residential on Schedule SP42(a), residential uses within the Medium Density range defined in Part I, section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.10.

3.1.10 Any proposal for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and for the provision of design and landscaping features to achieve effective separation and buffering from major roads or adjacent commercial uses.

3.1.11 The development of the lands designated Medium Density Residential on Schedule SP42(a) at the Airport Road and Humberwest Parkway intersection shall include additional streetscaping to create an identifiable prestige gateway.

Larger prestige lots or quality designed non-residential development shall also be required at the intersections of collector roads with Airport Road, Humberwest Parkway and Castlemore Road.”

Low and Medium Density Residential

3.1.12 In areas designated Low and Medium Density Residential on Schedule SP42(a), residential uses within the Low and Medium

Density ranges defined in Part I, section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3, 3.1.14, 3.1.15, 3.1.16 and 3.1.17.

- 3.1.13** Although Table 1 specifies housing mix ranges for the entire Secondary Plan Area, there is an inherent mix of single detached, semi-detached and townhouse density types which applies exclusively to the Low and Medium Density Residential designation in order to achieve the overall housing mix ranges for the Secondary Plan Area. Table 2 following illustrates the housing mix ranges for the Low and Medium Density Residential designation.

TABLE 2
Low and Medium Density
Residential Housing Mix

<u>Housing Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Detached Density	20% - 30%
Semi-Detached Density	45% - 55%
Medium Density	20% - 30%
 Total	 100%

The City may permit on a limited basis additional flexibility on the above-noted housing density mix for the lands designated Low and Medium Density Residential along the edges of Airport Road, Humberwest Parkway and Castlemore Road that require enhanced landscaped buffers and high standards of architectural treatment. Efforts will be made to counterbalance such additional flexibility in other areas within the overall Low and Medium Density Residential designations.

OP06-018

and Medium Density Residential

Notwithstanding Table 2 above, the lands located east of Airport Road and north of Humberwest Parkway and in Part of the west half of Lot 12, Concession 7, Northern Division, in the City of Brampton, as shown on Schedule SP42(a) shall permit the following housing mix ranges:

<u>Housing Density Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Detached Density	30-50%
Semi-Detached Density	50-70%
Medium Density	0%

- 3.1.14** The density range for the Low and Medium Density Residential designation within Secondary Plan 42 shall be 17 to 23 units per hectare (6.9 to 9.3 units per acre) of gross residential area.

OP93-163

Notwithstanding Table 2, and policy section 3.1.14, the lands located at the north-east corner of Airport Road and Castlemore Road, west of the valleyland as shown on Schedule SP42(a) shall permit the following housing mix ranges:

Housing Density Type	Percentage of Total Dwellings Units
Single Detached Density	30-50%
Semi-Detached Density	50-70%
Medium Density	0%

OP93-171

Notwithstanding Table 2, and policy section 3.1.14, the portion of the lands on subdivision plan 21T-00-011B located west of the West Humber River Valley and east of the future Humber West Parkway, designated "Low/Medium Density Residential" as shown

on Schedule SP42(a), shall permit the following housing mix ranges:

<u>Housing Density Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Detached Density	70% - 80%
Semi-Detached Density	20% - 30%
Medium Density	0%

OP93-184

The lands located on the south side of Castlemore Road, approximately 120 metres (390 feet) west of the intersection of Castlemore Road and Goreway Drive, as shown on Schedule SP42(a), may be developed on the basis of: either; a) the housing mix by density type provisions of Table 2, and policy section 3.1.14; or b) 100% single family detached density types.

OMB Order
1187

3.1.14a Notwithstanding the policies contained in sections 3.1.13 and 3.1.14 regarding Low/Medium Density Residential, the lands more particularly described as Part of the East Half of Lot 13, Concession 7, N.D., shall be developed with a housing mix of 100% single detached density types and a density of 16.6 units per gross residential hectare (6.7 units per gross residential acre).

3.1.15 Any proposal for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and for the provision of design and landscaping features to achieve effective separation and buffering from major roads or adjacent Commercial uses.

3.1.16 Residential lots shall be oriented toward and have primary access to a local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres (39.3 feet), with a greater width or reverse frontage treatment possibly being required in the vicinity of major intersections.

Low Density Residential

3.1.17 In areas designated Low Density Residential on Schedule SP42(a), residential uses within the single detached density range defined in

Part I, section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3, 3.1.19 and 3.1.24.

- 3.1.18** The density of the Low Density Residential designation on Schedule SP42(a) shall not exceed 7 units per hectare (2.8 units per acre) of gross residential area. Lots directly adjacent to Estate Residential designations shall have a minimum lot size of 2,000 square metres (0.5 acres) while lots directly abutting Estate Residential designations shall have a minimum lot size of 4,000 square metres (1.0 acre). Minimum lot width in the Low Density designation shall be 15.2 metres (50 feet).

In the context of the above, "directly adjacent" refers to lotting situations where Low Density Residential lots are separated from an Estate Residential designation by either a road, valley or non-residential designation and where there are no intervening lots, housing or non-residential development.

Those lands within the Low Density designation which do not abut and are not directly adjacent to the Estate Residential designations, shall be permitted smaller lot areas, as long as the maximum density of 7 units per hectare (2.8 units per acre) of gross residential area is maintained.

Low Density 1 Residential

- 3.1.19** In areas designated Low Density 1 Residential on Schedule SP42(a), residential uses within the single family density range defined in Part I, section 5.0 of the Official Plan are permitted, subject to the policies of 3.1.2, 3.1.3, 3.1.7, 3.1.8, 3.1.22, 3.1.23 and 3.1.24.

Notwithstanding the above, the lands within the Low Density 1 Residential designation shall be developed primarily for a variety of large lot and wide frontage single-family development that takes advantage of the locational and natural attributes of the area.

- 3.1.20** The density of the Low Density 1 Residential designation on Schedule SP42(a) shall not exceed 10.5 units per hectare (4.25 units per acre) of gross residential area. Minimum lot width in the Low Density 1 designation shall be 18 metres (60 feet).
- 3.1.21** Prior to the submission of a plan of subdivision application for the lands within the Low Density 1 designation, review and input from the City of Brampton Works and Transportation Department, must be obtained to ensure that the number and design of lots proposed and the road system, is acceptable.
- 3.1.22** Any proposal for Low Density 1 development which abuts a Low Density designation will have regard for the achievement of acceptable transition and integration with lower density forms of development.
- 3.1.23** Residential lots shall primarily be oriented toward and have access to the collector and local road system, to the greatest extent practicable.

Low Density 2 Residential

- 3.1.24** In areas designated Low Density 2 Residential on Schedule SP42(a), residential uses within the single family density range defined in Part I, section 5.0 of the Official Plan are permitted, subject to the policies of 3.1.2, 3.1.3, 3.1.7, 3.1.8, 3.1.26 and 3.1.27.

- 3.1.25** The density of the Low Density 2 Residential designation on Schedule SP42(a) shall not exceed 15 units per hectare (6.1 units per acre) of gross residential area. Minimum lot width in the Low Density 2 designation shall be 13.7 metres (45 feet).
- 3.1.26** Residential lots shall primarily be oriented toward and have access to the collector and local road system, to the greatest extent practicable.

Estate Residential

- 3.1.27** In areas designated Estate Residential on Schedule SP42(a), residential uses in accordance with the estate residential policies of Part I, Section 4.1 of the Official Plan are permitted, excepting that servicing by piped municipal sanitary and water services is not precluded.

Affordable Housing

- 3.1.28** Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents of the housing market area. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.
- 3.1.29** Affordable housing will be integrated into the community so as not to isolate such housing in any one area.
- 3.1.30** Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

3.1.31 In the area designated Executive Residential only upscale executive housing development is permitted in accordance with policy sections 3.1.1a to 3.1.1g with the following specific policies applying:

OP93-192

- (i) Only single detached homes shall be permitted
- (ii) A maximum density of 14.8 units per net residential hectare (6.0 units per net residential acre)
- (iii) A minimum lot area of approximately 464.5 square metres (5000 square feet)
- (iv) A minimum lot depth of 30 metres (100 feet)
- (v) Lot widths of 21 metres (70 feet) and/or 24 metres (80 feet) for lots abutting Goreway Drive, with a minimum lot widths of 18 metres (60 feet) for lots abutting the valley of the West Branch of the West Humber River, and a minimum lot width of 15 metres (50 feet) for the remainder of the area.

3.2 Employment

Convenience Retail

3.2.1 Land designated Convenience Retail on Schedule SP42(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, section 4.2 and other relevant policies of the Official Plan. The designations will not exceed 1,400 square metres (15,100 square feet) of gross leasable area on a maximum site area of 0.8 hectares (2.0 acres) in size.

3.2.2 Residential uses may be integrated into the Convenience Retail designation abutting the Collector Road entrance from Airport Road

just north of the Trans-Canada Pipeline provided the general intent of this Plan and of the Official Plan is otherwise respected.

In addition, the location of the above-noted Convenience Retail designation may be shifted to the northeast corner of Airport Road and the abutting Collector Road without an amendment to this Plan.

Highway and Service Commercial

OP93-178

- 3.2.3** Lands designated “Highway and Service Commercial” are intended for highway and service commercial uses including a gas bar which shall include a convenience store, a car wash, and a restaurant which may include a drive-through.
- 3.2.4** A gas bar kiosk or retail use component to the associated gas bar shall be located at a visually prominent location adjacent to the intersection so as to effectively screen the gas bar pump islands from the streetscape.
- 3.2.5** All structures located within the “Highway and Service Commercial” designation shall be designed to incorporate residential dwelling features such as pitched roofs and dormers, and other appropriate features. Architectural design shall have the effect of shielding all rooftop mechanical equipment.
- 3.2.6** Waste disposal units shall be fully screened by fencing that incorporates decorative features and is compatible with the architectural design of buildings located on site.

Service Commercial

OP93-178

- 3.2.7** Lands designated “Service Commercial” shall permit a range of service commercial uses including an office, a health centre and a retail establishment.
- 3.2.8** All structures locating within the Service Commercial designation shall be designed to shield all rooftop mechanical equipment.
- 3.2.9** Waste disposal units shall be fully screened by fencing that incorporates decorative features and is compatible with the architectural design of buildings located on site.
- 3.2.10** A holding (H) zone shall be imposed relative to the possible extension and alignment of an east-west collector read connecting Humberwest Parkway with Goreway Drive. This (H) zone shall not be lifted until it is determined by the Commissioner of Works and Transportation that the collector road be alignment does not interfere with the development of the subject property.

3.3 Open Space

Valleylands

- 3.3.1** Lands designated Valleyland on Schedule SP42(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, while contributing to the ecological integrity of the West Humber Watershed. Designated Valleylands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed

Management Study (Aquafor Beech Limited), as approved by relevant agencies.

- 3.3.2** Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
- 3.3.3** Some of the Valleyland designations on Schedule SP42(a) reflect the Metropolitan Toronto and Region Conservation Authority (MTRCA) fill line extension program. If such lands are determined to not form part of the valley or stream corridor, then the relevant adjacent land use designations(s) will apply to the affected area, without amendment to this Plan.
- 3.3.4** Notwithstanding policies 3.3.1, 3.3.2 and 3.3.3, and subject to the approval of MTRCA, encroachment of residential lots into the valleylands but not beyond the Regional Flood Line may be permitted where no particular defined top-of-bank exists.

Conservation Lands

- 3.3.5** Lands designated Conservation Lands on Schedule SP42(a) shall be used for conservation purposes or public outdoor recreation in accordance with the Conservation Area policies of Part I, section 4.5 and other relevant policies of the Official Plan.

Neighbourhood Park

- 3.3.6** Lands designated Neighbourhood Park have been located to ensure adequate and safe access to abutting valleyland and shall be developed in the general locations indicated on Schedule SP42(a) in accordance with the Neighbourhood Park policies of Part I, section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected and valleyland access is retained, adjustments may be made to the size and location of Neighbourhood Parks through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

Link Parks

- 3.3.7** The Trans Canada Gas Pipeline lands whose primary function is the accommodation of high pressure natural gas transmission lines, will also be dedicated as open space for the secondary purpose of linking open space areas by means of pedestrian/bicycle paths.

General

- 3.3.8** Detailed subdivision designs may include pedestrian, equestrian and cyclist linkages between the various components for the park hierarchy, school sites, Trans Canada Pipeline and the more natural elements of the open space system such as valleylands, in a manner satisfactory to the City of Brampton.
- 3.3.9** In further refining the open space system thorough the subdivision or zoning approval process, parks and other recreational uses shall incorporate to the extent practicable localized portions of existing

high quality hedgerows, tree stands and woodlots as appropriate. In this regard, tree/vegetation studies may be required by the City prior to development approvals.

- 3.3.10** Where Open Space facilities designated on Schedule SP42(a) abut school sites, it is the intent of the City to cooperate with the relevant school board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of the school and park facilities.

Woodlot

- 3.3.11** Lands designated Woodlot on Schedule SP42(a) are tableland woodlots identified for acquisition and preservation to the extent practicable by the City. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. Studies relating to the preservation or treatment of woodlots, shall be submitted at the draft plan of subdivision or zoning approval state in accordance with the City's Woodlot Development Guidelines (AgPlan Limited, 1992). Any tableland portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

Storm Water Management Facility

- 3.3.12** Lands designated Storm Water Management Facility on Schedule SP42(a) recognize the requirement for such facilities within the Secondary Plan Area. Due to their detention function, secondary uses shall primarily consist of activities associated with the Link and Environmental Park policies of Part I, section 4.5 and other relevant policies of the Official Plan.
- 3.3.13** Storm Water Management Facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP42(a). This conceptual designation reflects the general findings for the West Humber River Subwatershed Study (Aquafor Beech Limited) and the preliminary assessment that approximately 250 to 350 cubic metres of storm water storage will be required per hectare of developable land, dependent upon the receiving watercourse.
- 3.3.14** The Storm Water Management Facility designation indicates the general intended locations of such facilities. Engineering studies indicating the location and size of storm water management facilities will be required prior to draft approval. Final design details will be determined prior to the registration for subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.0 of this Secondary Plan and the relevant recommendations of the
- 3.3.15** West Humber Subwatershed Study.

The locations, size and function of storm water management facilities may be amalgamated subject to the approval of the City of

Brampton and the Metropolitan Toronto and Region Conservation Authority (MTRCA), in order to reduce the total number of facilities required in Vales of Castlemore. Due to the conceptual nature of the Storm Water Management Facility designation, all noted alterations are permitted without amendment to this Plan.

3.4 Institutional

School Sites

- 3.4.1** Lands designated Elementary School are required in the general locations indicated on Schedule SP42(a), in accordance with the Community Services policies of Part I, section 4.8 and other relevant policies of the Official Plan. If any school site or part thereof is not required by either the Peel Board of Education or the Dufferin-Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this plan.
- 3.4.2** Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage without amendment to this Plan in order to improve the centrality of the site to its intended service area or its functionality.
- 3.4.3** School sites are designated on Schedule SP42(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by one School Board, the other Board may utilize the site regardless

of whether it is for the educational level implied by the designation without further amendment to this plan.

- 3.4.4** Relevant draft plans of subdivision shall include designated school sites as appropriate, with a shape, size and frontage satisfactory to the relevant School Board. Developers will be required to demonstrate at the draft plan of subdivision stage how school sites can be developed for suitable alternate residential use should any particular school site be released or not required for school or park purposes.

Provided the general intent of this Secondary Plan is respected and subject to the approval of the relevant School Board, an adjustment may be made to the size of a school site through the subdivision or zoning approval process.

- 3.4.5** Prior to approval of plans of subdivision, the City shall encourage landowners within Secondary Plan Area 42 to enter into agreements with each other and the School Boards for the purpose of providing for the equalization for the costs associated with establishing school sites designated on Schedule SP42(a) unless it is deemed by the School Boards to be satisfied by Education Development Charges or another effective mechanism.
- 3.4.6** Where considered acceptable by the City, school sites may be pre-zoned for alternative residential purposes compatible with and capable of integration with adjacent residential designations.

Places of Worship

- 3.4.7** Lands designated Place of Worship indicate sites to be reserved for such purposes on the advice of the Interfaith Regional Planning

Association. Place of Worship sites are intended to be generally 0.8 to 1.2 hectares (2.0 to 3.0 acres) in size and subject to the Community Services policies of Part I, section 4.8 and other relevant policies of the Official Plan. Notwithstanding the specific Place of Worship designations on Schedule SP42(a), an owner of land accommodating such a designation may shift its location to another appropriate location on the subject lands without further amendment to this Plan, provided that all of the following policies respecting Places of Worship are respected.

3.4.8

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Place of Worship reserve sites shall be included in the relevant draft plans of subdivision where feasible in a manner that establishes an appropriate Residential alternate use value, and shall be held for acquisition and use for worship purposes for a period of 3 years after subdivision plan registration.

3.4.9

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Place of Worship reserve sites may be pre-zoned for alternate residential purposes, recognizing the 3 year reserve period, which are compatible and suitable for integration with abutting development without further amendment to this plan.

3.4.10

Place of Worship reserve sites may possess arterial road exposure but gain access to the collector or local road network. Developers shall be required to illustrate at the draft plan of subdivision stage how reserve worship sites can be developed for suitable alternate residential purposes should any particular Place of Worship site not be acquired for such purposes.

Libraries

3.4.11 Libraries are not designated on Schedule SP42(a), however they are permitted in all Retail (Commercial) and Open Space

designations as a free standing facility or an integrated component of a commercial development or recreation centre facility.

- 3.4.12** Retail centres and/or parks may be sized at the draft plan of subdivision stage in order to account for a future library use and to compensate for the land and building which are to be occupied by the library. Library sites are acknowledged as having an alternative use of low density residential for the purpose of land valuation.

4.0 Transportation Policies

4.1 Roads

- 4.1.1** Road facilities in Secondary Plan Area Number 42 are intended to develop and function in accordance with Part I, section 4.2 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an environmentally conscious manner with regard for the recommendations of the West Humber Subwatershed Study (Aquafor Beech Limited).
- 4.1.2** The right-of-way requirement for Airport Road shall be sufficient to accommodate a 6 lane arterial road with centre median, as determined by the Region of Peel. The designated right-of-way width for Airport Road shall be 45 metres.
- 4.1.3** The right of way requirement for Goreway Drive shall be sufficient to accommodate a 4 lane arterial road north of Castlemore Road as determined by the City of Brampton. The designated right-of-way width for Goreway Drive shall be 36 metres.
- 4.1.4** Schedule SP42(a) indicates a preferred alignment for Humberwest Parkway. By adoption of the Plan, the alignment is Council policy.

The establishment of a right-of-way for Humberwest Parkway is subject to the finalization of a Class Environmental Assessment study. The right of way requirement for Humberwest Parkway from Airport Road to Castlemore Road shall be sufficient to accommodate a 4 lane arterial road, and 8 lanes from Castlemore Road to Williams Parkway, with a centre median, as determined by the City of Brampton. The designated right-of-way widths for Humberwest Parkway shall be 36 metres from Airport Road to Castlemore Road and 45 metres from Castlemore Road to Williams Parkway.

- 4.1.5** The right-of-way requirement for Countryside Drive shall be sufficient to accommodate a 4 lane arterial road as determined by the City of Brampton. The designated right-of-way width for Countryside Drive shall be 36 metres.
- 4.1.6** The right-of-way requirement for Castlemore Road shall be sufficient to accommodate a 6 lane arterial road from Airport Road to Goreway Drive with centre median, as determined by the City of Brampton. The designated right-of-way width for Castlemore Road shall be 45 metres.
- 4.1.7** Appropriate road widenings necessary to achieve the right-of-way requirement, shall be conveyed as a prerequisite to development within the Secondary Plan Area Number 42. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes and/or utilities.
- 4.1.8** Access to Airport Road and Humberwest Parkway shall require the approval of the City of Brampton as appropriate. The Region and the City will encourage the consolidation of existing accesses to Airport Road to the extent practicable. New direct access to individual properties to Airport Road will not be permitted particularly

in close proximity to key intersections, such as Airport Road and Humberwest Parkway, although right-in, right-out accesses may be considered at appropriate locations where primary access can not be provided from an internal road system.

Additional right-of-way dedications may be required at major intersections or access points for the construction of turning lanes and/or utilities.

- 4.1.9** To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measure as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.
- 4.1.10** Other than those indicated on Schedule SP42(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.
- 4.1.11** The right-of-way requirement for Collector Roads designated on Schedule SP42(a) shall be 23 - 26 metres. Additional right-of-way dedication may be required at major intersections or access points for the construction of turning lands and/or utilities.
- 4.1.12** Residential development shall generally be subject to reverse frontage treatment on Collector Roads. Direct vehicle access will generally be permitted for commercial, institutional and similar uses.

4.2 Public Transit

- 4.2.1** The major road system consisting of Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially

provide bus routes within 400 metres (1312 feet) of all residents and to conveniently serve major employment and other uses.

4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate residents who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit shop.

4.2.3 Sidewalks 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.

4.3 Pedestrian/Cyclist Links

4.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including tableland parks, school sites and valleylands in an environmentally conscious manner.

4.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.

4.3.3 To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as Humberwest Parkway shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical.

- 4.3.4** The primary function of the Trans Canada Gas Pipeline lands is the accommodation of high pressure natural gas transmission lines, will also be dedicated as link park for the secondary purpose of accommodating pedestrian/bicycle paths.
- 5.0 Environmental, Servicing and Design Considerations**
- 5.1 Woodlots and Valleylands**
- 5.1.1** The City may require a proponent of development to submit an Environmental Sensitivity Report in accordance with Part I, section 4.4, other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992) where the development may impact on environmentally sensitive areas as shown on Schedule D to the Official Plan.
- 5.2 Tree Preservation**
- 5.2.1** It is intended that significant, high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of Secondary Plan Area 42.
- 5.2.2** The City may require a proponent of development to submit a Vegetation Analysis and/or Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part I, section 4.4, other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992).

5.3 Heritage Resource Preservation

5.3.1 The City may require a proponent of development to submit a Heritage Impact Assessment to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals which provides information and makes recommendations about how to avoid, lessen or enhance the effects of development on identified heritage resources, in accordance with the policies of Part I, section 4.9 of the Official Plan and the relevant recommendations of the Vales of Castlemore Heritage Resource Management Study (Polymath and Thaumaturge Inc., May 1995).

5.4 Noise Attenuation

5.4.1 In the case of Low and Medium density residential uses adjacent to a Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines will be evaluated on their merits in each particular circumstance in accordance with City of Brampton and Region of Peel standards. These methods are:

- (i) the use of reversed frontages with noise barrier walls not exceeding an unbroken length of 300 metres (1,000 feet);
- (ii) the use of residential flankages which abut the arterial road; and
- (iii) the use of roads which abut Minor Arterial Roads while accommodating residential frontages. This arrangement may only be used adjacent to Minor Arterial Roads.

5.4.2 In the case of either road noise attenuation treatment above, 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 satisfactory safety measures between the minor arterial and local road.

5.4.3 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary 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.

5.4.4 Where residential development, for which noise control measures will be required, precede the presence of the noise source, the City will require, as a condition of development approval, that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

5.5 Trans Canada Gas Pipeline Safety Features

5.5.1 In addition to any safety regulations or guidelines that may be applied to The Trans Canada Pipeline by the Natural Energy Board, the following supplementary measures shall be applied by Council to residential developments that abut the pipeline right-of-way or easements within Secondary Plan Area Number 42:

- (i) A minimum setback of 10 metres (32.8 feet) from the right-of-way limits for any permanent structure or excavation will be maintained;

- (ii) Prospective purchasers of new homes within 200 metres (656 feet) of the pipeline right-of-way or easement shall be notified of its presence in agreements of purchase and sale; and
- (iii) No separate City owned buffer strips shall be required in addition to or as part of the 10 metre (32.8 feet) setback referred to in (i) above, but in all other respects that do not conflict with the preceding measures, the provisions of the 1979 11.26 Council policy respecting Trans Canada Pipeline Safety Measures shall apply subject to any subsequent amendments thereto.

5.6 Storm Water Management

- 5.6.1** In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule SP42(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.
- 5.6.2** Storm water management practices within Secondary Plan Area 42 shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within the West Humber River shall be determined by the Conservation Authority and the City in accordance with the West Humber Subwatershed Management Study (Aquafor Beech Limited). Storage requirements within the Vales of Castlemore Secondary Plan Area Number 42 will be approximately 250 to 350 cubic metres per hectare of developable land in order to address the above noted concerns, depending upon the receiving watercourse.

- 5.6.3** A detailed drainage and engineering report will be undertaken for any development in Secondary Plan Area Number 42 and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

This drainage and engineering report will describe the storm water management techniques and best management practices required to control the quantity and quality of storm water drainage, minimize environmental impacts, and will propose methods for minimizing erosion and siltation in the West Humber River and associated tributaries during and after the construction period. The storm water management reports will be consistent with and implement the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.

- 5.6.4** Prior to the alteration of any watercourse, the construction of any Storm Water Management Facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Conservation Authority and the City.

5.7 Sanitary Sewage and Water Supply

- 5.7.1** Development within Secondary Plan Area Number 42 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers with the exception of the lands designated for Estate Residential purposes.

- 5.7.2** Proponents of development may be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to

continue in use should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

- 5.7.3** The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an environmentally conscious manner with regard for the recommendations of the West Humber Subwatershed Study (Aquafor Beech Ltd.).

5.8 Urban Design Guidelines

- 5.8.1** The design requirements governing the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate.
- 5.8.2** All development within Secondary Plan Area Number 42 shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.
- 5.8.3** Where Residential land use designations interface with Commercial land use designations on Schedule SP42(a), the City will require buffering measures to be implemented in accordance with Part I, section 4.4 and other relevant policies of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer on a commercial site where they abut or face residential uses.

5.8.4 Designated retail centres (ie. Convenience Retail) 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 of such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the whole centre and no such portion shall be developed until the integrated plan for the whole retail centre has been approved by the City.

5.9 Public Utilities and Facilities

5.9.1 Public utility and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any designation except lands determined to be within the valley and stream corridor by the City and the Metropolitan Toronto and Region Conservation Authority (MTRCA) on Schedule SP42(a) provided all other necessary approvals are obtained.

6.0 Private Commercial Recreation

6.1.1 Permitted uses and structures within the lands designated Private Commercial Recreation on Schedule SP 42(a) include golf courses and accessory uses.

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7.0 Implementation and Interpretation

7.1 Development Phasing

7.1.1 The phasing policies of Part I, section 4.11 of the Official Plan shall apply to the development of Secondary Plan Area 42. Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.

7.1.2 The intent of the City is that essential services will be provided in conjunction with residential development in Secondary Plan Area 42. In accordance with Part I, section 4.11 and other relevant policies of the Official Plan, the City will refuse approvals for any development for which sewer and water services, storm water management facilities, roads or any other essential services are not available or committed.

7.1.3 In accordance with relevant Official Plan policies (Sections 4.0 and 5.0) various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in Secondary Plan Area 42 and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

7.1.4 In accordance with Part I, section 4.11 and other relevant policies in its Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as a condition of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and

does not outpace the Region's ability to finance and construct new services.

- 7.1.5** The City will discourage the conversion of employment lands for residential purposes until such time as an appropriate residential assessment has been achieved.

7.2 Implementation Measures

Small Holdings

- 7.2.1** Owners of small holdings of less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 7.2.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP42(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.
- 7.2.3** Provision shall be made in abutting plans of subdivision to ensure physical compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter. In this regard, consideration will be given to the implementation of holding zones and reserve lots to ensure compatibility.

Cost Sharing

- 7.2.4** The City shall encourage the use of Cost Sharing Agreements amongst the landowners in order to equalize the cost of development for common studies, infrastructure, facilities and works, including the provision of school sites.

Conditions of Development Approval

- 7.2.5** A number of consultant studies were undertaken as background information for the formulation of this secondary plan. The cost of these studies were front-ended by a variety of landowners in Secondary Plan Area 42. The costs of these studies is estimated at \$170.00 per tableland acre which may be adjusted by the City upon final determination of tableland acreage. In accordance with the City's commitment/agreement with front-ending landowners, these study costs are also subject to interest charges and an administration fee.
- 7.2.6** As a condition of development approval, landowners who did not contribute their full share to these Secondary Plan Area 42 background studies shall be required to pay to the City an adjustable \$170.00 per tableland acre, plus interest and administration charges. The City shall subsequently reimburse frontending landowners in accordance with the terms of the City's commitment/agreement with these landowners.

Environmental Assessment Act

7.2.7 Various land uses, infrastructure and facilities proposed and designated in this Secondary Plan may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to necessary Environmental Assessment approvals.

Interpretation and Implementation

7.2.8 Although the specific shapes, sizes, locations and relative positions of land uses, roads and other designations on Schedule SP42(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Vales of Castlemore Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the 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 without further amendment to this plan, provided the City is satisfied:

- that the fundamental effectiveness of the intended uses would not be reduced;
- that the intent and integrity of the overall plan is respected;
- that shortfalls or excesses are to be made up elsewhere in the plan;
- that the function and centrality of services is maintained, and

- that the fundamental aspects of land use interrelationships are maintained.

7.2.9 The provisions of Part I, section 5 and other relevant policies of the Official Plan shall also apply to the implementation and interpretation of this chapter."