

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 5

THE NORTHWOOD PARK

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Northwood Park Secondary Plan (Secondary Plan Area 5)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 5, Northwood Park Secondary Plan)

This office consolidation of the Northwood Park Secondary Plan consists of Subsection B2.3 of Chapter B1 of Section B of Part C, Chapter C61 of Section C of Part C and Plates 6 and 57 of the document known as Consolidated Official Plan, as they apply to Secondary Plan Area Number 5. The aforementioned subsection, chapter and plates have been included. The following Official Plan amendments as approved by the Province, have also been incorporated:

- 42 (amends B2.3 and plate 6)
- 97 (established C61 and plate 57)
- 25A (amends C61)
- 165A (amends C61)
- 198A (amends C61)
- 222A (amends C61 and plate 57)

In addition to the foregoing, Subsection 7.2.7.5 of Section 7 of Chapter 7 of the document known as the 1984 Official Plan contains specific policies and definitions applicable to that part of this secondary plan which was in the former Town of Brampton (area shown on the attached part of Plate 6). For convenience these policies and definitions have also been included.

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

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

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

**Subsection B2.3 of Chapter B1 of Section B of
Part C and Plate 6
of the document known as the
Consolidated Official Plan**

SECTION B.2.0

SUB-SECTION B.2.3

BRAMPTON WEST PLANNING DISTRICT

1.0 GENERAL DESCRIPTION

1.1 The Brampton West Planning District, comprising an area of about 910 acres is approximately 50 per cent developed with an estimated existing population of 8,500 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, and adjacent commercial and industrial areas directs attention to the westerly extension of the residential areas. The total population expected in the District when it is fully developed is approximately 16,400 persons.

1.2 The Brampton West Planning District will be organized into five neighbourhood units, each centered on a junior public school and adjacent park, and two other areas located in the south-easterly part of the District which are too small to exist as independent neighbourhoods.

2.0 LAND USE AREAS

2.1 Future land use are shown on the "Land Use and Roads" plan (Plate 6).

3.0 RESIDENTIAL DEVELOPMENT PRINCIPLES

3.1 Three residential density categories will be developed located as shown on the "Land Use and Roads" plan (Plate 6).

3.2 Residential development in the low density areas will not exceed an average of 6.0 dwelling units per gross residential acre.

3.3 New high density residential development will be limited to the west side of Main Street North abutting the extension of Vodden Street. Medium density residential development will be permitted only in Neighbourhood No. 5 and Area 6b.

3.4 In the general area designated for low density residential use, that is west of the C.P.R. tracks, east of the proposed extension of McMurchy Avenue and north of Rosedale Avenue, low density residential development will not exceed an average of 7.5 dwelling units per gross

residential acre. Further, sufficient berms and buffer zones are to be established between the proposed residential development and the railway facility in industrial areas so as to minimize the effects of pollution. No development shall occur on lands bordering Mains creek because of flood and hazard characteristics, until the diversion is completed by the Credit Valley Conservation Authority.

4.0 COMMERCIAL USES

4.1
OPA42 Neighbourhood commercial facilities will be provided by the existing plaza located at the north-west corner of the intersection of McLaughlin Road North and Queen Street West. The Central Business District will provide other shopping facilities. No additional major shopping areas are proposed within the District.

4.2
OPA 42 Convenience shopping facilities will be provided by the existing outlets on Flowertown Avenue, McMurchy Avenue and Main Street North. Additional convenience commercial sites have been designated in Neighbourhoods 1 and 4. These sites are not mandatory, but if provided are not to exceed an area of one acre. They may be developed for low density residential use without an amendment to this plan.

4.3 The highway commercial designations on Queen Street West and at the corner of the intersection of Archibald Street and Main Street North will be reserved for the existing use or uses compatible with the highway commercial designation.

5.0 INDUSTRIAL USES

5.1 Existing industrial uses on Holtby Avenue, McMurchy Avenue North and Fairglen and Rosedale Avenues will be permitted to remain and to expand by the addition of new industrial uses provided that the new uses are not detrimental to nearby residential uses. Only those industries with little or no air pollution will be permitted to be located adjacent to lands designated Residential.

5.2 The area at the south west corner of Neighbourhoods No. 4 is designated for industrial uses. Should this area not be developed for industrial purposes by the time that development of the remainder of Neighbourhood No. 4 is substantially completed, alternative proposals for its development for low density residential uses will be regarded to be appropriate, provided that such proposals indicate the manner in

which the entire area is to be developed and include satisfactory provisions for street connections to the residential area across Fletchers Creek.

Alternative proposals for this area will be permitted only in the context of an appropriate official plan amendment redesigning the entire are for residential development and including details as to how the area will be developed and as to how the necessary streets connections will be made across Fletcher's Creek.

- 5.3 The area west of McLaughlin Road and north of the Canadian National Railway, designated for industrial use, will be considered for residential purposes provided partial industrial development has not taken place which prejudices the residential development and provided that sufficient adjacent lands can be added to allow the development of a viable residential community. Such residential development will be permitted only after an appropriate official plan amendment has been prepared and approved.

6.0 EDUCATION FACILITIES

- 6.1 A junior public school site has been designated for each neighbourhood adjacent to a neighbourhood park wherever possible. The ultimate location and number of junior public school sites may vary from this plan because of development on adjacent lands in the former Township of Chinguacousy.
- 6.2 Where possible junior public school sites have been located so that students will not be required to cross a major or minor arterial road.
- 6.3 One senior public school, located on land owned by the Peel Board of Education on the east side of McLaughlin Road North will be required. A secondary school can be erected on the same site if necessary.
- 6.4 Separate school facilities will be provided at St. Joseph's Separate School.

7.0 OPEN SPACE AND RECREATION

7.1 Neighbourhood recreation facilities will be located in each neighbourhood on sites adjacent to junior public schools wherever possible.

7.2 A community centre site with provisions for a range of facilities will be located in conjunction with educational facilities in Neighbourhood No. 6b.

8.0 ROADS

8.1 The Brampton West Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 6).

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

8.3 To protect the arterial function of Queen Street West and McLaughlin Road North and the amenity of abutting residential development, these developments will have reversed frontage with special building setbacks, landscaping and screening.

Controlled access along arterial roads will be maintained for high density development and the design of such development will attempt or strive to ensure that intensive (high volume) traffic will not be directed through low density residential use areas.

8.4 Certain intersection improvements and grade separations are shown on Plate 6. These required improvements will be borne in mind when considering development proposals in the area.

**Part of Subsection 7.2.7.5 of Section 7
of Chapter 7 of the document known as the
1984 Official Plan**

7.2.7.5 The part of this Secondary Plan Area which was in the former Town of Brampton, shall be subject to the following policy and definitions:

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

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

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

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

**Chapter C61 of Section C of
Part c and Plate 57
of the document known as the
Consolidated Official Plan**

CHAPTER 61

1.0 PURPOSE

OPA 97

The purpose of this chapter is to add to the City of Brampton urban area the lands outlined on Plate Number 57, and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for residential and light industrial purposes. The area covered by chapter C61 will henceforth be referred to as "New Development Area 10 Secondary Pan Area".

2.0 LOCATION

The New Development Area 10 Secondary Plan Area comprises a total area of 77.3 ha (191 acres) and is bounded by Second Line West, the Canadian National Railway tracks, an existing residential subdivision and the northerly limit of Lot 6, Concession 2, W.H.S. and is part of Lots 7 and 8 in Concession 2, W.H.S. in the City of Brampton, as outlined on Plate Number 57.

3.0 DEFINITIONS

"Net Density" means the number of dwelling units per net residential area as defined below.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11 - 14 units per net acre) which is typically associated with the semi-detached, townhouse or very small lot single housing types.

"Low Density" means a density in the range of Single Family Density and Semi-detached Density as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhousing types.

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Net Residential Area" means the area consisting of one or more surveyed and registered lots, blocks and parcels, the principal use of which is for dwellings.

"Gross Residential Area" means the area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended to the centre-line of the roads.

Density Target means that dwelling unit density ultimately to be achieved by way of implementation of this plan.

DEVELOPMENT PRINCIPLES

4.0 GENERAL PROVISIONS

4.1 Energy Conservation

4.1.2 The City shall require that any buildings or structures in the residential and industrial areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and wind direction to minimize heat loss from wind and to maximize the heating effect of the sun.

4.1.3 The City shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protection from north, east and westerly winds and by providing shading from and exposure to the sun during the summer and winter respectively.

4.1.4 The City shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.2 Noise Abatement

- 4.2.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings will not be permitted in locations where the outdoor noise levels are forecast to exceed limits acceptable to the City and/or the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning Ontario Ministry of the Environment, as amended or replaced to the date development takes place.
- 4.2.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of noise from traffic, industrial operations and/or train movements will only be permitted if it includes noise insulating features which result in interior noise levels that comply with indoor standards acceptable to the City and/or the standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.
- 4.2.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices as installed, for both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setbacks, buffers zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.2.4 Where relevant, an evaluation of the impact of vibrations and fumes from transportation facilities will be included as a component of the study required under policy 4.2.3.
- 4.2.5 Proposed development that has the potential to be a source of noise shall be constructed to maintain the ambient noise level created by the local traffic in the area.

5.0 **RESIDENTIAL POLICIES**

5.1

DELETED BY OPA 222A

5.2

OPA 25A

The maximum density target for the New Development Area 10 is 18.3 units per hectare (7.4 units per acre) of gross residential area.

5.3

In areas designated Low Density Residential on Plate Number 57, permitted uses include those residential uses within the Low Density range defined in Section 3.0, subject to policies 5.1 and 5.2 above.

5.4

In the areas designated Low to Medium Density Residential on Plate Number 57, permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Section 3.0 subject to policies 5.1 and 5.2.

5.5

The City shall give consideration to innovative housing design, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.

5.6

The City shall consider the advisability of including on-site recreational facilities in medium density residential development commensurate with the anticipated family composition and incomes of future residents.

5.7

Group homes will be permitted on appropriate sites in the residential designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.

5.8

The City shall endeavour to ensure the orderly provision of community services in conjunction with new residential development.

5.9

Day Care Centres, be they public, commercial or private may be located in any part of the chapter area provided that the following conditions of safety, service and accessibility are met:

- (i) primary access to a Minor Collector road and accessible by public transit,
- (ii) adequate ingress/egress and parking so as to minimize conflict with other traffic,
- (iii) siting and landscaping to minimize adverse impact on adjacent residential uses, and
- (iv) minimal air and noise pollution.

- 5.10 Phasing of residential development shall be established on the basis of economic efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this chapter.
- 5.11 It is estimated that one separate school will be required in New Development Area 10 in the location indicated on Plate Number 57. This school site shall be included in the relevant plan of subdivision to the satisfaction of the Dufferin-Peel Roman Catholic Separate School Board. In the event that the school site may not be required, then the site may be used for Low Density Residential purposes without further amendment to this plan.
- 6.0 OPEN SPACE**
- 6.1 Definition
- Lands designated Open Space on Plate 57 will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.
- 6.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.
- 6.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Open Space.
- 6.4 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirements or as part of the conveyance of land required under the Planning Act.
- 6.5 Notwithstanding policy 6.4 it is recognized that connecting walkways and pedestrian grade separations, and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide

essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it should be the policy of the City of Brampton that all such area shall be conveyed to the City where appropriate, or to the relevant Conservation Authority in connection with all forms of development.

- 6.6 The City may accept cash-in-lieu of the land conveyance requirements, or the City may accept parklands other than those contained in the particular subdivision or development plan.
- 6.7 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.
- 6.8 It is the City's intent to satisfy part of the demand for neighbourhood and community recreation facilities by requesting that developers of medium density residential development provide on-site recreation facilities.
- 6.9 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, and neighbourhood service level policies and standards contained hereunder.
- 6.10 Parkettes

Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas of shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Space and facilities

Parkettes should contain sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium density areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes.

Active parkettes catering primarily to the play needs of the young should be approximately 0.5 acres in size.

(c) Service Radius and Population

Where possible, active parkettes will be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a neighbourhood park or elementary school playground.

6.11 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

(a) Activity Spaces and facilities

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements including landscaping, benches, walks and other paved areas.

(b) Size of Parks:

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population:

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

- 6.12 Lands required for park purposes in the New Development Area 10 shall be conveyed in the amount required for the specific category (as per policies 6.9 to 6.11) and in the general location indicated on Plate 57, as a condition of development approval.
- 6.13 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.14 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and parkettes.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of parkland linkages.
- 6.16 The City may develop a system of pedestrian and bicycle trails for recreational walkways, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities, both within and outside of New Development Area 10.
- 6.17 The neighbourhood park area shown on Plate 57 as abutting the southerly boundary of New Development Area 10 shall form part of a neighbourhood park to be located immediately to the south of said boundary.
- 6.18 The parkettes shown on Plate 57 are located to coincide with areas which are well treed and the preservation of trees shall be a major criteria in the design of these parkettes.

7.0 **INDUSTRIAL**

(7.1, 7.2 & 7.4 deleted by OPA 222A).

7.3 Industrial Uses shall be buffered from residential areas and public highways by such means as berms and increased yard widths and depths. Fencing or screening will be required where deemed appropriate.

8.0 **TRANSPORTATION POLICIES**

8.1 **Roads**

8.1.1 Road facilities in the New Development Area 10 are intended to function in accordance with the following guidelines and classifications:

- (a) **Major Arterial** are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic en route to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, and other arterial and collector street only. Direct access to abutting properties is not to interfere with the primary major arterial street function of moving through traffic.
- (b) **Collectors** are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and linked access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

- (c) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties will be permitted.
- (d) Locals are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (e) Minor Locals are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

8.1.2

OPA 165A
OPA 198A

The minimum right-of-way requirement for Second Line West (Mavis Road) shall be 45 metres (150 feet). The minimum right-of-way width requirements for Collector Roads and Minor Collector Roads shall be 26 metres (86 feet) and 23 metres (76 feet) respectively. Right-of-way width requirements will typically be 20 metres (66 feet) and 17 metres (56 feet) for Local Roads and Minor Local Roads respectively. The minor road network is not shown on Plate No. 57 and will be subject to approval as part of the subdivision approval process.

8.1.3

The required right-of-way width specified in section 8.1.2 denotes only the basic requirements for the section of the road. Additional right-of-way may be required at intersections to provide for exclusive turning lands, bus bays and other special treatments. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

8.1.4

The traffic carrying function of the arterial road system will be protected and improved by:

- (a) discouraging intersections of local streets with arterial in the design of the subdivision; and
 - (b) controlling the number of collector road intersections with arterial roads through the regulation of subdivision design.
- 8.1.5 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincidental when the location of a major feature is adjusted slightly.
- 8.1.6 Minor adjustments to the alignment of the roads shown on Plate No. 57 will be permitted without an amendment to this Plan.
- 8.1.7 The City will endeavour to achieve a safe and quiet atmosphere in residential areas by:
- (a) encouraging the use of minor crescent streets and the selective use of short cul-de-sac in subdivision design where feasible:
 - (b) using street designs which discourage excessive speeds;
 - (c) encouraging off-street private parking (i.e. private and driveways, garages, etc.); and
 - (d) locating higher density development where access can be gained directly from collector or minor collector street whenever practicable.
- 8.1.8 The design of facilities within road right-of-ways shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, medium strip and boulevards where appropriate.
- 8.1.9 The pattern and design of collector and local road shall discourage through trips from penetrating residential neighbourhoods.
- 8.1.10 Holtby Avenue shall be extended westward as a local residential street to intersect with Major William Sharpe Drive. A truck barrier shall be placed at the intersection of the eastern boundary of the subdivision and Holtby Avenue to ensure that industrial truck traffic through the

OPA 222A

subdivision does not occur.

8.1.11

OPA 222A

Schedule "B" of this Official Plan Amendment identifies a proposed grade separation at the intersection of future Mavis Road and the Canadian National Rail Line. Sufficient lands shall be reserved for such as a grade separation prior to draft plan approval of affected plans of subdivision.

8.1.12

OPA 222A

A noise and vibration control feasibility study shall be prepared by the development proponent to the satisfaction of the City of Brampton, the Region of Peel, and the Ministry of Environment and Energy prior to recommending draft approval of any draft plan of subdivision abutting the future Mavis Road or the Canadian National Rail Line, and further that such studies shall consider any ultimate grade separations as may be identified.

8.1.13

OPA 222A

Prior to registration of any plan of subdivision, the development proponent shall prepare a detailed noise and vibration control study to the satisfaction of the City of Brampton, the Region of Peel, and the Ministry of Environment and Energy.

8.1.14

OPA 222A

Prior to registration of any plan of subdivision, the development proponent shall also agree to implement the noise attenuation measures which are recommended in the noise and vibration control study and to convey to the adjacent railway or road authority any lands which are located between the noise attenuation wall and the adjacent railway or road allowance.

8.1.15

OPA222A

All proposed development adjacent to the railway right-of-way shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway.

8.1.16

OPA 222A

The following policies shall apply to this Amendment in order to reflect the "Land Use Planning for Housing" Policy Statement:

- (a) Opportunities will be created for a broad mix and range of housing types which are suitable for different income and age levels, lifestyle and household structures 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, bedroom

counts, and built form;

- (b) 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;
- (c) The developer has agreed to provide a minimum of 25% affordable housing. The affordable housing component of the proposed development will be brought on stream at an early stage in the development process; and,
- (d) The developer shall enter into an agreement with the City with respect to the implementation of these policies. The agreement shall specify the mix and range of units, as well as the maximum unit sizes for the affordable component.

8.2 Pedestrians

- 8.2.1 Pedestrian walkways should generally be provided in subdivision design to reduce the walking distance from a number of dwelling units to transit, school, shopping and park facilities and between residential neighbourhoods.

8.3 Public Transit

- 8.3.1 The City will encourage the provisions of transit service within easy walking distance (300-700 metres) of all urban land uses.
- 8.3.2 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bay and bus lanes.
- 8.3.3 A transit system in the New Development Area 10 will primarily use the Arterial and Collector road system.
- 8.3.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.

8.4 Railways

8.4.1 Prior to development of lands in the vicinity of the intersection of the Canadian National Railway and Second Line West, the City shall determine the need for a grade separation and if necessary provision shall be made in all site plans and plans of subdivision.

8.5 Transportation Facilities Impact

8.5.1 Provisions shall be made in all site plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

9.0 Major Public Utilities Policies

9.1 Storm Water Management

9.1.1 Introduction

Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic environment, increased stream management costs, and impairment of natural beauty.

9.1.2 In conjunction with the city's responsibility for the installation and maintenance of storm sewers. Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.

9.1.3 The City shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition.

9.1.4 The City shall ensure all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through

such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

9.1.5 Storm water easements shall have minimal detrimental affect on the use of land and enjoyment of property.

9.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 10 and will be subject to the approval of the Ministry of Natural Resources and the responsible Conservation Authority prior to the draft approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

9.2 Sanitary Sewerage

9.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requires the Region to adopt the following design and development objectives:

- (i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.
- (ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

9.3 Cabled Services

9.3.1 The City shall endeavour to have local service power lines, telephone and other cabled services located underground, where feasible.

9.3.2 The City shall endeavour to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

- 10.0 Implementation Policies
- 10.1 Interpretation
- 10.1.1 In order to provide for flexibility in the interpretation of the text and maps of this chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.
- 10.1.2 Although Plate Number 57 together with the text of this chapter establishes boundaries of land use designations, and road alignments as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and Official Plan is clearly respected.
- 10.2 Restricted Area By-Law
- 10.2.1 Restricted Area By-laws pursuant to section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this chapter.
- 10.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designation herein. The City may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.
- 10.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this chapter.
- 10.3 Subdivision Control
- 10.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to section 36 of the Planning Act will be used by the City to ensure that the policies and land uses of this chapter are complied with

and that high standard of layout and design is maintained in new development areas.

10.3.2 The City will recommend for approval only those plans of subdivision which comply with the polices and land use designations of this chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

10.3.3 The storm water management studies referred to in policy 9.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 10.

10.4 Site Plan Control

The City may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to section 40 of the Planning Act.

10.5 Parkland

10.5.1 Lands may be acquired for parks and recreation purposes in connection with plans of subdivision and as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

10.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

10.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in the preceding policies and development of lands adjacent to such areas may be considered premature unless and until such areas have come into public ownership.

10.6 Financial and Phasing

10.6.1 Development on those lands adjacent to Holtby Avenue extension which require a noise analysis will only be considered when preliminary designs for Holtby Avenue have been approved by the City.

10.6.2 The phasing of residential developments of portions thereof shall be based on the following criteria:

- (i) Financial: Developments and Development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (ii) Support to Existing Infrastructure: Favours those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iii) Piped Services (Sewer and Water): Favours those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
- (iv) Transportation Services (Road and Transit): Favours those developments and areas which are most readily and economically provided with roadway facilities and transit service.
- (v) Parkland and Community Services: Favours those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs: Favours those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton.

- (vii) Environmental Concerns (Noise, etc.): Favours those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns: Favours those developments and areas which are unlikely to create or aggravate social problems in the community by reasons of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
- (ix) Consistency with other Official Plan Policies: Favours those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favours the earliest development in Official circulation by the Region or the Province.