

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 6

THE BRAMPTON WEST SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Brampton West Secondary Plan (Secondary Plan Area 6)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 6, Brampton West Secondary Plan)

This office consolidation of the Brampton West Secondary Plan consists of four parts, being Subsection B2.3 of Chapter B1 of Section B of Part C, Chapter C35 of Section C of Part C and Plates 2 and 6 of the document known as Consolidated Official Plan and Chapters 6(a) and 6(b) and Schedules SP 6(a) and (b), as they apply to Secondary Plan Area Number 6. 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)
- 63 (amends B2.3 and plate 6)
- 66 (amends plate 6)
- 88 (amends B2.3 and plate 6)
- 8A (amends B2.3 and plate 6)
- 9A (amends C35 and plate 2)
- 34 (adds Chapter 6(a) and Schedule SP 6(a))
- 56A (amends C35 and plate 2)
- 57A (amends B2.3 and plate 6)
- 85A (amends B2.3)
- 169A (adds Chapter 6(b) and Schedule SP 6(b))
- 182A (amends B2.3 and plate 6)
- 185A (amends B2.3 and plate 6)
- 188A (amends B2.3 and plate 6)
- 255A (amends B2.3 and plate 6)
- 264 (amends Chapter 6(a) and Schedule SP 6(a))
- OP93-75 (amends Chapter 6(a) and Schedule SP6(a))
- OP93-83 (amends Chapter 6(b) and Schedule SP6(b))
- OP93-108 (amends Chapter 6(a) and Schedule 6 (a))
- OP93-200 (amends C35)

In addition to the foregoing, Subsection 7.2.7.6 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.

**Part of Subsection 7.2.7.6 of Section 7
of Chapter 7 of the document known as the
1984 Official Plan**

7.2.7.6 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 residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of 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.

**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 areas 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.

3.5

OPA 63

The Residential Medium Density designation in Neighbourhood 6B is intended to comprise one project. The size of the project may be enlarged through the redevelopment of the adjacent lots provided the additional lands are developed to maintain a single integrated project.

3.5

OPA 85A

The Residential designation of the land on the east side of Murray Street, 28.2 metres south of Archibald Street, known municipally as 20 Murray Street, is intended to recognize an existing greenhouse, a retail florist establishment and an attached single family dwelling. The implementation of this policy will be by a site specific zoning by-law amendment.

3.6

OPA 8A

The Residential Low Density designation of the lands on the south side of Archibald Street, approximately 36 metres east of Murray Street, is intended to permit a detached dwelling, though, the use of a detached dwelling for specific office purposes for a temporary period shall not be prohibited, if permitted by the zoning by-law. Offices on the above basis should be considered on individual merit and be subject to the requirements and restrictions of a specific zoning by-law amendment.

3.7

OPA 185A

The residential high density designation of the land on the north side of Railroad Street, 108 metres (354.3 feet) west of McMurchy Avenue North, known municipally as 116 Railroad Street, is intended to recognize a non-profit housing use of the property. A density of up to 60 units per acre and a floor space index of up to 1.56 shall be permitted in recognition of the non-profit and affordable housing nature of the project. The development shall conform to the following policies:

1. Prior to site plan approval, City Council will require that a noise study be prepared, by a qualified acoustical consultant, to the satisfaction of the Ministry of Environment, the Regional Municipality of Peel and the City of Brampton in consultation with the Canadian National Pacific Railways;
2. City Council will require that the recommendations of the noise study, as approved by the Ministry of the Environment, the Regional Municipality of Peel and the City of Brampton in consultation with the Canadian National Railways shall be

implemented by the development agreement between the City of Brampton and the proponent;

- 3 (a) Prior to site plan approval, City Council will require that a Decommissioning and Site Clean-up study be completed to the satisfaction of the City of Brampton and the Ministry of the Environment, and that the site plan agreement contain provisions for the implementation of the recommendations of the approved study,
 - (b) Prior to the issuance of building permits, the City and the Ministry of the Environment shall be satisfied through notification in writing by the consultant that the site has been cleaned up in accordance with the approved Decommissioning and Clean-up Study, and
 - (c) Prior to site plan approval, City Council will require that a Geotechnical Investigation Report be approved by the City of Brampton.
- 4. City Council will require that tenants be advised that despite the inclusion of noise and vibration control features within this development, noise or vibration levels in excess of the Ministry of Environment guidelines may exist and occasionally interfere with some activities of the dwelling occupants; and,
 - 5. City Council will require adequate screening in the form of a fence or wall and landscaping be used to buffer the property from surrounding industrial uses.

3.7

OPA 188A

The lands on the north side of Archibald Street, approximately 36.6 metres west of Main Street North shall be developed for either 2 single family detached dwelling or for 1 single family detached dwelling on the westerly portion of the property, and 1 office building on the easterly portion of the property, and shall be subject to the following development principles:

3.7.1

The low density residential character of the property is to be maintained through the careful renovation and maintenance of the existing buildings, the judicious use of landscaping, the control and limited use of signs and external lighting, and the prohibition of outside storage of equipment or materials associated with a commercial undertaking;

3.7.2

Permitted commercial uses shall be limited to professional offices for a non-profit organization;

- 3.7.3 The maximum gross commercial floor area to be used for professional offices for a non-profit organization shall not exceed 330 square metres.
- 3.7.4 Residential or commercial parking shall be located in the rear yard only, and be appropriately screened and buffered from adjacent residential properties;
- 3.7.5 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, or residents, and the design of the parking facilities shall have regard to the convenience and safety of customers and employees, or residents;
- 3.7.6 No floodlights or illuminated signs shall be permitted on the subject site;
- 3.7.7. All garbage and refuse storage containers shall be located within a building on the subject site, and
- 3.7.8 One non-illuminated sign shall be permitted, provided it is attached to the wall of the existing structure which faces a public road allowance and it has a sign area of no more than 0.25 square metres.
- 3.8 The lands on the westerly side of Murray Street approximately 30.0 metres north of Garden Avenue shall be developed for a total of 41 single family dwelling lots, 6 on-street townhouses and 1 open space block (pedestrian walkway), and shall be subject to the following development principle:
 - 3.8.1 The maximum gross residential density permitted on the lands shall not exceed 23.25 dwelling units per hectare (9.5 u.p.a).
- 3.9 The residential medium density designation of the lands located at the south-west corner of Nelson Street West and Haggart Avenue North is intended to permit street townhouse dwellings. A maximum density of 38 dwelling units per net residential hectare (16.0 units per net residential acre) shall be permitted.

The site shall be investigated to assess soil contamination, a clean-up plan shall be prepared in accordance with Ministry of Environment and Energy policies and guidelines, and the site shall be decommissioned in accordance with the clean-up plan prior to the issuance of building permits.

OPA 182A

OPA 255A

3.10

OPA 195

The residential medium density designation of the lands located on the south side of Fairglen Avenue and west of Pleasantview Avenue is intended to permit street townhouses and semi-detached dwellings. A maximum density of 44 units per net residential hectare (17.8 units per net residential acre) shall be permitted.

4.0

COMMERCIAL USES

4.1

OPA 42

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.

4.4

OPA 88

Notwithstanding the Highway Commercial designation for the lands located on the west side of Main Street North at the north-east corner of the area of Neighbourhood 5, the site shall be used only for a dining room restaurant and a single family dwelling unit. The development of the site shall proceed on the basis of a renovation of the existing dwelling and the erection of a small one-storey addition to the rear of the dwelling. Further, the development shall be regulated by an appropriate zoning by-law and shall be subject to site plan control to ensure that the impact of the development to the adjacent residential areas will be minimized. In addition, any kitchen exhausts associated with the restaurant facility must be approved by the Ministry of the Environment under Section 8 of the Planning Act.

4.4

OPA 57A

The Highway and Service Commercial designation for the lands located on the west side of Main Street North between English Street and Archibald Street shall be developed in such a fashion that the northerly portion shall be used for a car dealer operation and the southerly portion shall be used for service commercial purposes and an inn. Adequate

screen fencing and landscaping shall be provided along the site limits abutting residential properties.

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 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 east 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.

9.0

AFFORDABLE HOUSING

OPA 255A

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

- (a) Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement;
- (b) Affordable housing will be integrated into the overall community so as not to isolate or concentrate such housing in any one area; and,
- (c) Developers may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

**Chapter C35 of Section C of
Part C and Plate 2
of the document known as the
Consolidated Official Plan**

CHAPTER C35

The policies contained in this Chapter should be read having reference to Plate 1 and 2.

1.0 GENERAL POLICY

1.1 Land Use Concept

The land use concept recognizes the following major elements:

- (a) The Etobicoke Creek Valley as a significant local open space system.
- (b) The new Heart Lake community comprising 4 villages, creating recognizable urban entities with a full complement of facilities for people.
- (c) The Heart Lake Town Centre.
- (d) The "rounding out" of North Brampton.
- (e) The South Peel Servicing Scheme.
- (f) The Agreement between the former Township and the former Town of Brampton, pursuant to which the Etobicoke Creek trunk sanitary sewer was extended to the north limit of the former Town of Brampton.
- (g) The existing Mains Creek trunk sanitary sewer extending from the Etobicoke Creek trunk sewer to Highway Number 7.

1.2 Population

A total generated population of approximately 43,600 persons is envisaged in the two following residential areas shown on Plate 1 and 2.

Heart Lake Community-Village area 29,000 persons on approximately 1,180 acres (gross residential density 24.4 persons per acre).

North Brampton Area-14,600 persons on approximately 600 acres (gross residential density 24.4 persons per acre).

1.3 Financial

Subdivision and other agreements between the Region, the City and the developers of land shall contain provisions designed to recognize the financial impact of each area of land proposed for development and to protect the existing stable financial position of the City and Region while meeting the social, educational, environmental and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make contribution in consideration of specific expense incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purposes, it may be used only to meet expenditures for such purpose. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

1.4 Servicing and Staging

Urbanization is to be permitted in stages within the areas as shown on Plate 1 and 2 implementing the land uses as shown. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development. Piecemeal and premature development shall not be permitted however, it is specifically provided that development of the Heart Lake Community-Villages Area, and North Brampton Area may proceed immediately and coincidentally subject to development agreements including existing agreements as called for herein.

It is intended that trunk sewer and water distribution systems be adequate in size to accommodate the development of all of the lands within the boundaries of Official Plan Amendment Number 52 of the former Township of Chinguacousy Planning Area.

1.5 Open Space

- 1.5.1 The lands use policy reflected herein establishes urban public open space lands which are deemed to be a part of the active urbanization of the area. It shall be the responsibility of the developer developing any area within the Heart Lake Community or the North Brampton Area to dedicate the public open space areas or at the discretion of the municipality to pay a levy to be used by the municipality in the provision of public open space areas. This policy is necessary to ensure that the ultimate population obtains a meaningful community environment, concurrent with residential development. A policy of public acquisition of other than flood plain and valley lands shall be established to ensure that economic hardship does not result where lands within any area released for development are designated for public open space. Where lands designated as public open space are under private ownership, it shall not be construed as implying that such lands are free and open to the general public.
- 1.5.2 The City hereby establishes an urban open space requirement of a minimum of 7 acres per 1,000 people inclusive of:
- (a) neighbourhood children's play parks and tot lots,
 - (b) public parkettes and ornamental gardens,
 - (c) public community parks and organized game areas,
 - (d) field paths, pathways, natural water courses and bridle paths,
 - (e) public golf courses,
 - (f) natural or artificial lake areas.
- 1.5.3 It is intended that the Etobicoke Creek Valley area, dedicated or conveyed to the City may be allowed as a partial credit toward this standard on the basis that the valley lands can be substantially utilized for public recreation facilities. However, no permanent buildings or structures of any kind, nor the placing nor removing of fill of any kind whether originating on the site or elsewhere, shall be permitted in areas subject to flooding or physical limitations of any kind without the written consent of the Metropolitan Toronto and Region Conservation Authority.
- The City shall require at least 50% of the urban public open space requirement of 7 acres per 1,000 persons to be comprised of table land outside of the flood plain and valley land in locations acceptable to the

City. No public open space credit shall be given for any landscaped buffer areas.

- 1.5.4 It is recognized that there may be variations from this open space policy to provide a better total system depending on the density and environmental character of each area. Wherever feasible, school and park sites shall be adjacent.

Open space, both public and private, shall be grouped systematically to provide:

- (a) A network of linked and related open spaces connected by pathways, pedestrian underpasses and bridges,
- (b) large integrated usable public open space areas capable of development,
- (c) a methodical and balance distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities,
- (d) a public pathway system linking the main social facilities and key local centres to main open space areas.

1.6 School and Church Sites

The subdivision agreements for each stage of development shall require that the area being released shall designate suitable sites for elementary and secondary schools as may be required by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

School or church sites, if not needed in the measure or location indicated on Plate 2 can be redistributed or relocated in line with neighbourhood design principles or may be allocated for compatible residential use without an Official Plan Amendment, providing the social need for church and school sites is met. Additional sites may also be required and, if so, will be selected at the time of detailed consideration of related plans of subdivision.

1.7 Recreation and Community Facilities

The development of recreation and community facilities will be based upon an equitable sharing of costs for such facilities related to residential population generated by any proposed development.

1.8 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with urban development in order to improve the environmental quality of such development.

1.9 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designations.

2.0 HEART LAKE AREA POLICIES

2.1 Concept

This area comprises 4 village focusing on a town centre. Each village is connected to the Town Centre by a loop collector road and interconnecting pathways related to the open space system.

Each village incorporates one to three distinct local neighbourhoods with combined public school and park areas as the focus. These neighbourhoods are generally large enough to generate from about 500 to 800 public elementary students within convenient walking distance of a school. Provision is also made for separate school sites. Church and school sites are located to serve as neighbourhood focal points.

The populations of the four villages vary depending on their size which is determined by existing and proposed arterial roads and by the natural features of the area.

The related population allocated recognizes the social need for varied housing forms and densities as set out in Section 2.4.

Each of the 4 villages referred to have a potentially distinctive character and are generally described as follows:

- (a) The village bounded by Highway Number 10, 15th Sideroad, 1st Line East and a new east-west arterial road to the south is characterized by:
 - two neighbourhoods abutting the Etobicoke Creek Valley
 - the Town Centre linking in with a lake

- central Etobicoke Creek Valley
 - extensive tree covered table land to be preserved in public parkland
 - landscaped buffer adjacent to Highway Number 10
 - the portion of this village adjacent to 15th Sideroad will contain lower density residential development
- (b) The village bounded by Highway Number 10, the new east-west arterial road, 1st Line East and approximately the southern boundary of Lot 12, Concession 1 E.H.S. is characterized by:
- three neighbourhoods abutting the Etobicoke Creek Valley
 - landscaped buffer areas adjacent to existing Provincial highways
 - a high school site related to the Etobicoke Creek Valley and adjacent recreation centre
- (c) The village bounded by the Heart Lake Conservation Area, 1st Line East, the new east-west arterial road and 15th Sideroad is characterized by:
- one neighbourhood
 - adjacent major open space in the form of the Heart Lake Conservation Area lands and a recreational area located on a gravel pit which is to be rehabilitated
 - an education-recreation campus partly utilizing a former gravel pit
 - portion of this village adjacent to 15th Sideroad will contain lower density residential development
- (d) The village bounded by the new east-west arterial road, 1st Line East, a line running approximately midway through Concession 2 E.H.S. and a line running approximately along the southern boundary of Lot 12, Concession 2 E.H.S. is characterized by:
- two neighbourhoods

2.2 Town Centre

The Town Centre is centrally located within the community and relates to north-south and east-west arterials, the collector ring road and pathways linking the four villages.

An area of approximately 37 acres has been set aside for such uses as:

- (a) sub-regional retail and service commercial facilities serving the community
- (b) public and private offices,
- (c) hotel facilities,
- (d) social and cultural facilities,
- (e) high density residential development,
- (f) transportation and automotive service facilities

It is recommended that the westerly portion of the Town Centre will be related to a proposed lake creating a pedestrian precinct.

As the Town Centre cannot be planned in detail at this time, the City shall require a Town Centre study setting out the ultimate general organization of land uses and densities, proposed staging and related pedestrian and vehicular access policies to ensure that development in the Town Centre relates properly to surrounding areas. No development will be permitted in the Town Centre until the municipality approves a Town Centre Plan and the policies contained therein are implemented by appropriate zoning, site plan(s) and agreements(s).

Grade separated pedestrian crossings of road abutting the Town Centre shall be constructed by the developer where required by the municipality. The City shall require one-foot reserve dedications around the perimeter of

the Town Centre to control access point and protect the proper functioning of adjacent main roads.

It is intended that the Town Centre will receive a comprehensive urban design and architectural and landscaping treatment.

2.3 High Pressure Gas Line

There is a high pressure gas line which traverses the area and crosses the lands to be occupied by the two southerly villages in the Heart Lake Community. The open space system and the public rights-of-way may be designed to coincide with the gas line. Care will be taken in the subdivision design to ensure that there is adequate setback from the gas line to nearby residential properties and to provide access to the right-of-way for inspection purposes. Recognition will be given to the appropriate Federal and Provincial safety standards.

2.4 Housing Stock

The City recognizes its social responsibility to provide for housing development which meets the different needs and incomes of people within a low density residential character established for the Heart Lake Community.

The following general housing mix is envisaged in major developments:

| <u>TYPE</u> | <u>PROPORTION OF HOUSING UNITS</u> |
|--|------------------------------------|
| High Density (50 units per net acre) | 5% |
| Medium Density (21-25 units per net acre) | 5% |
| Medium Density (15-20 units per net acre) | 15% |
| Low Density (not exceeding an average of 12 units per net acre) | 75% |

The term "units per net acre" refers to the number of dwelling units permitted on lands used for residential purposes exclusive of roads, pathways, buffer areas, public open space, schools, churches, and other such uses.

Within low density residential areas the City may permit, under appropriate zoning and other controls, the mixture of various dwelling types in clusters according to the following proportions:

| | |
|---|-----|
| Street Town Houses | 25% |
| Link Housing, and Semi-Detached Houses and Single-Family Detached Houses) | 75% |

The areas within which such mixture may be permitted and the nature of such mixture shall be specifically defined in agreements with developers and in restricted area by-laws, provided that the resultant average dwelling density per net acre within each such defined area shall not exceed 12 units per net acre.

The City also recognizes the possibility of devising innovative housing forms and sittings on blocks set aside for this purposes, to be implemented by site plan restricted area by-laws. These would include so called link housing, zero lot line housing, town and terrace housing and similar forms. In each case, careful consideration shall be given to:

- (i) height relationship between buildings,
- (ii) relation to enclosed and open space both public and private,
- (iii) daylighting,
- (iv) relation to internal and external road patterns,
- (v) relation to adjacent land uses, and
- (vi) landscaping

2.5 Local Commercial

Within the villages, 4 small scale commercial areas are provided as shown on Plate Number 2 to serve the convenience shopping needs of local residents. Such areas are located adjacent to medium density residential blocks and each has a maximum floor area of 10,000 square feet. Additional convenience commercial facilities may be directly incorporated in medium and high density residential blocks at ground floor level providing they are related comprehensively on site plans and, as a guide their floor area does not exceed approximately 1.0 square feet per person within the block.

2.6 Roads

- 2.6.1 All of the Main Roads as shown on Plate 2 are to developed as reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system for the entire Heart Lake Area. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

For the purposes of the area under consideration, the minimum width for 1st Line East shall be 100 feet together with a 30' buffer strip on both sides to be dedicated to the appropriate municipality. The minimum width for the east-west arterial through the Heart Lake Area shall be 120 feet. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.

The collector ring road linking the 4 Heart Lake Villages shall be developed as a controlled access route. Within this requirement limited single family dwelling frontage on the collector ring road may be permitted in areas to be determined by the City.

- 2.6.2 No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will exceed a level of 56 dBA for more than 10% of the time during peak hours of the day.

3.0 "North Brampton" Area Policies

- 3.1 Areas abutting the north limit of the former Town of Brampton have been designated as residential for the purposes of "rounding out" existing and committed residential areas. Notwithstanding Plate 2 the precise design and final population assignment for these residential areas are to be developed by the City at the subdivision stage at a gross density not exceeding 24.4 persons per acre, and further, notwithstanding the Low Density designation on Plate 2 some Medium Density development will be permitted within Area A providing the overall density of Area A does not exceed 24.4 persons per acre.

- 3.2 It is envisaged that this area will be served by an east-west arterial road with a minimum width of 100' - as shown schematically on Plate 2.

Notwithstanding Plate 2 it is understood that there will be significant flexibility in the location of this arterial road. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.

- 3.3 Two small scale commercial areas may be provided in the "North Brampton" area to serve the convenience shopping needs of local residents. One area is to be located in Concession 1, E.H.S. and one is to be located in

Concession 2, E.H.S. and they are to be located adjacent to medium density residential blocks and each will have a maximum floor area of 10,000 square feet.

Alternatively convenience commercial facilities may be directly incorporated in medium density residential blocks at ground floor level providing they are related comprehensively on site plans and as a guide their floor area does not exceed approximately 1.0 square feet per person within the block

- 3.4 No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will exceed a level of 56 dBA for more than 10% of the time during the peak hours of the day.

- 3.5 The Institutional designation for the lands on the west side of Main Street North, across from Brickyard Way and having an area of approximately 5 hectares (12 acres) shall permit home for the aged, nursing homes, senior citizen residences and associated facilities.

OP93-200

The maximum density for a senior citizen residence shall not exceed 30 dwellings units per net acre or 45 persons per net acre, whichever is the lessor and shall not exceed 6 storeys in height.

The Institutional designation shall also permit a 55-unit apartment building owned and operated by a public authority. A proposal for an apartment building shall be reviewed against the policies of the Official Plan to ensure an appropriate fit on the site and with the surrounding lands and to ensure a high quality of site and building design. The zoning by-law shall establish appropriate limits for the height, number and size of units, setbacks and provision of parking for the apartment building.

3.6

OPA 56A

The Commercial designation in Area A is intended to be the location of a crisis care facility only, which shall mean ‘a place where short-term and temporary accommodation is provided for persons in emergency situations.’

4.0

GENERAL POLICY - LOW DENSITY ESTATES AREA

4.1

Land Use Concept

The Low Density Estate designation in the area shown on Plate 1 and 2 reflects the desire to accommodate residential land use at a low density in part of Lot 16, Concession 1, E.H.S.

This Low Density Estate area has been designated because of the area's amenity for this type of development in view of the complex topography and drainage characteristics, the location adjacent to a major conservation area - the future Snelgrove Dam, and the existing estate residential development to the east immediately north of the 15th Sideroad.

It is recognized that these lands are suitable for residential development if set carefully in the landscape at low densities. To this end the maximum population density for this area shall be 3.3 units per gross acre with the density decreasing gradually from the 15th Sideroad to the northern limits of Lot 16.

4.2

Main Roads

The main roads serving the estate residential area will be the 1st Line East and the 15th sideroad. These roads are to be developed with reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

For the purpose of the area under consideration, the minimum right-of-way width for the 1st Line East shall be 100' together with a 30' buffer strip on both sides to be dedicated to the appropriate authority. All other road widths within the area shown on Plate 2 shall be determined at the time of subdivision processing.

4.3

Financial

Subdivisions and other agreements between the Region, the City and the developer of land shall contain provisions designed to recognize the financial impact of land proposed for development and to protect the

existing stable financial position of the City and Region while meeting the social, educational, environment and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make a contribution in consideration of specific expenses incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose.

4.4 Servicing and Staging

Development of the lands within the area shown on Plate 2 shall be carefully staged. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purposes of imposing and collecting levies for the construction of major trunk services.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development.

4.5 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with residential development in order to improve the environment quality of such development.

4.6 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit access to support structures that may be developed in accordance with the land use designation.

5.0 GENERAL POLICY - LOW DENSITY ESTATE AREA

MOD 6

5.1 LAND USE CONCEPT

The low Density Estate and Regional Open Space designations in the area outlined in blue on Plates 1 and 2 reflect the desire to accommodate residential land use at a low density in part of the west half of Lots 16 and 17, Concession II E.H.S., and part of the east half of Lot 17, Concession I E.H.S.

This area has been designated because of the area's amenity for this type of development in view of the complex topography and drainage characteristics, the location adjacent to major conservation areas the future Snelgrove Dam, Heart Lake, and the existing estate residential development immediately north of and adjacent to the 15th Sideroad.

It is recognized that these lands are suitable for residential development if set carefully in the landscape at low densities. To this end, the maximum residential density for this area shall be 3.0 units per gross acre - with the density decreasing gradually from the 15th Sideroad to the northern limits of Lot 17.

This policy does not apply to the estate residential area located on the 15th Sideroad in part of Lot 16, Concession 1 E.H.S., identified on Plate 2 as "Residential" (1 unit per acre). Rather, it is the intention of this Plan to recognize and retain the intent and policies of Chapter C.14, as they apply to these lands. Further, in recognition of this existing estate residential development and the proposed development at a density of 3 units per acre, it shall be the policy of the municipality to maintain the amenity associated with the existing estate residential development. To this end, development adjacent to, or in close proximity to, the existing estate residential development shall not be permitted to exceed a density of 2.0 units per gross acre.

5.2 Main Roads

The main roads serving the estate residential area will be the 1st Line East and the 15th Sideroad. These roads are to be developed with reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system. To this end, the City shall require 1 foot reserve dedications and fencing at locations determined by the City at the time of release, for development, of the land abutting these roads.

For the purpose of the area under consideration, the minimum right-of-way width for the 1st Line East shall be 100 feet together with a 30 foot buffer strip on both sides to be dedicated to the appropriate authority. All other road widths within the area subject to the policies of Chapter C35, subsection 5.0 shall be determined at the time of subdivision processing.

5.3 Financial

Subdivision and other agreements between the Region, the City and the developers of land shall contain provisions designed to recognize the financial impact of the proposed development and the need to protect the existing stable financial position of the City and Region while meeting the social, educational, environmental and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make a contribution in consideration of specific expenses incurred, or to be incurred by the municipality, within the lands shown and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose.

5.4 Servicing and Staging

Development of the lands subject to the policies of Chapter C35, subsection 5.0 shall be carefully staged. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release. Alternatively, the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development.

5.5 Landscaping Policy

The Municipality shall establish requirements for the provision of comprehensive landscaping concurrent with residential development in order to improve the environmental quality of any proposed development.

5.6 Gravel Pits

In areas where gravel pits were or are now in operation, appropriate engineering studies will be undertaken, before building permits are issued, to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designation.

5.7 Schools and Church Sites

The subdivision agreements for each stage of development shall require that the area being released shall designate suitable sites for elementary and secondary schools as may be required by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

Schools or church sites may be redistributed in accordance with neighbourhood design principles, or may be used for residential or compatible uses, without an Official Plan Amendment, providing the social need for church and school sites is met, and providing that the development is consistent with the policies and intent of Chapter C35 subsection 5.0.

5.8 Open Space

The land use policy reflected herein establishes urban public open space lands which are deemed to be part of the active urbanization of the area. It shall be the responsibility of the developer to dedicate the public open space areas or, at the discretion of the municipality, to pay a levy to be used by the Municipality in the provision of public open space areas. This policy will, in part, ensure that the ultimate population will enjoy a meaningful community environment, concurrent with residential development. A policy of public acquisition of land, other than floodplain and valley land, which is designated for public open space purposes is hereby established; further, such acquisition is to occur such that economic hardship does not result when lands are released for development.

Where lands designated as public open space are under private ownership, it shall not be construed as implying that such lands are free and open to the general public.

The City hereby establishes an urban open space requirements of a minimum of 7 acres per 1000 people inclusive of:

- (a) neighbourhood children's play park, and tot lots,
- (b) public parkettes,
- (c) public community parks and organized game areas,
- (d) field paths, pathways, natural watercourses and bridle paths, and
- (e) natural or artificial lake areas.

The City may require that up to 50% of the urban public open space requirement of 7 acres per 1000 persons be comprised of tableland outside of the floodplain and valley land and in locations acceptable to the City.

Open space, both public and private, shall be grouped systematically to provide a network of inter-related open spaces, connected by a public pathways system linking the principal areas of focus.

It is recognized that there may be variations from this open space policy to provide a better total system depending on the density and environmental character of each area. Wherever feasible, school and park sites shall be located adjacent to one another.

6.0 INTERPRETATION

The terms boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with the policies covering the area shown on Plate 2. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfils the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

7.0 IMPLEMENTATION

The policies covering the area shown on Plate 1 and 2 are to be implemented by:

- (a) approval of plans of subdivision,
- (b) subdivision agreements including existing agreements and any other agreements required between developers, the Region and the City and other public authorities and agencies,
- (c) restricted area by-laws,
- (d) restricted area by-laws which may:
 - (i) be of a detailed site plan nature, or
 - (ii) be of a "Holding Zone" nature.
- e) by further Official Plan Amendment(s) if required.

Chapter 6(a) and Schedule SP6(a)
of the document known as the
1984 Official Plan

CHAPTER 6(A): THE BRAMPTON WEST SECONDARY PLAN AS IT AFFECTS NEW DEVELOPMENT AREA 5

1.0 PURPOSE

OPA 34

The purpose of this chapter, together with Schedule SP6(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands outlined on Schedule SP6(a), and to specify the desired pattern of land use, the transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area 5 on Schedule D. This chapter will form part of the Brampton West Secondary Plan.

2.0 LOCATION

The subject lands comprises a total are of approximately 37.5 hectares (92.6 acres) located in the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10, being part of Lot 10, Concession 1, W.H.S., in the City of Brampton, as shown outlined on Schedule SP6(a).

DEVELOPMENT PRINCIPLES

3.0 NOISE ABATEMENT

- 3.1 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 are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of out-door recreation areas, berms, acoustic barriers, etc.
- 3.2 Where relevant, an evaluation of the impact of vibrations and fumes from Canadian Pacific Railway will be included as a component of the study required under policy 3.1.

4.0

RESIDENTIAL POLICIES

4.1

The maximum density for New development Area Number 5 is 11 units per hectare (28 units per acre) of gross residential area as defined in Part II to this Plan.

OPA 264
OP93-75
OP93-108

4.2

In areas designated Low Density Residential, Medium Density Residential and High Density Residential Special Policy Area on Schedule SP6(a), permitted uses include those residential uses within the Low Density, Townhouse or Medium Density, and Apartment or High Density designations respectively defined in Part II to this plan, subject to policy 4.1 above.

OPA 264

OPA 93-108

The lands designated High Density Residential Special Policy Area on Schedule SP6(a) may be developed at a density of 76 to 203 dwelling units per net residential hectare (31 - 82 units per net acre) which is typically associated with the elevator apartment housing type.

4.3

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

4.4

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 constraints of road capacity as set out in policies 7.2.1 and 9.2.1 and the other policies of this chapter.

OPA 264

4.5

Affordable Housing:

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

OPA 264
OP93-76

- (a) Opportunities will be created for a range and mix of housing types, suitable for the spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement;
- (b) Affordable housing will be integrated into the overall community; and,
- (c) Developers shall agree to provide a minimum of 25% of the total number of residential units as affordable. Developers may be required to enter into an appropriate agreement with respect to the

implementation of the Land Use Planning for Housing Policy Statement.

5.0 PUBLIC OPEN SPACE

5.1 Definition

Lands designated Public Open Space on Schedule SP6(a) will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.

5.2 The requirement and development of a public park and associated recreation facilities on the lands designated Public Open Space on Schedule SP6(a) shall be based where feasible on the neighbourhood service level policies and standards contained in section 2.5 of this Plan. The community, district and specialized parks required to serve the requirements of this area are included in the overall tableland requirement of section 2.5 of this Plan, but will be located in adjacent areas.

5.3 A Neighbourhood Park, approximately 1.2 hectares (3.0 acres) in area, shall be developed in general conformance with the policies contained in section 2.5.1.3.17 of the 1984 Official Plan.

OPA 264

OP 93-75

6.0 HIGHWAY COMMERCIAL SPECIAL

6.1 Definition

The Highway Commercial Special Land use designation on Schedule SP(6) indicates that the uses shall be limited to certain commercial and light industrial uses which cater primarily to persons coming to the premises by automobile and which by their function or requirements, are such that incorporation into a shopping centre location is not necessary or appropriate, and which will have a minimal adverse impact on the residential component of New Development Area 5.

The commercial and light industrial uses permitted shall be limited to motels, hotels, restaurants, automobile service stations, gas bars, car washes, motor vehicle, and boat sales, rental and service establishments, offices community or health clubs, taverns, garden centres, banquet facilities, printing and copying establishments, custom workshops, tool and equipment rental establishments, financial institutions, and specific light industrial uses that may have limited ancillary, retail or service functions.

Shopping centre, or retail sales not ancillary to the foregoing shall not be permitted. The commercial and light industrial uses which abut or are in proximity to the residential component of New Development Area 5, shall be further limited to offices, health and community clubs, printing and copying establishments, financial institutions, custom workshops and specific light industrial uses that may have limited ancillary retail or service functions only.

6.2 The type of commercial and light industrial uses permitted will be restricted to those that are included in the "Highway Commercial Special" definition under section 6.1. The erection of retail and commercial establishments shall not be permitted in the form of a shopping centre planned and developed as a unit.

6.3 New vehicular access to lands designated Highway Commercial Special as shown on Schedule SP6(a) shall be restricted to internal roads only, with no direct access permitted from Highway Number 10, or Highway Number 7, or to the Minor Collector Road in proximity to the lands designated Residential.

MOD 1

6.4 Limited outside storage may be permitted subject to detailed design considerations, with the exception of lands used for light industrial purposes or lands designated Highway Commercial Special which abut or are in proximity to the residential component of New Development Area 5.

6.5 Proponents of Highway Commercial Special development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

6.6 The following criteria shall apply to Highway Commercial Special development:

- i) provision of an adequate amount of off-street parking to satisfy the expected requirements of employees and visitors;
- ii) the provision of adequate yard requirements to ensure the general amenity of the area.
- iii) the provision of a high standard of design for buildings, yards and landscaping, and in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:
 - a) the siting and massing of buildings,

- b) vehicular access points, parking layout, internal circulation system, and location of loading docks,
- c) location, lighting and screening of parking areas,
- d) landscaping and fencing, and
- e) location of garbage disposal facilities and snow removal.

iv) will not generate air pollution, odour or excessive noise and vibration.

6.7 Highway Commercial Special uses shall be buffered from residential areas by such means as berms and increased yard widths and depths. Fencing, screening and/or special landscaped areas will be required where deemed appropriate.

6.8 Building height restrictions and setback restrictions shall be imposed on lands abutting the residential component of New Development Area 5 so as to preserve the visual amenity of the residential area.

6.9 Provisions shall be made for transit vehicles and access for the handicapped in the design of the Highway Commercial Special development, where deemed appropriate.

7.0 HIGHWAY COMMERCIAL

OPA 264

7.1 Lands designated for Highway Commercial purposes on Schedule SP6(a) shall be developed in accordance with the policies set out in sections 2.2.4.3 to 2.2.4.8.

OPA 93-75

7.2 Lands designated Highway Commercial on Schedule SP6(a) shall have a site area of approximately 7.6 hectares.

7.3 Retail warehousing may be permitted and the minimum gross floor area shall be set out in the zoning by-law.

8.0 TRANSPORTATION POLICIES

8.1 Roads

8.1.1 Road facilities in the New Development Area 5 are intended to function in accordance with the general guidelines and classifications outlined under

section 4.2 of the Plan with the exception of the Minor Collector roadway shown on Schedule SP6(a) which is to be planned, designed, constructed and designated to accommodate light to moderate traffic volumes of short distances traffic at low speed and is intended to provide the connecting points to Highway Number 7 and 10. Through traffic will be discouraged from using this roadway. All intersections will be at grade. Direct access from abutting properties will not be permitted with the exception of that portion of the Minor Collector roadway between Highway Number 7 and a point approximately 100 metres to the south where direct access to the Minor Collector roadway may be permitted provided such access does not prejudice the traffic function of the roadway.

- 8.1.2 Lands adjacent to Highway 10 and Highway 7 right-of-way shall only be considered for development if it does not prejudice the right-of-way requirements of the Ministry of Transportation and Communications respecting the said highways.

| |
|-------|
| MOD 2 |
|-------|

Any and all new entrances will be via the collector road intersection and shall be subject to the approval of the Ministry of Transportation and Communications.

- 8.1.4 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.
- 8.1.5 Minor adjustments to the alignment of the roads shown on Schedule SP6(a) will be permitted without an amendment to this Official Plan.
- 8.1.6 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-sacs in subdivision design where feasible;
 - b) using street designs which discourage excessive speeds; and
 - c) encouraging off-street private parking (i.e private driveways, garages, etc.)
- 8.1.7 The design of facilities within road right-of-ways which are under the jurisdiction of the City of Brampton, shall incorporate design elements such as tree, planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

8.1.8 The pattern and design of collector and local roads shall discourage through trips from penetrating residential neighbourhoods.

8.2 Highway 410

8.2.1 Based on an existing traffic study, it is recognized that there may not be sufficient road capacity to serve the residential component of New development Area 5 as well as all of the existing and presently committed development until the construction of Highway 410 from Bovaird Drive to Steeles Avenue is complete, and accordingly, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.

8.3 Public Transit

8.3.1 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.

9.0 **STORM WATER MANAGEMENT**

9.1 A comprehensive storm water management study will be undertaken for the New Development Area 5 and will be subject to the approval of the City, the responsible Conservation Authorities and the Ministry of Transportation and Communication, prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water plan for the subject lands.

10.0 **IMPLEMENTATION**

10.1 Interpretation

10.1.1 In order to provide for flexibility in the interpretation of the text 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 Schedule SP6(a) together with the text of this chapter, establishes boundaries of land use designating, and road alignments as well as

densities and housing mix, these elements may vary slightly provide that the intent of the Secondary Plan and the Official Plan is clearly respected.

10.2 Phasing

10.2.1 In addition to the policies contained in section 7.4 of the Plan, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.

Chapter 6(b) and Schedule SP6(b)
of the document known as the
1984 Official Plan

CHAPTER 6(B): THE BRAMPTON WEST SECONDARY PLAN AS IT RELATES TO AREA NUMBER 6.

1.0 PURPOSE

The purpose of this Chapter, together with Schedule SP6(b), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the land shown outlined on Schedule SP6(b), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficiency and orderly urban development. This Chapter will form part of the Brampton West Secondary Plan.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 75.74 hectares (187 acres), and is situated between Williams Parkway and Highway Number 7 West, and between Canadian Pacific Railway right-of-way and McLaughlin Road North, being part of the west half of Lots 9 and 10 Concession 1, W.H.S. in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are more particularly shown on Schedule SP6(b).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential Policies

3.1.1 Housing mix target ranges, as indicated in Table 1, shall apply to Secondary Plan Area Number 6(b).

OP 93 83

TABLE 1

| HOUSING TYPE | PERCENTAGE OF TOTAL DWELLING UNITS |
|------------------------------|------------------------------------|
| Single Detached Density Type | 45 - 65% |
| Townhouse Density Type | 25 - 35% |
| Medium-High Density Type | 5 - 10% |
| Total | 100% |

3.1.2 The density range for Secondary Plan Area Number 6(b) shall be 18 to 32 units per hectare (7.4 to 13.0 units per acre) of gross residential area; with a maximum density of 59 units per net residential hectare (24 units per net acre) for areas designated "Medium-High Density Residential".

OP 93-83

3.1.3 In areas designated "Low Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.4 In areas designated "Medium Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the Medium Density range defined in Part II of the Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.5 In areas designated "Medium-High Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the Medium Density or Medium-High Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

OP 93-83

3.1.6 Residential development adjacent to railways and arterial roads will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, Subsection 1.8.2 and 1.8.3 of this Plan.

3.1.7 Where residential development, for which noise control measures will be required, precede the construction of the proposed grade separation at the Canadian Pacific Railway and Highway Number 7 West, the City will be required, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authority.

3.1.8 Prior to subdivision approval for lands situated adjacent to the Canadian Pacific Railway right-of-way, noise and vibration impact studies shall be undertaken by the developer, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment and the City, in consultation with Canadian Pacific Railway are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the imposition of adequate building setbacks.

3.2 Affordable Housing

Council shall promote and encourage the provision of affordable housing to the extent practicable in accordance with Government of Ontario Policy and the limits of its own municipal powers. Such affordable housing will

predominately be provided within the High Density Residential and Medium Density residential designations indicated on schedule "SP6(b)".

3.3 Institutional Policies

One separate elementary school site and one public elementary school site are required in the location designated on Schedule SP6(b). If a school site is not required by either the Peel Board of Education or The Dufferin-Peel Peel Roman Catholic Separate School Board, then it may be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.

3.4 Open Space

3.3.1 Lands designated open space on Schedule SP6(b) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply;

3.3.2 A "Neighbourhood Park", with an area of approximately 3.47 hectares (8.57 acres) shall be located in the general location indicated on Schedule SP6(b), and this shall be developed in accordance with the provisions of CHAPTER 2, Subsection 2.5.1.3.17, of this Plan.

3.3.3 Three "Parkettes", with areas of approximately 0.61, 0.4 and 0.37 hectares (1.50, 0.99 and 0.914 acres) shall be located in the general locations indicated on Schedule SP6(b), and shall be developed in accordance with the provisions of CHAPTER 2, Subsection 2.5.1.3.16 of this Plan.

3.4 Open Space - Hazard

3.4.1 Lands designated Open Space - Hazard west of the Canadian Pacific Railway north of Williams Parkway have been identified by the appropriate Conservation Authority as having inherent environment hazards to flood susceptibility. Accordingly, the policies of CHAPTER 1, Section 1.2 of this Plan shall apply.

3.5 Commercial

3.5.1 Lands designated "Convenience Commercial" on Schedule SP6(b) shall be planned and developed as a unit, providing space primarily for retail food and related goods establishments, and personal service shops and shall be developed in accordance with the following principles:

- (i) the area of the commercial site shall not exceed 0.65 hectares (1.61 acres);
- (ii) vehicular access shall only be from a Local or Minor Collector Road and not from the abutting Minor Arterial Road of McLaughlin Road North;
- (iii) no outdoor storage of goods or material shall be permitted;
- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residence to minimize intrusion and glare upon residential properties;
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirement of employees and customers; and,
- (vi) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

4.0 TRANSPORTATION POLICIES

4.1 Roads

4.1.1 Road facilities in Secondary Plan Area Number 6(b) are intended to be developed and function in accordance with the provisions of CHAPTER 4, Subsection 4.2 of this Plan.

4.1.2 The boundary roads of McLaughlin Road North and Williams Parkway are designated as Minor Arterial Roads and Highway Number 7 on the north is designated as a Provincial Highway.

4.1.3 The principal road system within the Secondary Plan Area Number 6(b) comprises Collector and Minor collector roads as shown on Schedule SP6(b). The local road system will be subject to approval as part of the subdivision approval process.

4.2 Railways

4.2.1 Schedule SP6(b) identifies proposed grade separations at the intersections of Highway Number 7 and the Canadian Pacific Railway and Williams

Parkway. Sufficient lands shall be reserved for grade separation purposes as part of the subdivision approval process.

5.0 MUNICIPAL SERVICES

5.1 Storm Water Management

A comprehensive storm water management study will be undertaken for Secondary Plan Area Number 6(b) and, be submitted for the approval of the Credit Valley Conservation Authority and the City prior to release of draft plans of subdivision for registration.

5.2 Sanitary Sewage and Water Supply

Development within Secondary Plan Area Number 6(b) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

5.3 Clean-up Requirements

The developer shall provide, to the satisfaction of the Ministry of the Environment, evidence that the level of soil contamination is acceptable for residential and recreational purposes.

6.0 IMPLEMENTATION AND INTERPRETATION

The provision of Chapter 7 of this plan shall apply to the implementation and interpretation of this chapter.