

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 8

**THE BRAMPTON NORTH
SECONDARY PLAN**

February 2010

EXPLANATORY NOTES

Office Consolidation The Brampton North Secondary Plan (Secondary Plan Area 8)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 8, Brampton North Secondary Plan)

This office consolidation of the Brampton North Secondary Plan consists of Subsection B2.2 of Chapter B1 of Section C of Part C, Chapter C35 and Chapter C60 of Section C of Part C and Plates 2, 5 and 56 of the document known as the Consolidated Official Plan and Chapters 8(a) (note: there are two Chapters 8(a)) of the document known as the 1984 Official Plan, as they apply to Secondary Plan Area Number 8. The aforementioned subsection, chapters and plates have been included. The following Official Plan amendments as approved by the Province have also been incorporated:

- 22 (amends Chapter B2.2 and Plate 5)
- 42 (amends Chapter B2.2 and Plate 5)
- 54 (amends Chapter B2.2 and Plate 5)
- 71 (creates Chapter C60 and Plate 56)
- 92 (amends Plate 5)
- 5A (amends Chapter B2.2 and Plate 5)
- 25A (amends Chapter C60)
- 71A (amends Chapter B2.2 and Plate 5)
- 83A (amends Chapter B2.2 and Plate 5)
- 125A (amends Chapter B2.2 and Plate 5)
- 141A (amends Chapter B2.2 and Plate 5)
- 145A (creates Chapter 8(a) and SP8(a))
- 175A (amends Chapter 8(a) and SP8(a))
- 177A (amends Chapter B2.2 and Plate 5)
- 223A (creates Chapter 8(a) (2nd) and SP8(a))
- 242A (amends Chapter 8(a) (2nd) and SP8(a))
- 270 (amends Chapter 8(a) (2nd))
- 93-92 (amends Chapter B2.2 and Plate 5)
- 93-126 (amends Chapter B2.2 and Plate 5)

In addition to the foregoing, Subsection 7.2.7.8 of Section 7 of Chapter 7 of the document known as the 1984 Official Plan contains specific policies and definitions applicable to that part of this secondary plan area which was in the former Town of Brampton (area shown on Plate 5). For convenience these policies and definitions have also been included.

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

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

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

**Subsection B2.2 Chapter B1 of Section B of
Part C and Plate 5
of the document known as the
Consolidated Official Plan**

SECTION B 2.0

SUB-SECTION B 2.2

BRAMPTON NORTH PLANNING DISTRICT

1.0 GENERAL DESCRIPTION

- 1.1 The Brampton North Planning District, comprising about 1,020 acres, is approximately 70 per cent developed with an estimated existing population of 10,000 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, the proposed alignment of Highway #410, and adjacent commercial and industrial areas directs attention to the northerly extension of the residential area. Approximately 330 acres remain for residential development. The total population expected in the District when it is fully developed is approximately 24,600 persons.
- 1.2 The Brampton North Planning District will be organized into seven neighbourhood units each centered on a junior public school and adjacent park.

2.0 LAND USE DESIGNATIONS

- 2.1 Future land uses are shown on the "Land Use and Roads" plan (Plate 5).

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 5).
- 3.2 Residential development in the low density areas will not exceed an average of 7.5 dwellings units per gross residential acre.
- 3.3 In Neighbourhoods 1 and 6, where areas of high density residential development abut area of medium density residential development, the boundaries between these density areas need not be observed provided that the maximum number of dwellings units by density category shown on Table No. 1 is not altered.

In the event that the lands so designated for a mix of high and medium density residential development are owned by more than one property owner, the number of dwelling units shall be distributed between or among the owners in proportion to the area of land owned by each owner and in

accordance with the mix of the high and medium density dwelling units. The apportionment will be performed at the subdivision and/or restricted area by-law stage; and further, it is intended that one property owner shall not be permitted to pre-empt the residential development potential of the other owners.

TABLE NO. 1		
Maximum Number of High and Medium Density Residential Dwelling Units Neighbourhoods 1 and 6		
Density Category	Neighbourhood	
	1	6
High	520	440
Medium	240	295

3.4 In the area designated for high density residential development at the northwest corner of Kennedy Road North and Vodden Street, only a senior citizen high-rise apartment and accessory uses shall be permitted. However, a church, day nursery and gymnasium shall be permitted. Council shall determine units that may be permitted, and in no event shall a floor space index of 1.0 be exceeded. (Floor space index shall mean the ration of the gross floor area of the residential building to the net lot area, and the gross floor area includes the area of all floor, excluding any floor area used for parking, building maintenance and communal facilities).

In recognition of the importance of the abutting streets - Kennedy Road North (a Regional road) and Vodden Street - the location of access driveways shall be subject to control so as to ensure that the traffic function of these streets will not be affected unduly.

The design of the development must be of high quality. The following criteria will be used to evaluate the development:

- (i) the location and siting of buildings and parking shall be such so as to minimize any loss of amenity that may be incurred by adjacent residential development. Accordingly, fencing, screening, and landscaped open space will be required, where deemed necessary by Council;

- (ii) the provision of parking to satisfy the expected requirements of the occupants, visitors and guests.
- (iii) the provision of recreation and similar facilities.
- (iv) the provision of pedestrian facilities.

3.5 In the area designated as Medium Density residential on the north side of Vodden Street between Garfield Crescent and Kennedy Road North, only row house dwelling units and accessory uses will be permitted. Council shall determine the maximum number of dwelling units that may be permitted and in no event shall more than 15 units per net residential acre be permitted.

The location and siting of buildings shall be such so as to minimize the loss of amenity that may be imposed on adjacent residential development. Accordingly, fencing, screening, and landscaped open space will be required where deemed necessary by Council.

The design of the development must be of high quality. The following criteria will be used to evaluate the development:

- (i) the provision of parking to satisfy the expected requirements of the occupants, visitors and guests;
- (ii) the provision of recreation and similar facilities;
- (iii) the provisions of pedestrian facilities.

NOTE: 3.6 DELETED BY OPA 22

3.8 The lands on the east side of Main Street North, approximately 125.14 metres north of Linkdale Road that are designated as Residential Low Density may be developed for either a single family detached dwelling with a home occupation or office uses, other than the offices for a doctor, dentist or drugless practitioner or real estate offices, but not both, and shall be subject to the following development principles:

OPA 177A

3.8.1 Provision shall be made for adequate landscaping and buffering to minimize the adverse influence of development upon abutting residential and open space uses and to retain the residential character of the subject lands.

- 3.8.2 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of the parking facilities shall have regard to the convenience and safety of customers and employees, or residents.
- 3.8.3 No flood lights or illuminated signs shall be permitted on the subject site.
- 3.8.4 All garbage and refuse storage containers shall be located within a building on the subject site.
- 3.8.5 The maximum gross commercial floor area to be used for offices other than for offices for a doctor, dentist or drugless practitioner, or real estate offices shall not exceed 282 square metres.
- 3.8.6 Personal service uses shall not be permitted on the subject site.
- 3.8.7 Policies 3.8.1 to 3.8.6 shall only apply in the event that the building on the site is used for offices, other than the offices of a doctor, dentist or drugless practitioner, or real estate offices.

4.0 COMMERCIAL USES

4.1 Neighbourhood commercial facilities will be provided by the existing shopping centre located at the intersection of Kennedy Road North and Vodden Street.

OPA 42

4.2 Convenience commercial facilities will be provided by existing plazas located at the intersection of Kennedy Road North and Church Street East, Kennedy Road North and Queen Street East, and on land located at the intersection of Queen Street East and Hansen Road.

OPA 42

4.3 The highway commercial designated lands on the south-west and north-east corner of the intersection of Kennedy Road North and Vodden Street will be reserved for automobile service stations.

OP93-126

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

OPA 42

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

In the development and improvement of private commercial uses and public

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

4.5

OPA 42

Any major intensification of commercial uses fronting on Queen Street East, between Heart Lake Road (Highway Number 410) and Kennedy Road shall be preceded by a comprehensive study of this area and an amendment to the Official Plan that covers this entire area.

4.5

OPA 54

A DISTRICT COMMERCIAL AREA is defined as a group of commercial establishments planned and developed as a unit. District Shopping Centres generally range from 9,000 to 28,000 square metres (96,900 to 301,400 square feet) Gross Leaseable Area in size and the principal tenants are junior or discount department stores.

Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs.

Complementary uses such as automobile service stations, car washes, and maintenance and repair services that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted.

Uses such as community services, open space, recreational facilities and other institutional uses may also be permitted.

The district commercial designation of lands on the north side of Vodden Street comprising Parts 2 and 3 of Reference Plan 43R-6848 is intended to provide a location for an access driveway to a proposed commercial mall and may accommodate commercial development consistent with the district commercial designation provided that measures acceptable to Council are undertaken to protect the amenity of adjacent residential uses through the provision of building height restrictions, appropriate location of off-street parking and loading and unloading facilities, landscaping, screen wall and fences and the location of buildings, signs and structures and that site and grading plans are prepared acceptable to the Metropolitan Toronto and Region Conservation Authority and the City.

4.5

OPA 83A

The lands on the east side of Wilson Avenue adjacent to the Brampton Municipal Cemetery that are designated as Service Commercial may only be developed in conjunction with the abutting lands having frontage on Queen Street East, and no vehicular access to Wilson Avenue shall be

permitted.

4.6 The Service Commercial designation of the lands on the east side of Main Street North approximately 158 metres north of Vodden Street is intended to permit a limited range of commercial uses and one residential dwelling unit that would be compatible with each other and in recognition of the size and shape of the subject lands and the land use designation of the abutting lands.

OPA 5A

4.6 The lands on the south side of Vodden Street west of Centre Street North that is designated as Institutional may be developed for a fire station or a combined fire station and recreation centre facility.

OPA 141A

4.7 The Service Commercial designation on the north side of Vodden Street, approximately 45 metres east of Main Street North, is intended to permit a full range of commercial uses, and shall be subject to the following development principles:

OPA 71A

4.7.1 Provision shall be made for adequate landscaping, fencing and buffering to minimize the adverse influence of development upon abutting residential uses and to enhance the appearance of the subject lands.

4.7.2 Adequate off-street parking shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of parking facilities shall have regard to the convenience and safety of customers and employees.

4.7.3 The location and design of access ramps shall be to the satisfaction of the City.

4.7.4 Adequate loading spaces shall be provided to the satisfaction of the City.

4.7.5 The illumination of parking and ancillary areas and the illumination of signs shall be controlled to minimize visual intrusion and glare upon the abutting residential properties.

4.8 The Service Commercial designation on the north side of Vodden Street, (OPA 125A) approximately 180 metres east of Main Street North, is intended to permit a medical clinic, limited number of related medical uses and a coffee shop and shall be subject to the following principles:

OPA 125A

4.8.1 Provision shall be made for adequate landscaping, fencing and buffering to minimize the adverse influence of development upon abutting residential

uses and to enhance the appearance of the subject lands.

4.8.2 Adequate off-street parking shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers. The design of parking facilities shall have regard to the convenience and safety of customers and employees.

4.8.3 The location and design of access ramps shall be to the satisfaction of the City and Metropolitan Toronto and Region Conservation Authority.

4.8.4 Due to the proximity of the development to the Etobicoke Creek, and area regulated by the Metropolitan Toronto and Region Conservation Authority, approval of the site and grading plans will be required by the Authority prior to the issuance of a building permit. The Metropolitan Toronto and Region Conservation Authority require that no openings in the building be permitted below established Regional Flood Plain levels, and that the elevation of the finished first floor be above the established Regional Flood Plain levels.

4.8.5 Adequate loading spaces shall be provided to the satisfaction of the City.

4.8.6 The illumination of parking and ancillary areas and the illumination of signs shall be controlled to minimize visual intrusion and glare upon the abutting residential properties.

4.9 The Service Commercial designation on the west side of Centre Street approximately 45.7 metres (150 feet) north of Queen Street East may be developed for a personal service shop.

OPA 93-92

4.10 The Service Commercial designation on the north-west corner of Kennedy Road North and Vodden Street may only be developed for a retail establishment having no outdoor storage.

OPA 93-126

5.0 EDUCATIONAL FACILITIES

5.1 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 residential development on adjacent lands in the former Chinguacousy Township.

5.2 Where possible junior public school sites have been located so that

students will not be required to cross a major or minor arterial road.

- 5.3 A junior public school cannot be justified in neighbourhood 5 at this time. The few students from this neighbourhood will be required to attend schools located in adjacent neighbourhoods.
- 5.4 Two senior public schools facilities will be required to serve the areas west and east of Kennedy Road North.
- 5.5 Separate school facilities will be provided by an enlargement of the St. Annes Separate School site and, if necessary, a further facility in Neighbourhood No. 7.

This second facility is designated on Plate 5. If the facility is not developed, an amendment to this Plan will be required prior to any other development taking place, with the exception of Low Density Residential uses consistent with the principles of Section B2.0, Sub-Section B2.2 clause 3.2.

6.0 OPEN SPACE AND RECREATION

- 6.1 Neighbourhood recreation facilities will be located in each neighbourhood where possible on sites adjacent to junior public schools
- 6.2 A community centre site with provisions for an arena, baseball diamond and other facilities will be developed at the north-east corner of the intersection of Vodden Street and Rutherford Road in Neighbourhood No. 5.

7.0 ROADS

- 7.1 The Brampton North Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 5).
- 7.2 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 within the former Township of Chinguacousy.
- 7.3 To protect the arterial function of Kennedy Road North and Main Street North and the amenity of the abutting residential development, these developments will normally have reversed frontage with special setbacks, landscaping and screening.

Controlled access along arterial roads will be maintained for high density residential 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.

**Part of Subsection 7.2.7.8 of
Section 7 of Chapter 7,
of the document known as the
1984 Official Plan**

7.2.7.8 The part of this secondary plan area which was in the former Town of Brampton (see Plate 5) shall be subject to the following policy and definitions:

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

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

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

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

**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 focussing 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%
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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) day lighting,
- (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.
- 2.6.3 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.
- 3.5 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.

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**

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 C60 of Section C of
Part C and Plate 56
of the document known as the
Consolidated Official Plan**

"CHAPTER C60"

1.0 PURPOSE

The purpose of this Chapter, is to specify the desired pattern of land use, the transportation network and related policies to achieve a high quality, efficient and orderly residential development within the area cover by Chapter C60 which area will be henceforward referred to as "New Development Area 7 Secondary Plan Area."

2.0 LOCATION

The New Development Area 7 Secondary Plan Area comprises a total area of approximately 16.72 hectares (41.32 acres) located in the south-west quadrant of the intersection of Highway Number 7 By-pass (Bovaird Drive) and Kennedy Road, being part of Lot 10 in in Concession 1, E.H.S., in the City of Brampton as outlined on Plate 56.

3.0 DEFINITIONS

"Group Home" means a dwelling unit occupied by three to ten persons, inclusive of staff or receiving family, used for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised group living arrangement for their well being. "Group Home" shall not include a crisis care facility or a facility for inmates, adult male parolees or probationers, transients and addicts.

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

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

"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 residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses 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.

"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 townhouse housing types.

DEVELOPMENT PRINCIPLES

4.0 GENERAL PROVISIONS

4.1 Energy Conservation

4.1.1 Council shall require that any buildings in the residential areas to be, to the greatest extent practicable, sited and designed with respect to sun orientation and predominant wind directions to minimize heat loss from wind and to maximize the heating effect of the sun.

4.1.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from the north, east and west winds and by providing shade from and exposure to the sun during the summer and winter respectively.

4.1.3 Council 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 attenuated outdoor noise levels are forecast to exceed the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table II) 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 traffic and/or industrial operations will be permitted only if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table II) 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 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 outdoor recreation areas, berms, acoustic barriers, etc. Appendix A, Table III gives an indication of those areas which are likely to be adversely affected by excessive noise levels.
- 4.3 Hazard Lands
- 4.3.1 Definition
Hazard Lands associated with the Etobicoke Creek Valley, as designated on Plate No. 56 are those which have inherent physical hazards such as flood or erosion susceptibility, steep slopes or other physical limitations to development. These Hazard Lands shall become part of the Public Open Space systems to be used for walking and cycling trails and other recreational pursuits, and as an amenity in association with nearby development. Boundaries of the designated Hazard Lands will be established on a site specific basis in consultation with the Metropolitan Toronto and Region Conservation Authority.
- 4.3.2 Any alteration to a watercourse or valley, including the placement of buildings, structure or fill, whether originating on the site or elsewhere, or removal of fill or the provision of access to a valley or bridges over a creek is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act and to the approval of the City of Brampton.

4.3.3 Where a development proposal involves land which is designated Hazard Lands, such lands shall not necessarily be acceptable as part of the dedication for park purposes required under the Planning Act.

4.3.4 Building and property line setbacks shall be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, in conjunction with the responsible Conservation Authority, on a site specific basis.

5.0 RESIDENTIAL POLICIES

5.1 The housing mix target ranges shall be as indicated in Table I and shall apply to the New Development Area 7 Secondary Plan area:

OPA 25A

TABLE I

	<u>Housing Type</u>	<u>% of Dwellings Units</u>
OPA 25A	Single Family Density	15 - 25%
	Semi-Detached Density	65 - 75%
	Medium Density	5 - 15%

5.2 The maximum density for the New Development Area 7 is 24.2 units per hectare (9.8 units per acre) of gross residential area.

OPA 25A

5.3 In areas designated Low Density Residential on Plate Number 56, 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 areas designated Medium Density Residential on Plate Number 56, 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.

5.5 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 In approving new residential developments, the City shall take into consideration an appropriate mixture of housing for low income, medium

income and upper income households according to substantiated need and demand for the City as a whole.

- 5.8 Group homes will be permitted on appropriate sites in the lower density designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.
- 5.9 The City shall endeavor to ensure the orderly provision of community services in conjunction with new residential development.
- 5.10 Day care centres, be they public, commercial or private may be located in any part of the Amendment area as long as the following conditions are met:
- (i) accessible by public transit;
 - (ii) adequate ingress/egress and parking so as to eliminate conflict with other traffic;
 - (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
 - (iv) minimal air and noise pollution.

6.0 OPEN SPACE

6.1 Definition

Lands designated Open Space on Plate 56 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 use will not be credited as part of this public open space tableland requirement 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, 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 shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, 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 requirement, or the City may accept park lands 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 In recognition of the importance of valleylands and other hazard lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such hazard lands.
- 6.9 It is Council'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.
- 6.10 Park Hierarchy: The requirements and development of public parks and associated recreation facilities on the lands designated Open Space on Plate 56 shall be based where feasible on the neighbourhood service level policies and standards contained hereunder. The community, district and specialized parks required to serve residents of this area are included in the overall tableland requirement of the City (policy 6.4), but will be located in adjacent areas.
- 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 neighbourhood park purposes in New Development Area 7 shall be conveyed in the amount required to satisfy policy 6.11 and in the general location indicated on Plate No. 56, 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 open space links.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of open space links.
- 6.16 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

7.0 TRANSPORTATION POLICIES

7.1 Roads

- 7.1.1 Road facilities in the New Development Area 7 are intended to function in accordance with the following guidelines and classifications.
- (a) Provincial Highways are intended to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.
 - (b) Major Arterials 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 generation as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.
 - (c) Minor Arterials are intended to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade intersections are desirable with provincial

highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.

- (d) 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 limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
- (e) Minor Collectors are intended to accommodate light to moderate volumes of short distance traffic at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (f) Local roadways are intended to accommodate low volumes of traffic travelling at low speeds points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (f) Minor Local roadways are intended to accommodate very low volumes of traffic travelling at low speeds points of origin and the local road 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.

7.1.2 Provincial Highways, Minor Arterials and Minor Collectors in accordance with the classification in policy 7.1.1 as shown on Plate 56. The minor road network is not shown on Plate 56 and will be subject to approval as part of the subdivision approval process.

7.1.3 The right-of-way requirement for Highway Number 7 (Bovaird Drive) will be the responsibility of the Ministry of Transportation and Communications.

- 7.1.4 Lands adjacent to Highway Number 7 (Bovaird Drive) right-of-way shall only be considered for development if it does not prejudice the right-of-way requirement of the Ministry of Transportation and Communications respecting the said highway.
- 7.1.5 The number and location of access points onto Highway Number 7 (Bovaird Drive) shall be subject to approval by the Ministry of Transportation and Communications.
- 7.1.6 The right-of-way requirements for Kennedy Road within the New Development Area 7 shall be 36 metres (118.11 feet). The minimum right-of-way for the Minor Collector Road shall be 23 metres (76 feet). Right-of-way width requirements will typically be 20 metres (65.6 feet) and 17 metres (55.77 feet) for Local Roads and Minor Local Roads respectively. The minor road network is not shown on Plate 56 and will be subject to approval as part of the subdivision process.
- 7.1.7 The required right-of-way width specified in policy 7.1.6 denotes only the basic requirement for the section of the road. Additional width of rights-of-way may be required at intersections to provide for exclusive turning lanes, 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.
- 7.1.8 The traffic carrying function of the arterial and collector systems will be protected and improved by:
- (i) discouraging intersections of local streets with arterial in the design of new subdivision; and
 - (ii) controlling the number of collector road intersections with arterial roads through subdivision design;
- 7.1.9 Land use designation boundaries which coincide with a major feature such as a road shall be deemed to remain coincidental if the location of the major feature is adjusted slightly.
- 7.1.10 Council will endeavor to achieve a safe and quiet atmosphere in residential areas by:
- (i) encouraging the use of minor crescent streets and the selective use of short cul-de-sacs in subdivision design where feasible;

- (ii) using street designs which discourage excessive speeds;
- (iii) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
- (iv) locating higher density development where access can be gained directly from collector or minor collector streets whenever practicable.

7.1.11 The provision of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

7.1.12 The system of collector and local roads shall be provided to discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic.

7.2 Pedestrians

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

7.3 Public Transit

7.3.1 Council will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.

7.3.2 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.

7.4 Transportation Facilities Impact

7.4.1 Provisions shall be made in all site plans and plan 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.

8.0 **MAJOR PUBLIC UTILITIES POLICIES**

8.1 Storm Water Management

8.1.1 Introduction:

Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourse 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, increased stream management costs, and impairment of natural beauty.

8.1.2 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 watercourse where available.

8.1.3 Council 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 watercourse in a more healthy, natural condition.

8.1.4 Council shall ensure that 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.

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

8.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 7 and will be subject to the approval of 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.

8.2 Sanitary Sewerage

8.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following

design and development objectives:

- (i) Due regard shall be used 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.

8.3 Water Supply

A potable water supply is the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following long term objectives:

- (i) Water purification supply facilities and distribution works will be installed and maintained to adequately serve the City's developed area, as well as developing areas.
- (ii) The design of water supply and distribution facilities will be based on ultimate development within the South Peel Servicing Scheme area.

8.3 Cabled Services

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

8.3.2 Council shall endeavor 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.

9.0 IMPLEMENTATION POLICIES

9.1 Interpretation

9.1.1 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 amendment to this Plan, provided that they do not affect the intent of this Plan.

- 9.1.2 Although Plate 56 together with the text of this Chapter establishes boundaries of land use designations, road alignments and service corridors as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and the Official Plan is clearly respected.
- 9.2 Restricted Area By-law
- 9.2.1 Restricted Areas By-laws pursuant to Section 35 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.
- 9.2.2 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 designations herein, Council may make use of interim zoning classes in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.
- 9.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium density 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.
- 9.3 Subdivision Control
- 9.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 33 of The Planning Act will be used by Council to ensure that the policies and land uses of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.
- 9.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies 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.
- 9.3.3 The storm water management studies referred to in policy 8.1.6 shall be completed to the satisfaction of Council prior to the draft approval of any plan of subdivision in the New Development Area 7.

9.4 Site Plan Control

9.4.1 Council 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 35a of The Planning Act.

9.5 Parkland

9.5.1 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 purposes 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 purposes.

9.5.2 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 term of either parkland or recreation facilities.

9.5.3 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 will be considered premature unless and until such areas have come into public ownership.

9.6 Financial and Phasing

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

- (i) No building permits shall be issued for lands within a 150 metre radius of the industrial plant existing in the easterly portion of the New Development Area 7 until such time as the City has been satisfied that the said industrial plant will have ceased to be in operation prior to the occupancy of any dwelling unit within the said radius.
- (ii) 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.

- (iii) Support to Existing Infrastructure: Favors 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.
- (iv) Piped Services (Sewer and Water): Favors 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.
- (v) Transportation Services (Road and Transit): Favors those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (vi) Parkland and Community Services: Favors those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vii) Consistency with Housing Needs: Favors those developments and areas which best support the provisions of a housing supply consistent with market demand and with the needs of those who work in Brampton.
- (viii) Environmental Concerns (Noise, etc.): Favors 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.
- (ix) Social Concerns: Favors those developments and areas which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
- (x) Consistency with other Official Plan Policies: Favors those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.

- (xi) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favors the earliest development application in official circulation by the Region or the Province.

APPENDIX A

TABLE I

ROADWAY NOISE INDOOR
SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

<u>Type of Space</u>	<u>Equivalent Sound Level Limit L_{eq} (dBA)</u>
Bedrooms, sleeping quarters, hospital, etc (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 0:700 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classroom, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops, and stores, etc. (Time period: 0:700 - 23:00 hours)	50

APPENDIX A

TABLE II

**ROADWAY RAILWAY NOISE SOUND LEVEL
LIMITS FOR OUTDOOR RECREATIONAL AREAS**

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

<u>Period of Day</u>	<u>dBA Limits</u>	
	<u>Traffic Noise</u>	
	<u>L_{eq}</u>	<u>L₅₀</u>
07:00 hours to 23:00 hours	55*	52
23:00 hours to 0:700 hours	50*	47

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L₅₀ - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dBA exists and it is not practical to implement noise measures to deal with this slight excess.

APPENDIX A

TABLE III

AREAS REQUIRING NOISE ANALYSIS

Areas requiring noise analysis are considered to be those lying within 150m (492.13 feet) of medium industrial uses and those uses lying within the following distances of the various roadway types having the following number of lanes:

Road Classification	Operating Speed	Projected Number of Lanes	Projected Traffic-Volumes		Assumed Percent	Area Requiring Analysis	
			AADT	Average Trucks Hourly**		Distances from Edge of Pavement (Deop)*	(metres) (ft.)
Provincial Highway	50	6	78,000	4,700	15%	492	1,614
		4	35,000	2,100	15%	273	897
		2	17,000	1,000	15%	159	522
Arterial (Major & Minor)	35 4	6	60,000	3,600	15%	241	792
		4	27,000	1,600	15%	134	438
		2	13,000	800	10%	72	236
Collector & Minor Collector	30	4	20,000	1,200	10%	81	267
		2	10,000	600	10%	49	161

* Calculations are based on the following MTC formula:

$$Deop = \text{Antilog} (3.56 + 0.73 \log (Vc + 6Vt) + 0.015 - 0.072 Leq)$$

Areas requiring noise analysis are defined by the distances from the edge of pavement which would be subject to Leq traffic noise levels exceeding 55 dBA for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating feature.

** 95% of the traffic is assumed to be daytime traffic (ie. 07:00 to 23:00 hours).

Chapter 8(a)
to the document known as
the 1984 Official Plan

CHAPTER 8(a): The Brampton North Secondary Plan

1.0 PURPOSE

OPA 145A

The purpose of this chapter, together with Schedule SP8(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 shown outlined on Schedule SP8(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The chapter will form part of the Brampton North Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 7.96 hectares (19.7 acres) and are situated north of Queen Street East, west of Kennedy Road North, East of Beech Street and south of Church Street. The lands comprise part of the east half of Lot 6, Concession 1, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton, as shown outlined on Schedule SP8(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 High Density Residential Policies

3.1.1 The lands designated High Density Residential on Schedule SP8(a) shall be subject to the following development criteria and policies:

- (i) residential development shall not exceed a net residential density of 150 units per net residential hectare; and
- (ii) apartments may have primary access to a local road.

3.1.2 In areas designated "High Density Residential" on Schedule SP8(a), permitted uses include those residential uses within the High Density range defined in Part II of this Plan, subject to policy 3.1.1 above.

3.1.3 The City shall encourage redevelopment proposals in the high density residential designation to contain bachelor and one bedroom dwelling units.

3.1.4 To encourage and facilitate the orderly and comprehensive redevelopment of the high density residential designation:

- (i) the City shall review development proposals in relation to the degree of property assembly that has occurred in the vicinity and the effect of any development proposal on the opportunity for abutting or adjacent properties to redevelop in conformity with this plan and shall use this information, where appropriate, as one basis for the denial of any rezoning application which is not in the interest of comprehensive redevelopment within the high density residential designation;
- (ii) the City shall, in conjunction with other concerned agencies, consider the closure of Charles Street if the degree of property assembly along Charles Street warrants such a process.
- (iii) the City shall not permit or approve any interim conversion of single family dwellings for commercial purposes by temporary use by-law or by minor variance application.

3.2 Open Space

3.2.1 As a condition of approval for any redevelopment project, the City shall avail itself of the cash-in-lieu of parkland dedication requirement, in accordance with City policy. Such cash-in-lieu requirement shall be utilized to enlarge or improve existing open space and recreation facilities in the area. Proponents of redevelopment schemes shall be required to provide on-site recreational amenities in conjunction with residential uses.

3.2.2 The provisions and policies of Part II, Chapter 2, section 2.5 of this Plan apply to the disposition or redevelopment of open space within the secondary plan area.

3.3 Transportation

3.3.1 The City shall, in conjunction with other concerned agencies, consider the closures of Charles Street for contribution to abutting development proposals if the degree of property assembly and consolidation along Charles Street warrants such a process.

3.3.2 Transportation facilities are intended to function in accordance with the provisions of Part II, Chapter 4 of this Plan.

3.4 Major Public Utilities

3.4.1 Stormwater Management

In the processing of individual development proposals, the City may require a comprehensive stormwater management study for the approval of the City and the Conservation Authority prior to the enactment of an implementing zoning by-law amendment . As a condition of development approval, redevelopment proponents shall equitably contribute to the cost of any area-based stormwater management study.

3.4.2 Sanitary Sewage and Water Supply

All redevelopment within the area shown on Schedule SP8(a) shall be provided, and subject to, adequate piped municipal water and sanitary services.

3.4.3 Public utilities are intended to develop and function in accordance with the provisions of Part II, Chapter 5 of this Plan.

3.5 Special Policy Areas

3.5.1 The lands shown outlined as Special Policy Area 1 on Schedule SP8(a), shall be used for high density residential development which shall not exceed a net residential density of 217 units per net residential hectare. On-site recreational amenities shall be provided in conjunction with residential uses.

4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of Part II, Chapter 7 of this Plan shall apply to the implementation and interpretation of this chapter.

Chapter 8(A)
to the document known as
the 1984 Official Plan

CHAPTER 8(A): BRAMPTON NORTH SECONDARY PLAN AS IT AFFECTS NEW DEVELOPMENT AREA 6

1.0 PURPOSE

In 1980, City Council adopted Official Plan Amendment 60 to the Consolidated Official Plan which specified development principles to facilitate development of lands located in the south-east quadrant of the intersection of Highway 7 and Main Street. The subject property was designated "New Development Area 6 Secondary Plan Area". The development principles addressed hazard lands, energy conservation, noise abatement, public open space, mixed commercial/residential development, schools, highway commercial, transportation, major public utilities, rehabilitation of the shale pit, and implementation policies.

The Secondary plan was implemented by draft plan of subdivision 21T-80029B, which contained 1832 dwelling units, a school site, park, mixed commercial/residential site, a valleyland block and one minor collector road. Low density residential development was proposed in the northern and eastern sections of the plan and high density residential was proposed along Main Street.

Draft plan 21T-80029B did not proceed to registration and a zoning by-law for the property was not enacted by Brampton City Council.

The file was reactivated in 1991 and a revised draft plan of subdivision was proposed. In September, 1992 City Council recommended approval of a draft plan of proposed subdivision which proposed the following:

<p>MOD 1 OPA 223</p>

- 190 semi-detached dwelling units;
- 256 quattroplex dwelling units;
- 93 street townhouse units;
- 326 block townhouse units;
- 240 apartment units;
- a school site;

- a park site;
- two commercial blocks along Main Street; and
- two valleyland blocks.

The purpose of this amendment is to modify the secondary plan policies to permit the revised draft plan of proposed subdivision.

2.0 **LOCATION**

The lands subject to the amendment are described as Part of Lots 9 and 10, Concession 1, E.H.S., in the City of Brampton. The lands are situated in the south-east quadrant of the intersection of Main Street and Highway Number 7. The lands subject to this amendment comprise a total area of 55.76 hectare (137.8 acres) and are shown as "New Development Area 6" on Schedule A attached thereto.

3.0 **HIGHWAY COMMERCIAL**

3.1 **Hazard Lands**

3.1.1 Lands designated as "Hazard Lands" on Schedule SP8(A) shall be subject to the policies contained in section 1.2 - HAZARD LANDS in the Official Plan.

3.2 **Highway Commercial**

3.2.1 The purpose of the "Highway Commercial" designation on Schedule SP 8(A) is to recognize the existing service station located directly at the south-east corner of Highway Number 7 and Main Street North. The policies contained in section 2.2.4.3 of the Official Plan apply to this designation.

3.2.2 Proposals for automobile service stations or related uses, shall be evaluated in a site specific basis, in accordance with the criteria set out in section 2.2 of the Official Plan.

3.3 **Convenience Commercial**

3.3.1 Schedule SP8(A) designates a site located on the east side of Main Street for "Convenience Commercial" purposes and shall be developed in accordance with the policies set out in section 2.2.3.20 of the Official Plan.

- 3.3.2 Lands designated for Convenience Commercial purposes on Schedule SP8(A) shall have a maximum site area of approximately 2.6 acres. Given that this maximum site area exceeds that which is prescribed for convenience commercial purposes in Table 2 (Criteria for Major Retail/Service Shopping Centres) of the Official Plan, the maximum gross leasable area may exceed the limits set out in policy 2.2.3.21 provided that:
- (i) All other policies related to Convenience Commercial development are adhered to;
 - (ii) The maximum gross leasable floor area does not exceed 30,000 square feet; and,
 - (iii) The maximum gross leasable floor area approved for the site is specified in an implementing zoning by-law.
- 3.3.3 Access to the Convenience Commercial site shall be to the satisfaction of the City of Brampton.
- 3.3.4 Comprehensive development plans and design schemes will be required and development will be subject to site plan approval under the provisions of the Planning Act.
- 3.3.5 Where the commercial site abuts residential areas, consideration will be given to the following:
- (i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized; and
 - (ii) that traffic, parking and service areas do not adversely affect adjacent residential land uses.
- 3.4 District Commercial
- 3.4.1 The area designated "District Commercial" on Schedule SP 8(A) shall be developed in conformance with the district commercial policy contained in section 2.2.3.17 of the Official Plan. However, a supermarket shall only be permitted subject to the following:
- (i) The completion of a Market Impact Study satisfactory to the City of Brampton; and,

(ii) An amendment to the zoning by-law.

3.4.2 The maximum gross leasable commercial floor area shall be specified in the implementing zoning by-law and shall be in conformance with the general criteria in Table 2 of the Official Plan.

3.4.3 Comprehensive development plans and design schemes will be required and development will be subject to site plan approval under the provisions of the Planning Act.

3.4.4 Where the commercial site abuts residential areas, consideration will be given to the following:

(i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized; and

(ii) that traffic, parking and service areas do not adversely affect adjacent residential land uses.

3.4.5 Access to the district commercial site shall be to the satisfaction of the City of Brampton for access to Main Street North and the Ministry of Transportation for access to Highway #7.

MOD 2
OPA 223

3.4.6 deleted by OPA 242

3.5 Residential

3.5.1 and 3.5.2 deleted by OPA 242

3.5.1 The maximum gross residential density shall be 46 units per hectare (18.6 units per acre).

OPA 270

3.5.3 The overall gross residential density for lands designated Medium and High Density Residential on Schedule SP 8(A) shall not exceed 86 units per hectare (35 units per acre).

3.5.4 The areas designated Low to Medium Density Residential and Medium to High Density residential on Schedule SP 8(A), shall be developed in

conformance with the policies contained in section 2.1.1. of the Official Plan.

3.5.5

MOD 3

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

Opportunities will be created for a range and mix of housing types which are suitable for different income and age levels, lifestyles and household structures of the future residents in accordance with the identified housing needs of the City of Brampton. The housing types shall include single attached dwelling units, semi-detached dwelling units, quattroplex dwelling units, street townhouse units, block townhouse units, and apartment units.

Innovation will be encouraged in terms of housing types and zoning standards, to ensure that the development will create and foster continuing opportunities for affordable housing.

The developer has agreed to provide a minimum of 25% affordable housing within the proposed draft plan of subdivision 21T-80029B. 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, and number of affordable units.

3.6

Neighbourhood Park

3.6.1

MOD 4
OPA223

A neighbourhood Park shall be developed in general conformance with the policies contained in section 2.5.1.3.17 of the Official Plan.

3.6.2

The neighbourhood park designation on Schedule SP8(A) may be developed in conjunction with school purposes as set out in section 3.7. Accordingly, the location, size and configuration of the neighbourhood park block on Schedule SP8(A) is intended to be symbolic and may be modified without an amendment to this plan provided that the intent of this chapter is maintained.

3.7

School

3.7.1

MOD 5
OPA223

Two schools have been designated symbolically on schedule SP8(A) in accordance with the requirements of the Peel Board of education and the Dufferin-Peel Roman Catholic Separate School Board. It is the intent of this plan to provide sufficient flexibility to allow the development of both schools

independently, as joint/shared facilities or in conjunction with the neighbourhood park also designated on Schedule SP8(A).

Accordingly, the location, size and configuration of the school site is intended to be general in nature and may be modified without an amendment to this plan.

3.7.2 In the event that the school site designated on Schedule SP8(A) are not required for school purposes, then low density residential dwelling types will be permitted without an amendment to this plan.

3.8 Transportation

3.8.1 Roads shall be developed in conformance with the policies contained in section 4.2 of the Official Plan.

3.8.2 Walkways shall be developed in conformance with the policies contained in section 4.7 of the Official Plan.

3.8.3 Public Transit shall be developed in conformance with the policies contained in section 4.3 of the Official Plan.

3.9 Rehabilitation of Shale Pit

3.9.1 The existing shale pit on the subject property shall be rehabilitated for residential, commercial, recreational and school use to the satisfaction of the Ministry of the Environment, Metropolitan Toronto and Region Conservation Authority, Ministry of Natural Resources and the City of Brampton.

3.10 Noise Abatement

3.10.1 A noise Abatement Study shall be completed in conformance with the policies contained in section 1.8 of the Official Plan and implemented to the satisfaction of the Commissioner of Planning and Development.

3.11 Engineering Services

3.11.1 This chapter provides for the efficient deployment of engineering services to facilitate growth within the secondary planning area. These Engineering Services are comprised of:

- (i) storm water management facilities; and,

- (ii) sanitary sewage and water supply.

3.11.2 Storm Water Management

MOD 6

A detailed engineering and drainage report shall be undertaken for any development in the secondary plan area, and shall be subject to the approval of the appropriate Conservation Authority, the Minister of Natural Resources, and the City. This report shall describe:

- (a) The storm water management techniques which must be implemented to minimize the amount of storm water drainage and the proposed techniques in which storm water will be treated to maintain quality. In this regard, draft plans of subdivision within the Secondary Plan may require red-line revisions to accommodate both quality and quantity control facilities.

- (b) Proposed methods for controlling or minimizing erosion and siltation in the secondary plan area and in downstream areas during and after construction.

3.11.3 Sanitary Sewage and Water Supply

Development within the secondary plan area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of Chapter 7 of the Official Plan shall apply to the implementation and interpretation of this chapter.