



IB-9-1

Report

City Council

Date: November 13, 2009

BRAMPTON CITY COUNCIL

File: P26S 48

DATE: December 9, 2009

Subject: **OFFICIAL PLAN AMENDMENT REPORT**
 Countryside Villages Secondary Plan (Chapters 48(a) and (b))
 Wards 9 and 10

Contact: David Waters, Manager, Land Use Policy (905-874-2074)

OVERVIEW:

- This report presents two Official Plan Amendments for Council adoption that implement the Countryside Villages Secondary Plan.
- The implementing Official Plan Amendment sets out the long-term framework for the new community, based on the concept of “new urbanism” where neighbourhoods are planned to be pedestrian friendly and transit supportive.
- The Countryside Villages Secondary Plan comprises an area of 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west.
- In September 2008, a draft Official Plan amendment for Countryside Villages was presented at a statutory public meeting.
- A recommendation report was presented to Planning, Design and Development Committee in July 2009 outlining the proposed revisions to the draft Official Plan Amendment that directed staff to present a revised Official Plan Amendment document for adoption at a City Council meeting in the Fall of 2009.
- The Countryside Villages Official Plan Amendments conform to the Provincial Policy Statement and the Official Plan of Peel and Brampton.
- This staff report also responds to written submissions received after the July 2009 Planning, Design and Development Committee meeting, and where appropriate, recommends revisions to the Official Plan Amendments.

RECOMMENDATIONS

1. **THAT** the staff report dated November 13, 2009 and entitled “Official Plan Amendment Report Countryside Villages Secondary Plan (Chapters 48 (a) and (b)), Wards 9 and 10” and attachments (File: P26S 48), be received;

2. **THAT** the Official Plan Amendment Chapter 48(b) for the Countryside Villages Secondary Plan be revised as presented under the following headings:

A. Institutional

i) Revise Section 5.6.5.2 Public Secondary School Site to as follows:

“In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concesssion 6 E.H.S. within 3 years from the time of registration of the plan or plans of subdivision in Sub-Area 48-2 that contain the blocks that complete the public secondary school site, the designated Public Secondary School site shall be released and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Chapter.”

B. Special Policy Areas

i) Add a policy to Section 6.3 Special Policy Area 3 which permits a bed and breakfast establishment at 11556 Bramalea Road, as follows:

“In addition to the existing residential use of the property, a Bed and Breakfast may be permitted at the property know as 11556 Bramalea Road existing of no more than 6 bedrooms. Renovations or new structures to accommodate the Bed and Breakfast will be limited in scale and character, remain in a residential built form and require a rezoning to implement the proposed use and associated performance standards.”

C. Neighborhood Parks

i) Add a policy to Section 5.5.3 Neighborhood Parks to address the need and location of the neighborhood park on the property at the northwest corner of Bramalea Road and Countryside Drive, as follows:

“With regard to the Neighborhood Park designation in the northwest quadrant of Bramalea Road and Countryside Drive, the ultimate need and location will be determined at the block plan stage of approval.”

3. **THAT** City Council authorize the adoption of the Official Plan Amendments attached for Chapter 48(a) and 48(b) hereto as Appendix A and Appendix B, respectively;

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4. **THAT** it is hereby determined that in adopting the attached Official Plan Amendments, Council has had regard for all matters of Provincial Interest and the Provincial Policy Statements as set out in Section 2 and 3(5) respectively of the Planning Act, R.S.O. 1990, c.P.13, as amended; and,
5. **THAT** in accordance with Section 34(17) of the Planning Act R.S.O. 1990, c.P.13, as amended, Council hereby determines that no further public notice is to be given in respect of the attached Official Plan Amendments.

BACKGROUND

The Countryside Villages Secondary Plan (Area 48) is about 1,600 acres and is bounded by Mayfield Road to the north, Countryside Drive to the south, the west branch of the West Humber River to the east and Heart Lake Road to the west and represents an extension of the Springdale community to the south (see Figure 1). The lands to the north of Mayfield Road in the Town of Caledon are designated for industrial and commercial uses as part of the Mayfield West Secondary Plan.

The lands bounded by Mayfield Road to the north, Heart Lake Road to the west, Countryside Drive to the south and Dixie Road to the east are designated Industrial and shall form Chapter 48(a) to the Countryside Villages Secondary Plan. East of Dixie Road, the majority of the lands are designated residential in the Brampton Official Plan and shall form Chapter 48(b) to the Countryside Villages Secondary Plan. There is currently no approved secondary plan in force for Countryside Villages.

A statutory public meeting was held on September 3, 2008 to present and receive comments regarding the City's draft Official Plan Amendment for the Countryside Villages Secondary Plan. The draft Official Plan Amendment was revised based on input received at the public meeting and comments from agencies and stakeholders.

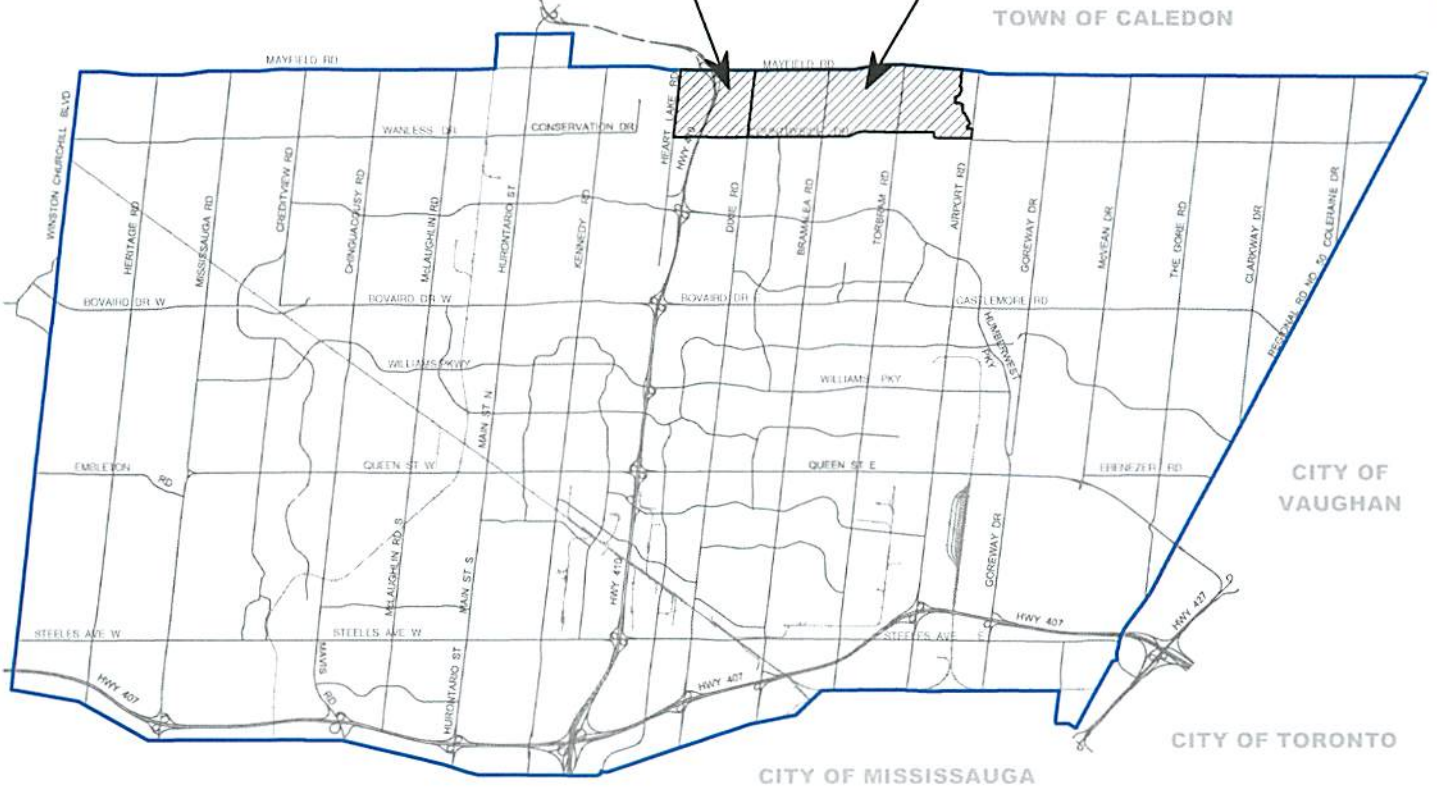
Revisions to the draft Official Plan Amendment were presented at the July 2009 Planning, Design and Development Committee meeting, where two delegations spoke regarding a property at the north west corner of Bramalea Road and Countryside Drive. The Official Plan Amendments attached hereto as Appendix A and B has been revised in accordance with the recommendations of the staff report that was presented to the Planning, Design & Development Committee meeting of July 27, 2009 and where appropriate, in accordance with written submissions received after the July 27th meeting.

The purposes of this report are to:

- Summarize further consultation undertaken by staff following the July 2009 Planning, Design and Development Committee meeting, and any revisions resulting from that consultation; and,

CHAPTER 48 (a)

CHAPTER 48 (b)

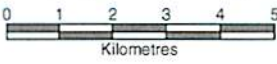


LEGEND

 Countryside Villages Secondary Plan (Area 48)



**FIGURE 1 - LOCATION MAP
COUNTRYSIDE VILLAGES SECONDARY PLAN**



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- Request Council adopt the attached Official Plan Amendments to implement the Countryside Villages Secondary Plan.

CURRENT SITUATION

Following the July 27, 2009 Planning Committee meeting, staff received further written submissions related to the draft Official Plan Amendment for Countryside Villages. These written submissions were provided by:

- Peel District School Board;
- Malone Given Parsons, Southwest corner of Mayfield Road and Torbram Road;
- Jaspal Singh Mudhar, 11556 Bramalea Road;
- Ventawood Management Inc., 11258 Torbram Road;
- Wood Bull LLP, Northwest corner of Bramalea Road and Countryside Drive;
- Smart Centres, southeast corner of Mayfield Road and Bramalea Road;
- Sustainable Urban Development Association; and
- Region of Peel.

Copies of the written submissions are attached hereto as Appendix A.

The following section describes the submission and staff's response along with any revisions to the Official Plan Amendments.

Issues

The issues addressed in this report include:

- Cost sharing;
- Timing and acquisition of the Public Secondary School site;
- Request for a Gas Bar and Convenience Retail designation at the southwest corner of Mayfield Road and Torbram Road;
- Proposal to permit a Bed and Breakfast use at 11556 Bramalea Road;
- Disproportionate amount of community uses (including a middle school) on the site west of Torbram Road;
- Proposed land uses on the northwest corner of Bramalea Road and Countryside Drive;
- Policies and related phasing concepts for the proposed District Retail site at the southeast corner of Mayfield Road and Bramalea Road;
- Density targets; and
- Transportation polices.

The following section discusses these issues and the City's response to them.

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Cost Sharing

The City of Brampton has received submissions from Ventawood Management Inc. and the landowners at the northwest corner of Bramalea Road and Countryside Drive. These submissions state a concern with the cost sharing policies of the Official Plan Amendment and the Developer cost sharing agreement.

Staff note that at this stage of the planning process, a signed cost sharing agreement is not a condition of secondary plan approval by Council. As such, it is premature for staff to be reviewing a Developer cost sharing agreement. However, as the planning process proceeds towards block plan approval and subdivision planning, a signed cost sharing agreement will be required prior to receiving draft plan approval. At that time, staff will review the particulars of the Developer cost sharing agreement to ensure that it is fair, reasonable and equitable amongst all landowners.

Timing and Acquisition of the Public Secondary School site

The Peel District School Board expressed concern regarding the timing and acquisition of the public secondary school site designated on the east side of Torbram Road.

In order to provide the host landowners with some certainty regarding timing and acquisition of the secondary school site by the Peel District School Board, staff proposed the addition of the following policy to the Official Plan Amendment.

“In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concession 6 E.H.S. within 3 years from the time of registration of the first residential draft plan of subdivision, the designated Public Secondary School site shall be released from retention for that purpose and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan.”

The Peel District School Board was not satisfied with the above policy as it does not adequately address the Board’s need for a secondary school site. It is the Board’s opinion that 3 years is insufficient time for the Board to fully understand the enrolment implications emerging from new development.

Considering the concerns of the School Board, staff have revised the policy in conjunction with the Peel Board to read as follows (new text underlined):

“In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concession 6 E.H.S. within 3 years from the time of registration of the plan or plans of subdivision in

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Sub-Area 48-2 that contain the blocks that complete the Public Secondary School site, the designated Public Secondary School site shall be released and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Chapter.

Staff are of the opinion that this policy provides the Peel District School Board with sufficient time to review and assess the enrollment figures generated by the first Block Plan in Countryside Villages. The ultimate need for the public secondary school will be based on actual enrollment numbers.

Request for a Gas Bar and Convenience Retail designation at the southwest corner of Mayfield Road and Torbram Road

Malone Given Parsons has expressed concern regarding the proposed land use designations at the southwest corner of Mayfield Road and Torbram Road. As the consultant for the landowner, a request was made to designate the property Residential with Convenience Retail, specifically to permit a gas bar and related retail uses.

Staff have reviewed Malone Given Parsons submission and are of the opinion that the southwest corner of Mayfield Road and Torbram Road does not represent an appropriate location for highway commercial uses like a gas bar. Furthermore, the intersection of Mayfield Road and Torbram Road is identified in the Official Plan Amendment as a Primary Gateway and the City's Official Plan policies and Urban Design Guidelines do not support a retail designation for gas sales at Primary Gateways and key Nodes.

Bed and Breakfast at 11556 Bramalea Road

Jaspal Singh Mudhar, owner of a residence at 11556 Bramalea Road is requesting the City revise the Official Plan Amendment to enable the existing residence to expand to accommodate a six bedroom Bed and Breakfast facility on his property.

Staff have meet with Mr. Mudhar and have agreed to add a Special Policy Area to the Secondary Plan that permits a six bedroom Bed and Breakfast facility as follows:

Special Policy Area 3

"In addition to the existing residential use of the property, a Bed and Breakfast may be permitted at the property know as 11556 Bramalea Road existing of no more than 6 bedrooms. Renovations or new structures to accommodate the Bed and Breakfast will be limited in scale and character, remain in a residential built form and require a rezoning to implement the proposed use and associated performance standards."

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Middle School site and other community uses on the west side of Torbram Road

Brampton Land Holdings Inc. (Ventawood Management Inc) has expressed concern regarding the proposed Middle School designation on their property. The property owner's request that the Middle School Block be moved to its original site east of Torbram Road and that 11258 Torbram Road is re-designated Residential in the Secondary Plan.

Furthermore, Davies Howe Partners representing the landowners have expressed further concern with regards to a number of aspects of both the draft cost sharing agreement and a number of policies within the Secondary Plan. Their concerns are listed below:

- proposed land uses demonstrate an imbalance and inequitable distribution of community uses in Block 2 and is therefore not meeting the objective of Section 4.2.4 i);
- Policies within the Official Plan amendment promote connectivity and linkages through an open space network of facilities and pedestrian and cyclist linkages between parks, natural areas and schools which is not achieved with the disproportionate amount of parks and schools on the west side of Torbram Road;
- Policies relating to the exact location of the school sites, stormwater management requirements, heritage preservation, road patterns and environmentally significant features being determined at the block plan stage are too flexible and conflict with provisions of the draft cost sharing agreement;
- Policies that require small land holdings to be assembled and conceptually developed and designed with other small parcels are too encumbering on landowners with public use designations on their lands; and
- Policies that require the City to ensure costs are assigned reasonably and that the Cost Sharing Agreement are executed to ensure equitable implementation of the Secondary Plan are beyond the expertise/scope of the City to ensure this.

In the July 2009 Planning report, staff identified the Peel District School Board's request to relocate a secondary school site to the northwest corner of Countryside Drive and the east/west collector road, east of Torbram Road and Airport Roads. In consultation with both the Peel and Dufferin Peel School Boards, in order to avoid a concentration of school sites in the immediate area, the location of the Public Junior Elementary School and the Public Middle School were relocated. The Public Middle School was relocated from northeast of Countryside Drive and Torbram Road to west of Torbram Road and south of the east-west collector road. The Public Junior Elementary School was relocated from east of Torbram Road, south of the east-west collector to a location east of Torbram Road north of the east-west collector road.

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The Peel District School Board has recommended that in order to avoid a concentration of schools east of Torbram Road, the Middle School designation is best located west of Torbram Road. Staff note that the actual location will be determined at the block plan stage of approval.

City staff concurs with the school board's recommendation and remain of the opinion that the relocation of both the Public Junior Elementary School and the Public Middle School represents good planning by avoiding a concentration of schools in the immediate area and the mixing of elementary and middle school populations.

Staff advise that the Official Plan Amendment contains policies relating to the ultimate location of schools, stormwater management facilities and road alignments are flexible as the exact location will be determined and refined at the block plan stage of approval.

Northwest corner of Bramalea Road and Countryside Drive

Weston Consulting Group Inc. and Wood Bull LLP have expressed concern regarding cost sharing, the proposed woodlot and the Neighborhood Park designation on the subject lands. In further discussions between the City, the landowners and their consultants, a request was made for:

- The tableland woodlot to be considered in lieu of the required parkland dedication,
- The removal of a policy in the Official Plan Amendment regarding a potential terrestrial passage between the woodlot and the valley corridor; and
- The neighborhood park designation be removed in its entirety from their lands.

A development concept was also submitted to the City to confirm the configuration of lots in relation to the drainage swale on the property. Furthermore, a request was made for the City to consider reducing the number and size of the stormwater management facilities on the subject lands and consider designating the southeast corner of the subject lands Neighborhood Retail as opposed to Convenience Retail.

As a condition of development approval, the landowner will be required to convey land to the City for parks or other recreational purposes. Staff have advised the landowner that the tableland woodlot will not be considered in lieu of parkland dedication which is the current practice of the City. Staff note that the tableland woodlots are environmental features required to be protected as part of the natural system, not suitable for active parkland and any compensation for the landowner is a matter usually cost shared amongst the Developer's Group.

Policies are present in the Official Plan Amendments that require a developer cost sharing agreement be executed with all developers. The policies are flexible enough to enable the owner to satisfy the policy though executing a side agreement with the

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Developers Group as long as it forms part of the main cost sharing agreement. Staff note that the Official Plan Amendment does not require landowners to sign cost share agreements prior to approval of the Secondary Plan. As such any review of these agreements at this time is considered premature by staff.

The neighborhood park designation proposed on the property is based on the Open Space Component Study. The need and location will be determined at the block planning stage of approval. Staff have included a site specific policy in the Official Plan Amendment in Chapter 48(b) stating that the need and ultimate location of this neighborhoods park designation will be determined as part of block planning. The new policy reads as follows:

“With regard to the Neighborhood Park designation at the northwest quadrant of Bramalea Road and Countryside Drive the ultimate need and location will be determined at the block plan stage of approval.”

The Toronto and Region Conservation Authority has requested the inclusion of a policy within the Official Plan Amendment that states that a terrestrial passage between the woodlot and eastern stream valley corridor be explored at the block plan stage. The potential terrestrial passage is not indicated on the land use schedule, but the policy is included in the Official Plan Amendment to ensure that it is studied at the block planning stage. Staff consider this to be a reasonable approach by the TRCA and propose no change to the policy.

At this time, staff consider it premature to comment on development concept plans as it relates to lots backing onto the drainage swale. Such issues are more appropriately addressed further at the block plan stage of approval.

The Master Environmental Servicing Plan (MESP) study has identified the need for two stormwater management ponds on the subject lands. The preferred locations of the ponds are at the south end of the secondary plan area. The size and final location has yet to be determined and will be done at block planning. The stormwater management ponds represent a community feature and will form part of the Developers Cost sharing agreement for the secondary plan.

The Commercial Study undertaken for the Countryside Villages Secondary Plan has identified a convenience retail designation at the northwest corner of Bramalea Road and Countryside Drive. This designation is what is shown on the land use schedule in the Official Plan Amendment for Chapter 48(b). Staff note that the size and location of the site is constrained because of the drainage swale and the two stormwater management ponds and as such does not represent an appropriate location for a Neighborhood Retail Centre or for that matter high density housing because of access restrictions.

District Retail Policies and Phasing Concepts

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Representatives from SmartCentres have advised City staff of the following issues as a result of the July 2009 Recommendation report:

- The Land use designations do not accurately reflect the actual land holdings of SmartCentres;
- The schedules show aggressive densities in the first phases that are not achievable;
- A servicing strategy for the site is not addressed in the secondary plan; and
- The lands south of the east-west collector road are not designated Medium Density Residential and are still shown as parkland;

Staff have reviewed the concerns of SmartCentres and have revised the land use designation schedule to reflect the actual land holdings by SmartCentres. South of the east/west collector road, the lands remain designated open space in accordance with the expansion of the City-wide Park.

Outstanding issues relating to development phasing and servicing will be addressed at the Block Planning stage of approval. However, the Official Plan Amendment for Chapter 48(b) contains a policy that permits the site to be developed with a temporary storm water management pond to the south of the east/west collector road.

Concept plans have been prepared by City staff that illustrate conceptually how the District Retail site can intensify over time and are included as an Appendix to the attached Official Plan Amendment for Chapter 48(b). Staff are of the view that the phasing plans provide the District Retail site an opportunity to evolve over time into a Town Centre.

Density Targets

Sustainable Urban Development Association (SUDA) stated concerns regarding the inadequate density targets set out within the Countryside Villages Secondary Plan, and increased density along arterial roads, and at arterial and collector road intersections. Staff have reviewed the concerns of the SUDA and offer the following response. The Countryside Villages community is being planned to accommodate a minimum of 50 persons and jobs per hectare which is in keeping with the Provincial Growth Plan requirements for Greenfield areas.

The Countryside Villages Secondary Area is planned to include an east/west spine road as the central neighbourhood collector. Medium density development is proposed along the east/west spine road which provides a transit supportive spine road linking neighbourhoods with the local centres and the Town Centre at Mayfield Road and Bramalea Road. Furthermore, the policies within Countryside Villages are in line with the policy framework existing in the City of Brampton's Official Plan in relation to

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sustainable communities. Also included is a significant employment area that will yield over 4,000 jobs. It is the opinion of staff that the Official Plan Amendment for Countryside Villages achieves a balance between the social and economic needs of future residents and plans for a complete community that is compact and transit supportive.

Transportation Policies

The Region of Peel has provided comments with suggestions to enhance the strength of transportation policies that include references to active transportation, road connections and access locations.

Staff have reviewed the Region's comments and consider these requests to be more along the lines of housekeeping revisions. As such staff have undertaken minor text changes to both Official Plan Amendments.

CONCLUSION

Following the July 2009 Recommendation Report, staff modified the Official Plan Amendment to include proposed revisions from that report. Extensive consultation occurred with affected landowners and agencies to attempt to resolve the outstanding issues as discussed herein. Therefore, staff are recommending that Council authorize the adoption of the Official Plan Amendments for Countryside Villages Secondary Plan.

Respectfully Submitted,

Original Signed By

Adrian Smith, MCIP, RPP
Director, Planning & Land
Development Services

Authored by Karyn Poad/David Waters

Attachments:

Appendix A: Written Submissions

Appendix B: Chapter 48(a)

Appendix C: Chapter 48(b)

Original Signed By

John Corbett, MCIP, RPP
Commissioner, Planning
Design & Development

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**Appendix A –
Written Submissions**

18-9-14



September 3, 2009

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1 905.890.6747
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Mr. John Corbett
Commissioner
Planning Design & Development Department
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

P26 SP 48.

Dear Mr. Corbett:

RE: Secondary Plan 48 – Countryside Villages Public Secondary School Site Policy

On June 24, 2009 I wrote to Pam Cooper in response to a letter dated June 17, 2009 requesting comments on draft proposed policies relating to the Public Secondary School Site in Countryside Villages. I have attached a copy for your reference.

I received an email from Pam Cooper on July 27, 2009 stating that the following policy had been incorporated into the report going to Planning Design and Development Committee on July 27, 2009:

In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concession 6 E.H.S. within 3 years from the time of registration of the first residential draft plan of subdivision, the designated Public Secondary School site shall be released from retention for that purpose and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan.

The wording of the previous draft condition proposed by your staff on June 17, 2009 would have ensured that the school site designation would have remained in place for 7 years from the time of the registration of the first residential draft plan of subdivision.

Notwithstanding the Board does not support the notion of a time limit for site acquisition as a policy in a Secondary Plan document, the reduction from 7 to 3 years makes it even more uncertain that the secondary school block will be in a registered plan of subdivision and available for purchase when required by the Board.

Trustees
Janet McDougald, Chair
Ruth Thompson, Vice-Chair
Valerie Arnold-Judge
Beryl Ford
David Green
Steve Kavanagh

Brad MacDonald
Suzanne Nurse
Don Stephens
Allison Van Wagner
Jeff White
Rick Williams

Director of Education and Secretary
Jim Grieve

**Associate Director,
Instructional Support Services**
Judith Nyman

**Associate Director,
Operational Support Services**
Carla Kisko

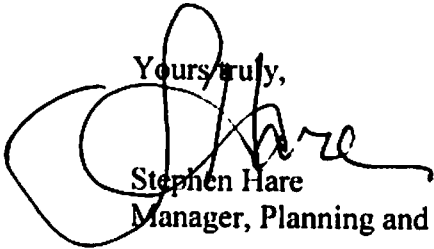
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The Board is not satisfied with the wording of this proposed policy as it does not adequately address the needs of the Board for a secondary school site. As well, 3 years is insufficient time for the Board to fully understand the enrolment implications from a recently planned new development area. The Board suggests that the language proposed in my letter dated June 24, 2009 be included in Secondary Plan 48 if the City includes any such policy in this document.

A meeting is requested with yourself, City and Board staff to discuss and resolve issues on the above policy, and determine any further action that may be required.

If you require any further information please contact me at 905-890-1010, ext. 2207.

Yours truly,



Stephen Hare
Manager, Planning and Enrolment

- c. D. Waters, City of Brampton ✓
- P. Cooper, City of Brampton
- C. Kisko, Peel District School Board
- R. Wright, Peel District School Board

IE-9-16



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September 11, 2009

Mr. David Waters, MCIP, RPP, PLE
Manager, Land Use Policy, City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

05-1502

Dear Sir:

Re: Akeda Holdings Limited - Southwest Mayfield Rd. and Torbram Rd.
Countryside Villages Secondary Plan Policy Recommendations

We write to you regarding the July 27, 2009 staff report recommending revisions to the Countryside Villages Secondary Plan. Our concerns relate to the Akeda Holdings site at the southwest corner of Mayfield Road and Torbram Road.

We have prepared concept draft plans that incorporate residential uses but with a three acre commercial block at the Mayfield/Torbram Rd. intersection. We propose this as Convenience Retail, specifically for a gas bar and limited retail uses. The location is ideal for gasoline sales given its accessibility to much-needed pass-by traffic.

In our letter to the City (dated August 28, 2008) that was received at the September 3, 2008 Public Meeting, we requested that the site be designated Residential with Neighbourhood Retail. The July 2009 report however recommends that the site be designated Residential but with no commercial designation.

The policies of the Official Plan support convenience retail and gas sales at a location such as this:

- Section 4.1.1.1 (Residential General Policies) states that *"Complementary uses to be permitted subject to specific Secondary Plan policies or designation, may include uses permitted in the Commercial... designation of this plan such as... local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses."* This policy permits commercial uses in Residential areas.
- Section 4.2.11 (Commercial Policies) allows local retail sites in residential areas that front collector or arterial roads. *"Local Retail sites are to be located at intersections with transit stops and in conjunction with open space, a public amenity, and/ or higher densities"*. Both Mayfield Rd. and Tobram Rd. are identified as transit routes, and the proposed commercial block is adjacent to proposed low/medium density housing.
- Section 4.2.11.7 (Local Retail Policies) states that *"the City may permit complementary uses such as gas bars, car washes, service commercial.... uses in conjunction with any of the Local Retail designations."*
- Section 4.2.13.5 (Motor Vehicle Commercial Policies) states that *"Motor Vehicle Commercial uses will be permitted to locate at intersections, except where such locations are important or sensitive with respect to City image, character, streetscape or significant natural factors..."*

The July 27, 2009 staff report provides policy recommendations that will prohibit convenience commercial uses on the Akeda site and gas bars throughout the Mayfield Rd. corridor, specifically:

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1. Consecutive Page G2- 32: "*Staff will revise Section 5.3 Commercial to state within the General Provisions that gas stations are prohibited at major arterial intersections, gateway locations and community edge conditions*". (Recommendation J(viii))
2. Consecutive Page G2- 32: "*Staff will revise Section 5.3.3 Convenience Commercial to clarify that appropriate locations of convenience retail within the community are is within neighbourhood centres, as part of Live/ Work, Mixed Use and along medium residential density corridors*". (Recommendation J(ix))

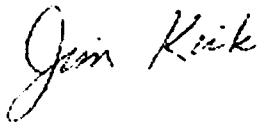
The report does not provide reasons for prohibiting gas bars and convenience retail uses in these areas. Appendix C (Summary table of Public/ Landowners Submissions) includes a comment on our August 28, 2008 request for Residential and Neighbourhood Retail uses but only to states that there are commercial areas (District Commercial Centre to the west and a Mixed Use Node to the south) in the vicinity of the Akeda site, which implies that those sites will accommodate Akeda's proposed commercial uses. The District Retail Centre, however, is identified as a pedestrian-oriented shopping centre which is not ideal for auto-related uses. And the Mixed Use Node is similarly not a preferred location for a gas bar; it would be contrary to policies set Section 4.2.13.5 of the Official Plan.

Mayfield Rd. is designated a Regional Major Arterial road and Tobram Rd. a Local Minor Arterial road. Their intended purpose is to carry medium to high volumes of traffic locally and inter-regionally.

Prohibiting gas stations here would result in no realistic opportunities in the Secondary Plan area. The inherent nature of gas sales is to attract pass-by traffic in addition to local and district traffic. Gas bars are ideally located on major roads for viability and accessibility.

Section 4.2.11.8 of the Official Plan states "*the City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan*". We ask that the City designate the southwest corner of the Mayfield Rd./Torbram Rd. intersection as Convenience Retail and include a gas bar and convenience retail uses along with the underlying Residential designation.

Yours very truly,
MALONE GIVEN PARSONS LTD.



Jim Kirk, MCIP, RPP
Partner

IB-9-18

11556 Bramalea Road
Brampton, ON L6R 0B8
905 458 1081

September 14th, 2009

City of Brampton PLANNING, DESIGN & DEVELOPMENT		
DATE	SEP 21 2009	Rec'd
File No.	_____	

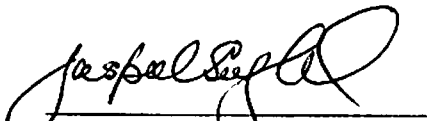
To,

David Waters
City of Brampton
Planning Division

I am the owner of the property at 11556 Bramalea Road, Brampton and as per our discussion I would like to have a Bed and Breakfast facility consisting of 6 bedrooms as shown on the attached document. In this regard I would formally request you to give me the necessary permission.

If there is anything else that needs to be discussed please give me a call at the above number.

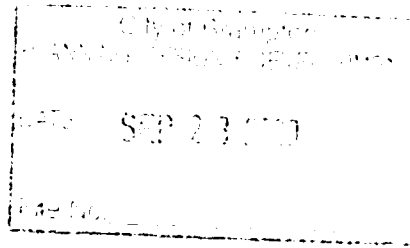
Thanks,



Jaspal Singh Mudhar

I8-9-19

September 18, 2009



VENTAWOOD MANAGEMENT INC.

Ventawood Management
2458 Dundas Street West
Mississauga ON L5K 1R8

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905-822-2615

facsimile
905-822-9155

ventawood@rogers.com

Mr. David Waters, MCIP, RPP, PLE
Manager Land Use Policy, City of Brampton
2 Wellington Street west
Brampton, Ontario, L6Y 4R2

Dear Sir:

Re: Brampton Land Holdings Inc.
Part Lot 16, Concession 5 EHS – 11258 Torbram Road, Brampton, Ontario

We are writing to you with respect to the July 6th, 2009 Staff Report recommending revisions to the Countryside Villages Secondary Plan. We are the owners of a 10.25 acre parcel of land on Torbram Road at the above address. We have been working with the Area 48 Landowners Group and have been an active participant in the Group's meetings. We are concerned the proposed revision to the land use designations on our property that were recommended in the Staff Report but which were undertaken without our knowledge/acceptance. We understand that the Staff Report was endorsed by the Planning and Development Committee at its July 27, 2009 meeting.

Prior to the July 27th, 2009 meeting, we had been aware that approximately 40% of our lands had been designed by the City as an expansion to the existing community park. The last minute adjustment of the proposed Secondary Plan creates an unjustified and undue burden on our property by relocating a Public Middle School on our lands.

The reason stated for the proposed relocation of the Public Middle School is as follows: "In order to avoid a concentration of school sites in the immediate area, the location of the Public Junior Elementary School and the Public Middle School will be relocated". However, the change in location does not appreciably change the concentration of schools in the immediate area but it does create a significant new burden on our lands.

The Staff Report does not identify any superior characteristics of our property for the location of a Public Middle School, as compared to the original location, and the Peel District School Board was satisfied with the former location. Under these circumstances, and given that the school site concentration impact is not significant as between the former and proposed locations, it is neither fair nor appropriate to over-burden our lands by seeking to add a further community use to our property.

I8-9-20

The Staff Report's lack of supporting rationale for the relocation of the Public Middle School site and our analysis of the comparative characteristics of the two potential locations leads to the clear conclusion that there is no planning merit to the proposed change in location.

It had been by another member of the landowners group that the final location of the School Blocks can be determined through the Block Plan process. We disagree with this issue being finalized at the Block Plan stage because the proposed Area 48 Landowners Group Cost Sharing Agreement would require us to agree to rely strictly on the land use plan contained in the approved Secondary Plan. We are also not satisfied that we can seek meaningful legal recourse through the Block Plan approval process.

We propose that the Public Middle School Block be moved to its original site east of Torbram and that the City re-designate our lands in this area as residential.

Please contact me if you wish to discuss this further. Thank you for your help with this issue.

Yours very truly,
BRAMPTON LAND HOLDINGS INC.
o/a Ventawood Management Inc.



Per: Carmen Navaleza, B.E.S., MCIP, RPP
Project Manager

Cc: Darren Steedman – Metrus Developments Inc.
Helen Mihalidi – Bratty and Partners
John Alati – Davies Howe and Partners
Area 48 Landowners Group

I8-9-21



IBI Group
308-30 Eglinton Avenue West
Mississauga ON L5R 3E7 Canada

tel 905 890 3550
fax 905 890 7081

October 6, 2009

via email: david.waters@city.brampton.on.ca

Mr. David Waters, MCIP, RPP
Manager, Land Use Policy
City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Dear Mr. Waters:

**PART OF LOT 16, CONCESSION 5, EAST OF HURONTARIO STREET, PART 1, PLAN 43R-30671
11258 TORBRAM ROAD
BRAMPTON LAND HOLDINGS INC.**

Thank you for our meeting of October 5, 2009 and our discussions with respect to the above-noted property vis a vis the draft Countryside Villages Secondary Plan and the proposed public middle school site location in the vicinity of Torbram Road, north of Countryside Drive.

This letter will serve to confirm our understanding with respect to the proposed public middle school site location, originally proposed for the east side of Torbram Road, north of Countryside Drive and more recently proposed for the west side of Torbram Road, north of Countryside Drive, that you and the City of Brampton take no issue with either location for the school site from a land use planning standpoint. Furthermore it is our understanding that the City will return the school site to its original location – on the east side of Torbram Road – presuming the Peel District School Board is amenable to such a change.

I trust the foregoing accurately reflects the conclusions of our meeting. Should you have any comments with respect to the foregoing please do not hesitate to contact the undersigned.

Yours Truly,
IBI Group

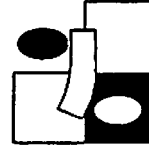
A handwritten signature in black ink, consisting of several overlapping loops and lines, positioned to the right of the typed name.

Scott Arbuckle, MCIP, RPP
Associate

cc. Client Carmen.navaleza@rogers.com
John Alati, Davies Howe Partners johna@davieshowe.com

I8-9-22

October 8, 2009



**VENTAWOOD
MANAGEMENT
INC.**

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ventawood@rogers.com

Mr. David Waters, MCIP, RPP, PLE
Manager Land Use Policy, City of Brampton
2 Wellington Street west
Brampton, Ontario, L6Y 4R2

Dear Sir:

Re: Brampton Land Holdings Inc.
Part Lot 16, Concession 5 EHS – 11258 Torbram Road, Brampton, Ontario

Further to our meeting on October 5, 2009, we have communicated with the public school board and met with Mr. Steedman of Metrus Developments regarding our request to move the public middle school block from west of Torbram Road, back to its original position east of Torbram Road.

We wish to advise you that in order to advance the Secondary Plan for approval, Metrus Developments agreed yesterday to revise the proposed Secondary Plan for Area No. 48 to reinstate the public middle school block location to its original position to the east of Torbram Road as shown the March 30, 2009 iteration of the Secondary Land Use schedule as attached to this letter.

I trust that the above confirmation will be of assistance to the City and the public school board in your further discussions regarding the location of the public middle school within the vicinity of Torbram Road in the Countryside Villages Secondary Plan. Please contact me if you wish to discuss this further. Thank you for your help with this issue.

Yours very truly,
BRAMPTON LAND HOLDINGS INC.
o/a Ventawood Management Inc.

A handwritten signature in black ink, appearing to read 'Carmen Navaleza', with a long horizontal flourish extending to the right.

Per: Carmen Navaleza, B.E.S., M.C.I.P., R.P.P.
Project Manager

cc: Darren Steedman – Metrus Developments Inc.
Steve Hare, Peel District School Board
John Alati – Davies Howe and Partners
Kim Beckman – Davies Howe Partners

I8-9-23

etrus

30 Floral Parkway, Suite 300, Concord, Ontario L4K 4R1

DESIGN • PLANNING • POLICY • CONSULTING

Tel: (905) 669-5571
Fax: (905) 669-2134

October 9, 2009

City of Brampton
Planning, Design and Development
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

ATTN: David Waters, Manager Land Use Policy

Dear Sir:

**RE: COUNTRYSIDE VILLAGES SECONDARY PLAN (AREA 48)
RELOCATION OF ELEMENTARY SCHOOL EAST OF TORBRAM RD.
BRAMPTON, ONTARIO**

Further to Ventawood Management Inc. letter dated October 8th, 2009 we would like to further articulate the discussions that took place at our meeting, and recommend that our letter be read in conjunction with theirs. Ventawood fails to convey some critical points in our discussion and I would like to clarify/expand on their brief letter to ensure that you are provided with a clear representation of the meeting. Our additions are as follows:

- The City of Brampton and the Peel District School Board had determined the distribution of all schools based on "good planning" principles. It was clearly discussed that the recent move of the Elementary School from the east side of Torbram Road, south of the east-west Spine Road, to the west side was initiated by the Peel District School Board as a result of the addition of a Secondary School within the subject block. Brampton staff supported this change;
- Ventawood conveyed in our meeting that the City of Brampton and the School Board have already been briefed of Ventawood's concerns, and found the relocation back to the east side of Torbram to be acceptable.
- Metrus conveyed that the City is proposing to implement an Official Plan policy that states that the distribution of these school sites will be revisited at the Block Plan Stage to ensure that their locations are appropriate. This could result in the subject school being relocated back to the west side of Torbram Road or elsewhere within the block. Ventawood understood and agreed.
- Ventawood expresses concern that Metrus has the ability to approve and change land uses at our discretion and we respectfully deny that notion. However we do not have an issue with either location for this elementary school.



I8-9-24

Metrus Development Inc.
City of Brampton
David Waters
October 9, 2009
Page 2

Should you have any questions, please give me a call.

Yours truly,

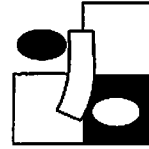
<

Bottoni, M.Sc.Pl., MCIP, RPP
Project Manager

JB/bp
CV/ OPA

C: Jim Kennedy, KLM Planning
Keith MacKinnon, KLM Planning
Steve Hare, PDSB
Carmen Navaleza, Ventawood Management
Kim Beckman, Davies Howe Partners

IE-9-25



**VENTAWOOD
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ventawood@rogers.com

October 28, 2009

Mr. Mr. Peter Fay
City Clerk
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

&

Mr. David Waters
Planner
City of Brampton
2 Wellington St. West
Brampton, Ontario
L6Y 4R2

Dear Sir

**Re: Brampton Land Holdings Inc.
Part Lot 16, Concession 5 EHS – 11258 Torbram Road, Brampton, Ontario**

We are writing further to communications which were sent to the City on September 15, 2009 wherein we expressed continued concerns about the change in the location of the proposed Public Middle School site to our lands. As previously articulated we continue to take issue with the relocation of the Public Middle School site to our lands.

The purpose of this letter is to express our ongoing concerns with the Draft Cost Sharing Agreement ("CSA") which is being advanced by the Trustee and other landowners in the Countryside Villages Secondary Plan Area.

Our lawyers are writing under separate cover to the City to provide our comments on the proposed Secondary Plan. Many of our concerns respecting the Draft CSA and the Proposed Secondary Plan are interrelated, however we felt it was prudent to provide separate correspondence on each of these items so there was no confusion about the precise scope and details of our concerns.

We would be pleased to meet with the City planners at a mutually convenient time so that we can further discuss these concerns and more fully articulate the problems with the Draft CSA in its present form. Since there are policies in the Proposed Secondary Plan which speak to the City's role in ensuring that the Cost Sharing Agreement ensures that costs are assigned reasonably and to ensure an equitable arrangement among individual landowners we are of the view that the City must be apprised of these concerns. In our view there are several deficiencies with the draft CSA which frustrate securing and advancing the above noted policy objectives.

We have written under separate cover to the drafters of the CSA to express similar concerns.

In summary the items of concern which we would like to discuss further are as follows:

1. On page 4, the preamble to the CSA clearly stipulates that all parties must accept the uses designated pursuant to the Secondary Plan. However the Secondary Plan expressly contemplates that the location of the public middle school and all the other schools can be dealt with at the Block Plan stage. This is inconsistent and inappropriate. The locations of the schools should be defined as closely as possible at the Secondary Plan stage.
2. There is a large percentage of non-participating landowners within Residential Precinct 2 and many of these own land which are intended to comprise the large community (City) park which is proposed to be designated in the Secondary Plan. There are a variety of problems arising from this circumstance.
3. The draft CSA proposes to split accounts between the master schedules and precinct schedules. For example certain institutions, such as high schools are addressed in the master schedules while elementary and middle schools are addressed in precinct schedules. This will result in practical difficulties for landowners, particularly small landowners to obtain land-for-land exchanges. All the schools should be dealt with in the master schedules.
4. There is a patent unfairness arising from the ability for related companies to set off over and under dedications among themselves. This is prejudicial to smaller land owners like ourselves and works to the advantage of the major landowner who through a series of related companies owns approximately 75% of the lands in the Secondary Plan Area.
5. Sections 4.06 and 4.07 of the draft CSA which deal with spine servicing and external servicing present overly onerous and burdensome obligations to phase two landowners who may not be in a position to develop their lands for many years.
6. The draft CSA provides an exemption for the owners of employment, commercial and retail lands from contribution towards the cost of schools. This is inappropriate and unfair particularly since communities are planned as a whole and there is always a direct relationship between residential and commercial/retail development.
7. There is no established Community Land Use value within the CSA and no objective mechanism proposed to determine same. The draft CSA does not even provide any mechanism to address any impasses among group members respecting this determination of value.
8. The land for land exchange provisions are overly complicated and are designed to preclude and prevent landowners of small parcels from participating and obtaining land-for-land compensation if they should so elect. This creates a real problem in ensuring that development will occur in an orderly and appropriate manner as it makes it extremely difficult for small landowners to plan their affairs with any certainty.

I8-9-27

Page 3

9. There is no provision which guarantees that a landowner who transfers Community Use land to the Trustee will be compensated at a time immediately following the said transfer and the transferor of lands to be used for Schools is only entitled to partial revenue from such an exchange which is unfair.
10. The value of land to be imputed to parks which approximates fair market value is patently unfair and further fails to protect the owners who have a disproportionate amount of parkland designated on their properties.
11. There is a significant expense associated with the over-dedication of parks across the Secondary Plan Area. Furthermore and more importantly, an obligation imposed in a CSA to contribute/dedicate parkland in excess of the requirement stipulated in the *Planning Act* is neither appropriate nor enforceable.
12. As presently structured, the CSA provides for decision making thresholds by participating owners in a manner that allows certain members of the group to control the results and outcome of decisions. As previously indicated there is a single landowner who through a variety of related companies controls most of the lands within this Secondary Plan Area. This impacts the ability to ensure that there are equitable arrangements among the individual landowners.

In our separate letter to the drafters of the CSA we have provided additional comments and proposed suggestions for redrafting. We will not include these in this letter but are prepared to discuss those items in addition to the concerns set out above in more detail at a meeting.

Can you please advise us when we would be able to meet to discuss our concerns. We are prepared to bring our cost sharing lawyer and any other consultants to the meeting to assist in explaining in further detail the problems and issues which we have referenced above.

Yours truly,
VENTAWOOD MANAGEMENT INC.
For Brampton Land Holdings



Per: Carmen Navaleza, MCIP RPP
Planner

I8-9-28

Please refer to: **John M. Alati**
e-mail: johna@davieshowe.com



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Howe
Partners

Lawyers

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M5V 3P8

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F 416.977.8931
davieshowe.com

October 29, 2009

By E-Mail Only

Mr. Peter Fay
City Clerk
City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Dear Sir:

Re: Countryside Villages Secondary Plan (Area 48) – Mayfield Road to the north, Countryside Drive to the south, West Humber River to the east and Heart Lake Road to the west – Wards 9 and 10

City File No.: P26 SO48

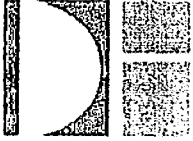
We are counsel to Brampton Land Holdings Ltd., the owner of lands described as Part of Lot 16, Concession 5, EHS, municipally known as 16 Torbram Road, in the City of Brampton within the Countryside Villages Secondary Plan (Area 48). Our client is a member of the Brampton Area 48 Cost Sharing Agreement Group.

We last wrote to the City on behalf of our client on or about August 10, 2009 expressing concerns with a proposed change to the Secondary Plan Land Use Map that shifted a public middle school site onto our client's lands. Our client continues to have objections and concerns with the proposed location of a middle school on its lands. Additionally our client is concerned with a number of aspects of both the draft Cost Sharing Agreement being advanced by the Developers' Group Trustee and with a number of policies in the proposed Countryside Villages Secondary Plan for Area 48 (the "Proposed Secondary Plan").

We would ask that this letter be considered a formal objection and written submission with respect to the proposed Secondary Plan and that the issues articulated in this letter be brought to the attention of and considered by Council prior to and during its deliberation on the Proposed Secondary Plan at its meeting scheduled for November 9, 2009.

1. Section 4.2.4(i) speaks to the principle of ensuring that excellence is established in community living by providing for "a well-balanced community in terms of an appropriate mix and distribution of residential

I8-9-29



Davies
Howe
Partners

densities, housing forms and complementary uses". While this policy is a laudable objective it is our client's position that the proposed Land Use Schedule fails to achieve this stated objective. The proposed land use Schedule demonstrates an imbalance and inequitable distribution of community uses in Block 2 of the Plan, between the east and west sides of Torbram Road;

2. Section 4.3(x) and (xiii) of the Secondary Plan are designed to operate in conjunction with each other to promote connectivity and linkages through an open space network of facilities. As school sites are intended part of this network it is our view that there is a disproportionate amount of parks and school on the west side of Torbram compared to those on the east which limits and frustrates the opportunities to achieve linkage and connectivity.
3. Section 5.5.5 promotes pedestrian and cyclist linkages between parks, natural areas and school sites in the open space network. As pointed out above the land use plan overly limits these opportunities on the east side of Torbram with only two identified open space features.
4. The designation and provision of parkland in the Secondary Plan exceeds the statutory requirements of the *Planning Act*. Policy 5.5.2.3 provides for too much flexibility and latitude in terms of the time frame under which the City may elect to acquire the lands for the City wide park or not. In light of the time frame the City is suggesting it has to exercise its acquisition the alternative permitted density options are unfair and would result in hardship.
5. The Institutional Policies found within Section 5.6 permit the locations of School sites to be adjusted at the Block Plan stage. This is in direct conflict with the provisions of the Draft Cost Sharing Agreement which require landowners to accept and place strict reliance upon the designations of the current Secondary Plan Process. Specifically policy 5.6.2.3 is inappropriate. For example, it has been suggested that the location of the Public Middle School may be adjusted at the Block Plan stage to the extent that it could be moved anywhere within the Block. This is not in our view a minor variation or adjustment. As such the location of the public middle school should be tied down in the Secondary Plan to a more defined area of possible location.

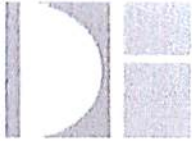


Davies
Howe
Partners

6. Section 12.1.2 indicates that the land use plan established in Schedule SP48(a) is schematic and may be adjusted into the Block Plan and development approval processes, taking into account such matters as the preservation of natural vegetation or other specific items. This policy is overly broad and is capable of an interpretation which is detrimental and fundamentally unfair to my client's interests. As pointed out above this is also in direct conflict with the provisions of the Draft CSA.
7. Section 12.1.4 is overly broad and as the draft CSA is presently drafted this policy would sanction an arrangement where landowners are required to share in the cost of school sites and the cost of parks which are beyond what the City would be otherwise entitled to obtain via the Planning Act.
8. Section 12.3 of the Proposed Secondary Plan requires that small land holdings be assembled and conceptually developed and designed with other small parcels to ensure that piecemeal planning is avoided. This policy while laudable as a general principle is prejudicial and problematic to clients such as mine with a land holding of just over 10 acres in size, particularly when our client's lands is proposed to be encumbered with such a large swath of public uses. (public middle school and community [City wide] park).
9. Section 12.4.1 of the Proposed Secondary Plan requires that the City ensure that costs are assigned reasonably. In our client's view this policy is problematic as the City has no mechanism to ensure that a reasonable assignment of costs is made. The City is only capable of requiring that a cost sharing agreement be executed. If the City is intending to fulfil the terms of this policy than it has to do more than simply require that a CSA be executed.
10. Section 12.4.2 of the Proposed Secondary Plan requires that a CSA be executed to ensure the equitable implementation of this Chapter be executed with all the developers. Again it is our view that the City has no mechanism or expertise to ensure that an equitable arrangement among individual developers is being achieved. As such this policy is problematic and flawed.

I8-9-31

Page 4



Davies
Howe
Partners

For all the forgoing reasons our client objects to the Secondary Plan in its present form.

Yours truly,
DAVIES HOWE PARTNERS


John Alati

I2-9-32



MUNICIPAL PLANNING & DEVELOPMENT LAW

28 August 2009

Sent via E-mail

Mr. David Waters, MCIP, RPP
Manager, Land Use Policy
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Waters:

**Re: Northwest Corner of Bramalea Road and Countryside Drive
Countryside Villages Secondary Plan (Area 48)
City of Brampton**

We are writing further to your meeting with representatives of our clients (Carl Herrmann, Victor Culotta and Tammy Flores), Peter Smith of Weston Consulting Group Inc., and Sharmini Mahadevan of my office, on Tuesday, 11 August 2009.

As discussed at the meeting, our clients have serious concerns regarding aspects of the proposed Countryside Villages Secondary Plan for Area 48 (the "Secondary Plan") as it relates to our clients' lands at the northwest corner of Bramalea Road and Countryside Drive (the "Subject Lands"). As you know, our clients advised the City of Brampton (the "City") as early as October 2006 of their proposed development concept for the Subject Lands. Notwithstanding, there does not appear to have been any apparent effort on the part of the City to take our clients' development concept into consideration or to engage in further discussions with our clients regarding their land use proposal. This is particularly disconcerting considering the significant features proposed on the Subject Lands in the Secondary Plan, such as storm water management facilities and parkland.

In the meeting on 11 August 2009, Mr. Herrmann also advised you that he had been in discussions with a representative of the Brampton Area 48 Landowners Group (the "Landowners Group") regarding the land use proposal for the Subject Lands for a number of years and had been given assurances by this representative that resulted in our clients not actively pursuing their concerns regarding the placement of the significant features on the Subject Lands. Notwithstanding such assurances, we understand from our clients, that a representative of the Landowners Group only provided our clients with a copy of a tentative proposal and proposed agreement on the evening of 10 August 2009.

As our clients need a fair opportunity to continue their discussions with the Landowners Group, to review all relevant background and technical reports, and to have further discussions with City staff

Dennis H. Wood Direct: (416) 203-7718 dwood@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca

I8-9-33



28 August 2009

regarding our clients' concerns relating to the Secondary Plan, we kindly request that any further consideration of the Secondary Plan by City Council be deferred until, at least, the end of October 2009.

Our clients also request that City staff give consideration to the following matters that were discussed at the meeting with you on 11 August 2009.

Cost Sharing Policies in the Secondary Plan

Our clients request that the language of Section 12.4 of the Secondary Plan be modified to remove any obligation on the part of our clients to formally enter into a cost sharing agreement in order to develop the Subject Lands.

As you know, our clients are not part of the Landowners Group, and have only recently received a copy of a proposal and proposed agreement from the Landowners Group. The requirement in the Secondary Plan regarding cost sharing agreements is unduly burdensome on our clients, as it requires our clients to be subject to a process which is driven by the Landowners Group and in which our clients have not actively participated. Furthermore, our clients and the Landowners Group may reach an agreement that any arrangements that are made between them would exempt our clients from any requirement to be a party to the cost sharing agreement being negotiated amongst the Landowners Group. We understand that there are other similar instances where an owner not participating in a landowners group does share in costs agreed with the group, but does not sign a cost sharing agreement.

Terrestrial Passage

Appendix C, page G2-97 of the Recommendation Report dated 6 July 2009 notes as follows:

"Details of a connection between the woodlot and the eastern stream corridor, whether an at grade connection or terrestrial passage, will be explored at the block plan stage. A policy modification is proposed which states that an option to realign the West Humber River Tributary A closer to the woodlot will be undertaken through an EIR/EIS at the block plan stage."

Our clients, in consultation with Peter Smith, request that the above-noted policy modification not be made to the Secondary Plan. As you know, the Secondary Plan does not identify any terrestrial feature on the Subject Lands. A policy modification such as that suggested on page G2-97 of the Recommendation Report places a further, unnecessary study requirement on the development of the Subject Lands. Please be advised that our clients are also retaining environmental consultants to look at this and other environmental matters affecting the Subject Lands.

I8-9-34

28 August 2009



Stormwater Management Facilities

The Secondary Plan is proposing to locate two stormwater management facilities ("SWM Facilities") on the Subject Lands. As discussed at the meeting, the location of two SWM Facilities on the Subject Lands appears to be unduly burdensome, considering the size of the Subject Lands in relation to the extent of the remaining Secondary Plan area.

Our clients and their consultants will be reviewing the technical and background reports regarding the sizing and location of SWM Facilities in the Secondary Plan area. In the meantime, our clients request that the City consider reducing the number and size of the SWM Facilities on the Subject Lands.

Proposed Woodlot on the Subject Property

As you know, a portion of the Subject Lands is designated as *Woodlot* in the Secondary Plan. Our clients request that the woodlot be considered by the City as sufficient to fulfil any *Planning Act* or other requirement for the conveyance of land for park or public recreation purposes.

Drainage Swale

As discussed, our clients provided a development concept to the City in October 2006. Our clients request that the City confirm that the configuration of lots/uses as illustrated on that development concept is appropriate, so as to maximize the enjoyment of the drainage swale for future residents of the Subject Lands.

Commercial Designation

The Secondary Plan is proposing to designate an area at the south east corner of the Subject Lands as *Convenience Retail*. Our clients request that the City consider designating a larger area of the Subject Lands as *Neighbourhood Retail*.

Thank you for providing Peter Smith with a copy of the background studies for the Countryside Villages Secondary Plan Area 48.

So as to provide City staff, our clients and the Landowners Group a further opportunity to discuss and address our clients' concerns regarding the Secondary Plan, we reiterate our clients' request that any further consideration of the Secondary Plan by City Council be deferred until, at least, the end of October 2009.

I8-9-35

28 August 2009



We look forward to hearing from you regarding the above matters, at your earliest convenience.

Yours very truly,

Wood Bull LLP

A handwritten signature in cursive script that reads "D. Wood/wm".

Dennis H. Wood

c. 1170218 Ontario Ltd
2033311 Ontario Ltd
Mr. Peter J. Smith, Weston Consulting Group Inc.

I8-9-36



MUNICIPAL, PLANNING & DEVELOPMENT LAW

14 October 2009

Sent via E-mail

Mayor Fennell and Members of Council
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mayor Fennell and Members of Council:

**Re: City of Brampton
Countryside Villages Secondary Plan (Area 48)**

We are writing on behalf of 2033311 Ontario Inc. and 1170218 Ontario Ltd, and further to our correspondence of 28 August 2009 to David Waters, a copy of which is attached, with respect to the proposed Countryside Villages Secondary Plan for Area 48 (the "Secondary Plan").

In our correspondence of 28 August, we identified a number of matters and concerns regarding the Secondary Plan, and also requested that any further consideration of the Secondary Plan by City Council be deferred until, at least, the end of October 2009.

We understand that the matter was deferred until at least 21 October. We are uncertain, at this time, as to whether the matter has been scheduled for Council's consideration on 21 October as we understand that there are matters other than those raised by our clients which staff are addressing.

Our clients are currently considering a proposal from representatives of the Brampton Area 48 Landowners Group (the "Landowners Group") regarding our clients' concerns. The nature of the proposal and an injury to one of our clients is delaying a response by them to the proposal from the Landowners Group.

Under the circumstances, our clients respectfully request that further consideration of the Secondary Plan by City Council be deferred for a period of not less than six weeks after 21 October 2009.

Yours very truly,

Wood Bull LLP

A handwritten signature in black ink, appearing to read "Dennis H. Wood", is written over the typed name.

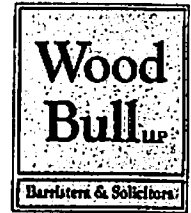
Dennis H. Wood

Dennis H. Wood Direct: (416) 203-7718 dwood@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca

I8-9-37

14 October 2009



- c. Mr. David Waters, Manager, Land Use Policy
2033311 Ontario Inc.
1170218 Ontario Ltd
Mr. Peter Smith, Weston Consulting Group Inc.

I8-9-38



SmartCentres

700 Apple wood Crescent, Vaughan, ON, L4K 5X3
6201

Telephone (905) 760-6200 Fax (905) 760-

Friday, September 11, 2009

**David Waters, MCIP, RPP, PLE
Manager, Land Use Policy
Planning, Design, and Development Department
City of Brampton
2 Wellington Street W.
Brampton, Ontario
L6Y 4R2**

RE: Countryside Villages Secondary Plan – SmartCentres District Commercial

David,

Thank you for meeting with us on August 27, 2009 to discuss the Secondary Plan Policies for our site at the South East corner of Mayfield Rd and Bramalea Rd. We are very appreciative of the City's willingness to work with us through this process and to give consideration to our proposal. We are committed to the City's vision of developing a vibrant, urban development with a mix of uses that can accommodate intensification over time.

As we had discussed previously, we have had an opportunity to review the staff report that was submitted to the Planning Committee in July. While we are very supportive of the general intent of the report, we are concerned that some aspects of the proposed policies are not representative of the discussions we have had with you to date. Furthermore, we are concerned that some of the policy recommendations could inadvertently act as a deterrent for development and thus not allow for the early establishment of the village core, which the City has expressed to us as being a priority. As has been detailed in the staff report, the City's overall vision for this site includes:

- The early establishment of the village core
- A mixed-use, pedestrian friendly development
- A phased development approach which would allow for the intensification over time (based on population growth and market conditions)
- Creation of a 'main street feature'
- A high standard of urban design
- Strong pedestrian connectivity to the surrounding lands

18-9-39

SmartCentres is committed to this vision and we believe that through a phased development approach the intent of these policies is achievable. Our concerns from the recommendations in the July 2009 Staff Report are:

- The schedules attached to our designation do not reflect the actual land holdings by SmartCentres (SmartCentres owns 29 acres of Land, the urban design brief shows a land holding of approximately 39 acres.)
- The schedules attached show aggressive densities in the first phases that are not achievable
- The servicing strategy for the site was not addressed in the secondary plan.
- The lands south of the east west collector (next to the place of worship) are not shown as medium density residential, and are still shown as parkland.
- The staff report does not speak to a lower parking ratio for the site.

Site Density and the Market Conditions

As noted above, we had expressed concern that the City's Urban Design brief for the site showed densities in the 1st and 2nd phases that could not be supported by the market in the short term.

The design brief notes that in the 1st phase there should be:

- 22,050 sm (approx. 240,000 sf) of retail space
- 8,100 sm (approx. 90,000 sf) of office space
- 7,000 sm (approx. 80,000 sf) of residential space

In addition to these densities, the schedules denoted a large number of multi-story buildings within the first phase of development. As we previously noted, the design brief does not accurately represent the SmartCentre Land holdings and include approximately 10 acres of land of which we have to control or interest in.

Throughout our discussions to date you have made various references to our development located in Thornhill at the corner of Bathurst and Centre Street. You have indicated to us that you would like this site to replicate aspects of our Thornhill project. I would like an opportunity to compare your proposed densities to our Thornhill project as a means to demonstrate why we are concerned that the densities proposed in your Urban Design Brief are not achievable at this time. To put this into perspective, 90,000 sf of office space is roughly twice the size of the 2nd storey component in our Bathurst and Centre location in Thornhill. Additionally, the second floor component of this center has dual zoning and permits both office and retail uses. This site is located in a densely populated, established community with existing high-rise development adjacent to the site. With all of these market conditions the vacancy rate of the second storey space in this location is still approximately 41% after 2 years of development.

I8-9-40

Furthermore, to put the proposed residential density into perspective, 80,000 sf of residential space is roughly the size of 32 two bedroom / two bathroom houses (average size of 2500 sf), or 53 town-homes (averaging 1500 sf), or an 8 storey condo building with close to 100 condo units, averaging 750 – 1000 sf in size. Due to the size and configuration of our site, your proposed densities could only be achieved with a high-density residential development on these lands. We believe that the amenities required to make this site desirable for higher density residential uses are not currently in place and the node as a whole will need time to establish a wide array of amenities and proper rapid transit prior to it being a marketable location for high density development.

The policies reflected in the secondary plan must allow for the early establishment of the village core based on market demand. We believe that the densities outlined in the staff report are not achievable and would prohibit our ability to establish the development of the core and to set the required framework for increase densities over time. The schedules attached to the staff report are much too restrictive and would prevent our ability to establish a viable development in the early phases. We would like to recommend that the densities as prescribed in the staff report are reduced and we also ask you to consider not including the plans as schedules in the secondary plan. The inclusion of these schedules would lead to a very restrictive designation that would not allow for any flexibility and cause an array of implementation issues.

Our proposal

As you know, a development of this kind is often a great catalyst for further development in an area, as it brings amenities and increases land values. We feel that the given the opportunity, we can provide this to the City of Brampton. We also feel that given the opportunity, we can continue to develop the site over time in order to achieve the overall design concept put forward by the City of Brampton.

As requested at our meeting, we would like to propose a series of conceptual design plans that we feel will enable the early establishment of the Village core, provide for the future intensification of the site, provide for the creation of a main street, and help to establish the overall vision and objectives of the City of Brampton for this site.

Phase 1 – Please refer to the attached drawings

The first phase of development shows an overall density of approximately 275,000 sf. through a combination of retail and office space.

We envision that the approximate densities of each can be:

- ¶ *Retail: 250,000 – 260,000 sf*
- ¶ *Office: 15,000 – 30,000 sf*

This Phase will establish the site as a node for the area and provide the foundation upon which to increase density on the site in the long term. We can achieve the overall

IB-9-41

vision of the City through the early establishment of a quality node with a high regard for urban design. We are providing a pedestrian friendly environment through strong pedestrian connections, green spaces and seating areas throughout the site. The creation of a main street will be established through building massing and strong connectivity to the surrounding lands. The conceptual building layout allows for future intensification on key locations of the site and provides for the integration of future phases with the first phase of development.

Phase 1 will establish a framework, which will help to establish the node, garner interest and activity on the site and will allow for future intensification and mix of uses that will blend with the existing development.

Phase 2 – please see attached drawings

The second phase of the site can build upon the principles noted above and conceptually we feel that the following is appropriate:

π! Retail:	45,000 – 50,000 sf
π! Office:	30,000 – 40,000 sf

The second phase of development would establish a stronger streetscape on the East – West collector road as well as incorporating additional office densities into the development. The second phase will also see the growth and development of the main street and allow for addition densities on the site.

Phase 3 and Subsequent Phases

The conceptual Phase 3 drawings and subsequent phases look to establish the east – west collector road as the main focal point of the centre.

Conceptually, we can see this phase providing a wider mix of uses with the following potential densities:

π! Retail:	10,000 sf
π! Office:	40,000 sf
π! Residential:	30,000 sf

Subsequent phases would allow for infilling and redevelopment of the site.

Summary

We would like to thank the City for the opportunity to work with you to create a vibrant district commercial designation at the corner of Mayfield Rd and Bramalea Rd. SmartCentres is committed to the City's overall vision of developing a vibrant, urban development with a mix of uses that can accommodate intensification over time. We are concerned, however, that the densities and policies outlined in the staff report are too restrictive. We ask that you consider removing the schedules attached to the staff report, and collectively, we work toward drafting wording for the Official Plan. The

I8-9-42

Secondary Plan policies should be flexible enough to establish a foundation, which is essential for being able to add density, uses, and implement the overall vision of the City over time.

We also ask that our other concerns, including provisions for a servicing strategy, reduced parking ratio, and the medium density designation of the our lands south of the East –West collector road be addressed in the Secondary Plan.

You had also mentioned in our meeting that this Secondary Plan would most likely be going to Council in late October. We would support this date as we wish to continue to work with you towards the end goal of achieving an amicable designation for the site.

We would like the opportunity to meet with you at your earliest convenience to discuss our development proposals and to further discuss the specific policies of the Secondary secondly plan. We greatly appreciate your time and efforts on this matter and look forward to continuing to work with you to make this development a reality.

If you have any questions, please feel free to contact me directly.

Sincerely,

Paul McCorquodale
Land Development Associate
SmartCentres

Paula Bustard
Senior Land Development Manager
SmartCentres

Cc
Allan Scully

I8-9-43

Sustainable Urban Development Association

SUDA

2637 Council Ring Road, Mississauga, Ontario L5L 1S6

Tel: 416-400-0553; Fax: 905-820-8156; www.suda.ca; e-mail: contact@suda.ca



September 30, 2008

To: David Waters
Manager, Land Use Policy
City of Brampton

Pam Cooper
Planner II – Policy
City of Brampton

Re: Countryside Villages Secondary Plan (CVSP)

Please accept this letter as SUDA's commentary and recommendations regarding the Countryside Villages secondary plan. We apologize for commenting so late in the process, yet we are encouraged that the city is still open to changes that it feels may improve the results of development in the Countryside Villages area.

SUDA is concerned for the environmental, economic and social well-being of the future residents of the Countryside Villages planning area, and of Brampton as a whole. SUDA has no direct interest in any of the properties in or near the CV area.

Critical issues of future energy supplies and prices, affordability issues related to economic conditions, and the destabilization and decline of environmental systems, will cause hardship for residents and must be aggressively and adequately addressed in the context of this secondary plan.

The city of Brampton has committed itself to becoming a sustainable city. Sustainable urban development requires that there be significant reductions from current average levels per capita in the use of:

- Energy from non-renewable sources,
- greenhouse gas emissions (scientists now say a 60% to 80% reduction is needed),
- material resources, and
- land consumption for urban uses.

The Countryside Villages Secondary Plan achieves none of these. If sustainability (environmental, economic and social) is to be approached, the vision approved by Council in 2007, and the secondary plan itself, should be amended.

For growth management, the key to sustainability (environmental, social and economic) is to develop communities that are much higher in density than the minimum provincial requirement, and within this, a significant mixing of uses that will enable most people to conveniently access not only a neighborhood store, but also places of employment, using sustainable transportation. The minimum provincial requirement of 50 residents and jobs per gross hectare cannot be considered as sustainable unless there is much greater

I8-9-44

concentration of the built form and the preservation of much more of the land as natural spaces or agricultural land. As it now appears, only the minimum density will be met, and it will be spread throughout the entire secondary plan area.

We note that the planned resident population of countryside villages is only about 18,400, and employment will be about 8,500, and that most employment will be located west of Dixie Road. However, work by SUDA indicates that 10,000 residents and jobs can be accommodated per square kilometer in a very family-friendly and pleasant manner (with variations based on resident/job mix). At this level of density, energy consumption drops significantly, sustainable transportation is able to take a very high modal share of daily trips, costs of maintaining private properties and public services decrease, economic activity is fostered, and social interaction increases. The additional residential and non-residential units at this density also provides for greater profitability for the building industry and for landowners.

SUDA recommends that, if sustainability is a principle and/or thrust of urban development policy in Brampton, it needs to be demonstrated in the Countryside Villages secondary plan area. For that to happen, the plan for the area needs significant improvement, especially with regard to occupancy targets. We recommend that the overall occupancy target for the area be raised to 46,000. This consists of 4,500 industrial jobs, and 41,500 residents and other jobs.

With regard to the mix of housing of Countryside Villages, there is also a need to consider what has happened to the Springdale area south of Countryside Road, where there are virtually no apartment units for a population of approximately 70,000, and only a few townhouse units, to accommodate young adults, active seniors and empty-nesters. It begs the question, "Where are young adults who are moving out of their parents' homes, or grandparents or friends, able to live within the same community if they cannot afford a detached home, or do not wish to own one?" Clearly, they should not be forced to live in basements, or move away to Queen Street, or to other urban centres. Local communities must be inclusive if social sustainability is to be achieved.

In 2008, SUDA released the results of its Housing Alternatives Acceptability Study, which showed that *half* of 905 respondents (most of whom live in detached homes) considered living in a townhouse with a private backyard as 'acceptable' or 'may be acceptable'. Very similar results were found regarding apartment units suitably sized for households.

The Countryside Villages secondary plan should be amended to take into account the entirety of the housing mix for both Springdale and Countryside Villages, and to rebalance the housing mix for the two areas together to accommodate this demand in the CVSP area. This means creating a somewhat more urban environment in a very pleasant, well-designed manner, with few detached homes, and the great majority of homes being ground-oriented attached homes, or apartment units.

Please note that it is *not* appropriate to assume that the historical housing mix in Brampton, or minor variations thereof, are appropriate for the future, especially in light of energy, environmental, immigration and economic factors that will make the 21st century much different from the 20th. (There is an opportunity here for Brampton to become the leader in building truly 'complete communities', and with it, sustainable ones.) Decisions made now will have permanent effects on residents, and their ability to deal with the constraints of the future.

I8-9-45

Achieving higher densities also means mixing uses not only within a community, but in buildings themselves, not only in a few 'live/work' units, but by a general policy of not approving single use, single storey non-residential development, with only a few exceptions, such as heavy industrial activities.

With regard to transportation, high density does not necessarily mean traffic congestion. Shorter trip lengths, modal shifts away from driving, better transit services and changes in the direction of traffic reduce pressures for transportation space. Importantly, the need to travel by automobile, combined with overly-expensive housing due to lack of choice, creates hardship that can be reduced or avoided through better land use and transportation policies.

With regard to some of the features of the CVSP Area Schedule SP 48(a), please consider the following recommendations and comments. Please note that, for the sake of brevity and time constraints at SUDA, these comments are not reflective of all of the changes we feel should be made. We apologize for the incompleteness.

- The policies separating residential and non-residential uses are much too rigid. Flexibility and a fostering of mixed use environments throughout the CVSP area is more beneficial and functional. The very limited 'mixed use' designation in the Countryside Villages SP area is highly questionable.
- The low/medium density designation for residential areas should be eliminated. The medium density provisions in the SP should apply to all areas unless a higher density is designated. Low density is unsustainable, and not necessary in light of the overabundance of low density housing throughout Brampton, the need to rebalance the housing mix and to improve efficiency and affordability, and to support a more vibrant urban environment that is so rare in Brampton. Medium density should have a minimum of 25 residential units per net residential hectare, with provision for credits for non-residential uses that may be mixed into a defined area.
- High density zoning should be added to the plan, for lands along arterial roads and at arterial and collector road intersections, given that is where access to public transit services is most important. Higher density along Torbram and Airport Roads are particularly important, because they offer the best access to the employment lands to the South and Southeast. The minimum density for these lands should be 50 residential units per net residential hectare, with a separate density provision for non-residential uses, perhaps in the form of floor space indices rather than units.
- The northeasterly expansion of City Park is highly questionable. It is far more appropriate to enable high density development along the collector roads bordering the park. Neighbourhood parks are more convenient for residents, and are adequate substitutes for expansion of the City Park.
- The 'Medium density' designation along the primary internal collector road, and the separate 'Neighbourhood Retail' designations suggest that mixed use will not be allowed within 'medium density' areas. This is unnecessarily restrictive and decreases walkable access to daily services.

18-9-46

- The location of the Office Centre along Hwy 410 as a 'distinctive gateway character' prioritizes appearance over functionality. The 'Office Centre' is isolated from the Countryside Villages community, especially if there is no link to it via an extension of the east-west collector road and a bridge. An East-West configuration East of 410 should be considered. Major office uses should be encouraged at arterial intersections.
- Highest densities should be at intersections served by, or planned to be served by, public transit.
- For reasons of efficiency, convenience, social vibrancy and sustainability, Neighbourhood Retail areas should be redesignated as high density mixed use areas, and include offices (including major offices, which reduces land requirements for the 'Office Centre'), condominium and rental apartments, and townhouses. 'Neighbourhood Retail' should be relabeled 'Village Centre', to reflect the multi-use environment. To support density and convenience, retail uses should be incorporated into multi-storey buildings, with a few exceptions such as larger food stores. Under no circumstances can single-use retail centres such as trademark 'Smart Centres' be considered sustainable or appropriate. Commercial developers can and should adapt to mixed use principles. The mixing of office, retail and residential uses also produces efficiencies in parking requirements.
- Village Centres at transit intersections can take many forms, A conceptual-level example of one possible configuration is shown below.
- There should be a 'Village Centre' on the north side of Countryside Road to provide a variety of services and residential options not well provided South of Countryside Road. Such a centre that is well-designed should not be at all detrimental to the properties immediately to the South.
- Question: Are nine stormwater management ponds necessary, especially if surface permeability, rainwater harvesting and other measures are implemented?
- Given energy supply and cost problems very likely to arise in the future, local street patterns should be planned to support a greater intensity of transit services, in addition to those planned for arterial and collector roads identified in Schedule SP48(a). In a future where most residents may not be able or willing to drive to destinations, access standards to transit stops should be improved. Street patterns should enable access to current or potential stops no more than 250 metres from any location.
- Lastly and importantly, until the above, or similar, recommendations are implemented for the Countryside Villages Secondary Planning Area, the Countryside Villages Secondary Plan cannot be considered as "sustainable", and references to it being so should be removed.

SUDA hopes that these remarks are useful and accepted in the spirit of fostering the well-being of new residents as they face a different future.

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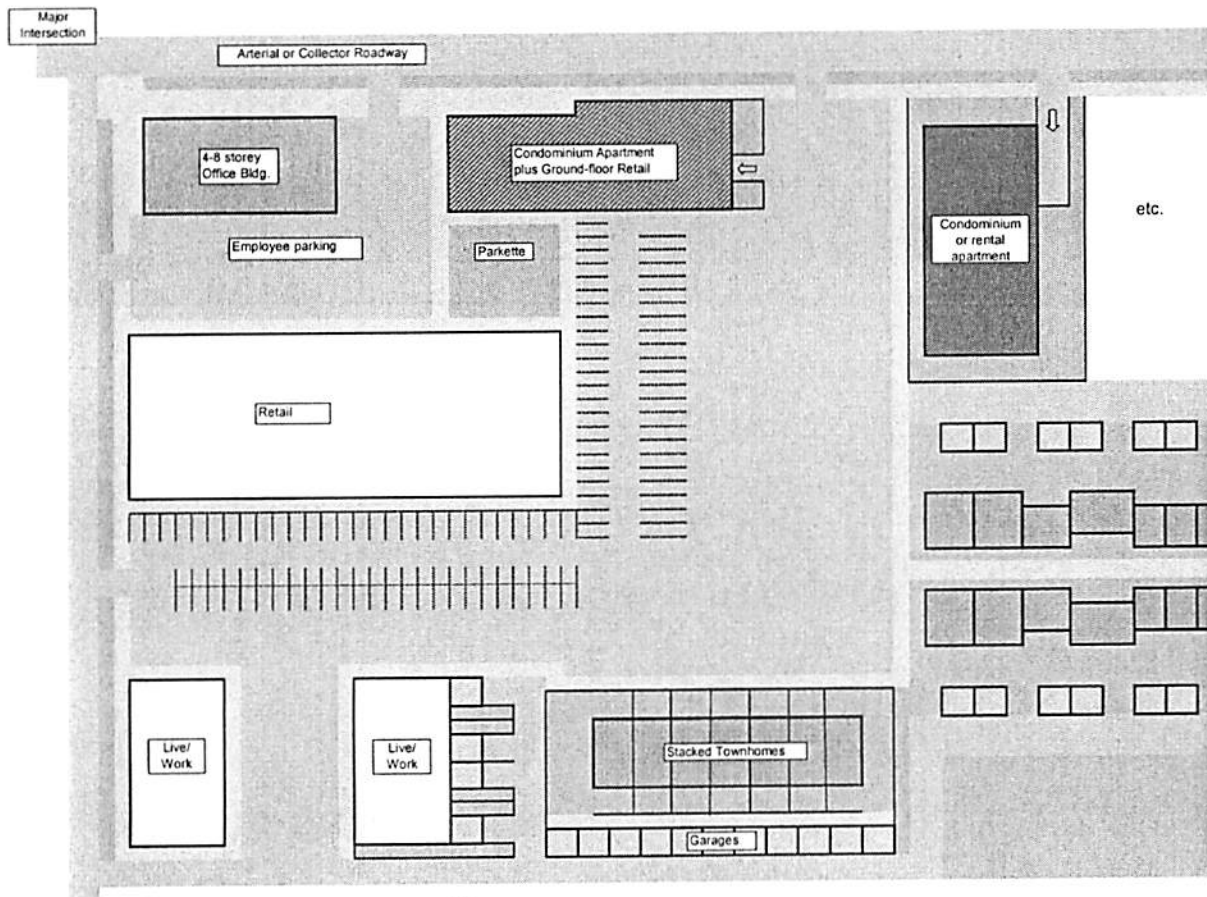
Respectfully submitted,



John Stillich
General Manager
Sustainable Urban Development Association (SUDA)
www.suda.ca
Email: contact@suda.ca
Voice: 416-400-0553

c.c. SUDA Board of Directors

Conceptual Example of How the Potential for High Density and Mixed Uses at Major Intersections Can Demonstrate Sustainable Urban Development
(Note: Not to scale; some details not included)



etc.

I8-9-48



November 6, 2009

Planning, Design and Development
City of Brampton
2 Wellington Street,
Brampton, ON
L6Y 4R2

Attention: Karyn Poad, Policy Planner

RE: Countryside Villages Secondary Plan – Draft Policies

Thank you for the opportunity to review and comment on the draft Countryside Villages Secondary Plan polices (versions 3 & 4 received on October 22, 2009). The following comments are provided for your consideration in the final preparation of this Secondary Plan.

Human Health

As per Regional Council direction, Peel Health continues work to support municipal planners in the development of healthy built environments. Specifically, Council directed that "Health Services and Environment, Transportation and Planning Services staff develop policies on the relationship between health and the built environment for the Region's Official Plan and report back to Council with recommendations to create more health-promoting communities (Resolution No. 2008-1189)."

Staff looks forward to seeing the Secondary Plan policies translated into health promoting environments at the Block Plan level. As per Council direction, Peel Health would be pleased to support the City of Brampton by participating in the Block Plan development and review process. Peel Health staff continues to be available to support the City of Brampton in using innovating approaches to building healthy, sustainable communities, and looks forward to ongoing collaborations.

Transportation Demand Management (TDM) & Active Transportation

The following comments are offered to enhance the policy strength and profile given to TDM and active transportation.

Chapter 48(A):

- 4.2.2, to include reference to transit – to coordinate the staging and sequence of development in conjunction with transit services to support growth;
- 4.2.3 Vi) to place more emphasize on transit, for example, "efficient transportation links for pedestrians, bicycles, transit, and motor vehicles";

Environment, Transportation and Planning Services

10 Peel Centre Dr., Suite A, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

- Include TDM as a Principle in section 4.2.3 vii) implement TDM measures to reduce vehicle trips, especially single occupancy trips;
- 4.3 section vi), suggested wording – “to establish urban design guidelines...of attractive, safe, and walkable built forms within the community”;
- 4.3 section x), suggested wording- “to enhance the overall capacity of the transportation system, both the supply and demand sides, by improving the efficiency of the existing transportation network by implementing TDM programs and services in conjunction with the construction of new links and improvements within the Secondary Plan”;
- 4.3 – suggested to include a section for ensuring a complete high quality sidewalk network on all streets serviced by transit and secure bicycle parking facilities at transit hubs;
- 7.1.2 – to include programs and services in the section, for example, suggested wordings “This Chapter is also...for connectivity among transportation modes, offering programs/services to achieve a balance of transportation choices...”;
- 7.1.9 – The property requirements was part of the EA – Addendum report for Mayfield Road from Dixie Road to Airport Road. Please note that the Regional Official Plan Schedule F as part of ROPA 16 has identified the designated ROW for Mayfield Road for 50 metres. The Region will be reviewing the designated ROW requirements in Schedule F as part of the Region’s Official Plan update which is expected to be completed by early 2010. Please note, Policy 7.7.2.4 of the Regional Official Plan provides direction on land dedication to the Region that may be applicable to this situation. This policy states, “Require the gratuitous dedication to the Region of land for unequal Regional road widening or widening in excess of that shown on Schedule F where necessitate by unique conditions.”

Chapter 48(B)

- Section 1- Purpose, second bullet after the second paragraph, suggested wording, “a well ordered street network...to the rest of the City and encouraging walkable and transit supportive design”;
- 4.2.4 section ix) to place more emphasize on transit, for example, “efficient transportation links for pedestrians, bicycles, transit, and motor vehicles”;
- 4.3 section viii) suggested wording – “to establish urban design guidelines...of attractive, safe, and walkable built forms within the community”;
- 4.3 section xii) suggested wording- “to enhance the overall capacity of the transportation system, both the supply and demand sides, by improving the efficiency of the existing transportation network by implementing TDM programs and services in conjunction with the construction of new links and improvements within the Secondary Plan”;
- 4.3 – suggested to include a section for ensuring a complete high quality sidewalk network on all streets serviced by transit and secure bicycle parking facilities at transit hubs;
- 7.1.9 – See comment from 48(A) above

Transportation – Road Connections & Access Locations

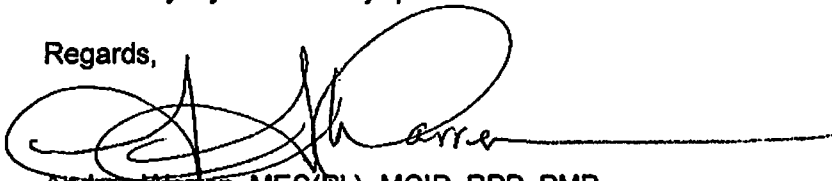
The following comments relate to both 48 (A) & (B)

- 7.1.2 This statement should be stronger with respect to the final road alignment. The location should be set at the secondary plan study and refined at the block planning or subdivision stage. In addition, it is requested that wording be added to clarify that the location refinement shall be kept to a minimum. There is an approximately 10 metre tolerance either way and should reflect the need for 450 metre spacing between future Arterial Roads or Major Collector Roads connecting to Regional Roads. This is consistent with Peel staff recommendation indicated at an earlier meeting with the City, Town of Caledon and Region.
- 7.1.3 It is suggested that "Major Arterial" roads and "Region of Peel" be added to the policy wording. In addition, the following statement should be added "Unless a separate agreement has been reached with the Region of Peel for access to a Regional road.
- 7.1.6 Remove "permitted" from this statement and add "450 metre spacing as per the Region of Peel Controlled Access By-law 59-77, as amended or its successor" after the ".....subject to"
- 7.1.8 Delete this item as the issues are covered in Item 7.1.6.
- 7.1.10 Add "450 metre spacing" after ".....Regional Roads shall be"

Conclusion

I trust the comments provided above are of assistance. You are encouraged to contact me directly if you have any questions or concerns.

Regards,



Andrea Warren, MES(PI.), MCIP, RPP, PMP
Manager, Development Services
Public Works

Cc: David Waters, City of Brampton, Manager – Land Use Policy
Damian Jamroz – Region of Peel, Supervisor, Traffic Development
Margie Chung – Region of Peel, Principal Planner, Transportation Planning
Inge Roosendaal – Region of Peel, Research & Policy Analyst, MOH Office

Environment, Transportation and Planning Services

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I8-9-51

Appendix B – Chapter 48(a)

I8-9-52



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To Adopt Amendment Number OP 2006-_____
To the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area for Chapter 48(a) of the Countryside Villages Secondary Plan Area 48 is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this _____ day of _____ 200_____ .

APPROVED AS TO FORM LAW DEPT. BRAMPTON		
DATE	27	11

SUSAN FENNELL - MAYOR

PETER FAY - CLERK

Approved as to Content:

Adrian Smith, MCIP, RPP
Director, Planning and Land Development Services

I8-9-53

AMENDMENT NUMBER OP 2006 -
to the Official Plan of the
City of Brampton Planning Area

I8-9-54

SECONDARY PLAN AREA 48
CHAPTER 48(a)
COUNTRYSIDE VILLAGES SECONDARY PLAN

AMENDMENT NUMBER OP2006-_____

To the Official Plan of the
City of Brampton Planning Area

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I8-9-56

AMENDMENT NUMBER OP2006-

To the Official Plan of the

**City of Brampton Planning Area
(Chapter 48(a))**

1.0 PURPOSE

The purpose of this amendment, together with Chapter 48(a), is to implement the policies of the Official Plan for City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new employment area in the City of Brampton as outlined on Schedule SP48(a), and to specify desired land use patterns, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development. Further, it sets out the development controls to be used to implement these policies at the subdivision stage of approval. This Chapter will establish, in part, the Countryside Villages Secondary Plan.

2.0 LOCATION

The lands subject to this amendment comprise an area of about 163 hectare (403 acres) and are bounded by Mayfield Road to the north, Dixie Road to the east, Countryside Drive to the south and Heart Lake Road to the west. The lands are within an area described as Part of Lots 16 and 17, Concession 3 EHS, in the Geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule SP48(a) to this amendment.

3.0 AMENDMENT AND POLICIES THERETO

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- i) by changing on Schedule 'G' SECONDARY PLAN AREAS thereto, the boundaries of Secondary Plan 48 as show on Schedule "A" to this amendment.
- ii) by changing on Schedule 'H' COMMUNITY BLOCK PLAN AREAS thereto, the boundaries of the Block Plan Areas for Area 48-1 as shown on Schedule "B" to this amendment.
- iii) by deleting therefrom, in Part II: SECONDARY PLANS under the heading "Area 48: Sandringham-Wellington North", all of the text and schedules and substituting thereof the following: "Part II, Chapter 48 of the Brampton Official Plan shall constitute the Countryside Villages Secondary Plan";
- iv) by adding to Part II, SECONDARY PLANS thereof, as Schedule "SP48(a)", of Chapter 48(a), Schedule 'C' to this amendment;
- v) by adding to Part II, SECONDARY PLANS thereof, as Chapter 48, the following text:

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- vi) "Chapter 48(a): THE COUNTRYSIDE VILLAGES SECONDARY PLAN (Official Plan Amendment OP2006-)

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new employment area in the City of Brampton as outlined on Schedule 48(a), and to specify desired land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability and LEED Neighbourhood Design principles. Further, it sets out the development controls to be used in implementing these policies. This Chapter will constitute, in part, the Countryside Villages Secondary Plan.

The overall Planning Vision for Countryside Villages is for a distinct community incorporating the concepts of "new urbanism" where neighbourhoods are planned to be pedestrian friendly and transit supportive for the area east of Dixie Road. The Planning Vision also proposes a significant employment area between Dixie Road and Heart Lake Road (which is the subject of this chapter) that includes both office and industrial uses that takes full advantage of the access and exposure offered by Highway 410.

The Planning Vision sets out the framework for a new employment area in terms of the following major structural elements:

- establish an employment area consisting of prestige industrial and office uses that are developed to a high standard of urban design;
- protecting, enhancing, and restoring the natural heritage areas and features, and developing open space networks with views and vistas;
- appropriate built form transitions between land uses;
- a range of employment based uses that are planned to be dynamic and highly accessible in order to maximize their development potential in the GTA market place and achieve the employment targets set out for this area; and,
- a street network balancing function and urban design that supports of higher frequency transit service.

This Planning Vision for the area is in keeping with the overall principles of the sustainable City Concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use

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planning to achieve a balance between the social and economic needs of the community, and environmental conservation.

2.0 LOCATION

Chapter 48(a) comprises an area of 163 hectare (403 acres) and is bounded by Mayfield Road to the north, Dixie Road to the east, Countryside Dive to the south and Heart Lake Road to the west as outlined on Schedule SP48(a). The lands are within an area described as Part of Lots 16 and 17, Concession 3 EHS, in the former Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP48(a).

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Chapter 48(a) outlined on Schedule SP48 (a) shall be developed in accordance with the policies of this Chapter (Chapter 48(a) of Part II) and with Schedule SP48 (a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 48(a).

4.0 GOALS & OBJECTIVES

4.1 Planning Principles

The planning principles that have guided the detailed policies of this Chapter are based on an ecosystem approach to land use planning, which the City of Brampton supports in its Official Plan.

As well, this Chapter is also based on the objectives of the Growth Plan related to designated Greenfield areas including the creation of complete communities, support of alternative transportation modes, including walking/cycling and transit, providing a diverse mix of land uses, open spaces and development patterns and densities that are largely transit supportive.

The Planning Vision for Chapter 48(a) is to protect diversity and connectivity of the rich natural areas and features and their ecological functions, including valleys, streams, woodlands, wetlands, habitats and other significant elements that constitute the ecosystem. The relationship among the natural elements is a basic principle of ecosystem planning. In Chapter 48(a), the predominant form of development is for employment uses.

Together with Section 3.2 (Sustainable City Structure) of the Official Plan, the goals and objectives, which

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are founded on the planning vision and outlined below, provide a sustainable planning framework for the planning and development of the Countryside Villages Secondary Plan. These goals and objectives will be implemented in accordance with the policies in Section 12 of this Chapter.

4.2 Goals

The goals of the Countryside Villages Secondary Plan are as follows:

- 4.2.1 To create a well structured employment precinct that protects, restores, and enhances the diversity and of the natural features and functions;
- 4.2.2 To coordinate the staging and sequencing of development in conjunction with the provision of infrastructure, including sanitary sewers, water distribution, stormwater management facilities, roads and utilities and transit services required to support growth, in accordance with the Brampton Growth Management Program;
- 4.2.3 To develop a viable employment precinct based on the application of the following principles:
 - i) implement urban design and built form principles from the LEED ND (Neighbourhood Design) program, where feasible;
 - ii) the promotion of excellence and strong character in civic design in both the public and private realm;
 - iii) an interconnected system of open space, including recreational areas and natural heritage areas and features;
 - iv) integration of new development with existing development and road patterns adjacent to the new employment area through appropriate built form, road patterns and linkages;
 - v) an attractive and orderly built form consisting of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
 - vi) efficient transportation links for pedestrians, bicycles, transit and motor vehicles.
- 4.2.4 To implement the Countryside Villages Secondary Plan by:
 - i) coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program; and,
 - ii) achieving financial sustainability through the provision of municipal services in an efficient and financially prudent manner.

4.3 Objectives

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the

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following objectives constitute the basis for the formulation of Chapter 48(a) of the Countryside Villages Secondary Plan:

- i) to identify, protect, enhance, and restore the natural heritage areas and features, focusing on the Valleylands and Watercourse Corridors and the Provincially Significant Wetlands;
- ii) to ensure that municipal and public and private services required for development of any portion of Chapter 48(a), including components of the transportation system and utility servicing networks, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;
- iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- iv) to promote financially self-supporting development using the strategic implementation of the following measures: growth management, development charges and cost sharing agreements as and where appropriate;
- v) to contribute to a dynamic and prosperous economy with an employment precinct that provides a range of employment based uses;
- vi) to establish urban design guidelines which encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;
- vii) to establish a consistently superior level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- viii) Parks, stormwater management ponds and other greenspace shall be designed to reflect ecological-friendly principles and be integrated with the open space network;
- ix) to provide opportunities for recreational and functional natural links to the Spring Creek Tributary.
- x) to enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing transportation network in conjunction with the construction of new links and improvements within the Secondary Plan;
- xi) to promote connective pathways, trails and on-street bikeway facilities to assist pedestrian and bicycle accessibility, where appropriate;
- xii) to promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit service;
- xiii) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices and transit service throughout the Secondary Plan Area and the lands adjacent thereto;
- xiv) to create an appropriate transition of built form that recognizes adjacent land uses; and,

- xv) to create built forms that relate to and are supportive of transit, such as mixed-use, street related, compact urban form and transit orientated development where appropriate.

5.0 DEVELOPMENT POLICIES

5.1 General Provision

- 5.1.1 The development policies for Countryside Villages are founded on the Planning Vision and the goals and objectives outlined in Section 4.0 of this Chapter. The basic land use pattern for the subject lands is outlined in Schedule "A" – General Land Use Designations to the Official Plan as "INDUSTRIAL" and "OPEN SPACE". A more detailed distribution of land use is established on Schedule SP48 (a).
- 5.1.2 In Chapter 48(a), land use interface issues between the Town of Caledon and City of Brampton with Mayfield Road as the separator will be addressed at the draft plan stage of approval.
- 5.1.3 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.2 EMPLOYMENT

5.2.1 General Provisions

- 5.2.1.1 Areas designated for Employment uses on Schedule SP48(a) shall be subject to the general provisions of Section 4.3 of the Official Plan, and to the further provisions of this Chapter.

5.2.1.2 Density Target

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, the Countryside Villages Secondary Plan (Chapters 48(a) and 48(b)) shall be planned to achieve a population in the order of 20,000 persons and to accommodate employment in the order of 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

5.2.2 Prestige Industrial

- 5.2.2.1 Areas designated Prestige Industrial on Schedule SP48(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3 and other relevant policies of the Official Plan and this Chapter:

5.2.2.2

- i) Permitted uses may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, warehousing and distribution,

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provided that such uses operate within wholly enclosed buildings and are associated with an office use. Outdoor storage of goods and materials is not permitted as a primary use. Public and private open space and stormwater management facilities may also be permitted. No transport terminals shall be permitted in this Secondary Plan.

- ii) In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centres, business support services, restaurants (within industrial malls and stand alone), ancillary commercial and retail intended to serve the employment area (within industrial malls and stand alone buildings), and accessory retail uses. Land use permissions and related performance standards including restrictions limiting stand alone restaurants and stand alone ancillary commercial retail will be detailed in implementing zoning by-laws.

5.2.2.3 Development of the lands within the Prestige Industrial designation shall be based on the following principles:

- i) development located on key sites fronting arterial roads and at the termination of the east-west collector road at Dixie Road will be required to exhibit a superior built form generally commensurate with higher order employment uses.
- ii) a superior standard of building design shall be required for all industrial sites to provide a prestige image for the community. Undeveloped portions of the lots shall be landscaped to achieve the intended prestige image;
- iii) office and industrial buildings shall be distributed in a manner that provides pedestrian access to the employment area;
- iv) shared driveway access points shall be utilized wherever possible;
- v) Outdoor storage of goods or materials shall not be permitted as a primary use or visible from a public road;
- vi) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- vii) provision shall be made to minimize adverse impacts on existing adjacent residential uses, or which are planned for the area east of Dixie Road, through the appropriate siting, orientation and design of office and employment buildings, in addition to site design, landscaping and buffer treatments;
- viii) The City may require the submission of an overall development concept to demonstrate how the designated area can be comprehensively developed;

- ix) accessory retail and business support service uses shall be restricted to a maximum percentage of the total gross floor area of the whole building in accordance with the requirements of the implementing zoning by-law;
- x) the visual impact of automobile and truck parking, service and delivery areas shall be minimized through the appropriate siting, orientation and design of buildings consistent with the landscape and screening measure contained within the approved urban design guidelines for these lands;
- xi) LEED certification of buildings is encouraged where possible;
- xii) the lot pattern and road network for industrial development sites shall be designed to promote internalized loading facilities.

5.2.3 Office Centre

5.2.3.1 Areas designated Office Centre on SP48 (a) permit the range of uses and shall be developed in accordance with the provisions of Section 4.2.3 of the Official Plan and this Chapter:

5.2.3.2 The permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, accessory retail, and business support services, including restaurants. In addition, open spaces uses such as parkettes and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on lands designated Office Centre.

5.2.3.3 Outside storage areas and outside display areas shall not be permitted on lands designated for Office Centre.

5.2.3.4 Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- i) to enhance streetscape amenity design, parking of vehicles shall be consistent with the approved urban design guidelines for these lands;
- ii) from a streetscape perspective, large lots/blocks shall be encouraged;
- iii) ground floors shall be designed to be pedestrian friendly, where feasible;
- iv) buildings shall be oriented towards corners or intersections wherever possible;
- v) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be implemented;
- vi) to generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;

- vii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure included within the approved urban design guidelines for these lands; and,
- viii) accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within the office building in accordance with the provisions of the implementing zoning by-law.

5.3 NATURAL HERITAGE SYSTEM AND ENVIRONMENTAL MANAGEMENT

5.3.1 General Provisions

5.3.1.1 Areas designated within the Natural Heritage System and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and linkages, and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Impact Study, as part of the Subdivision Approval Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- i) An Environmental Implementation Report;
- ii) An Environmental Impact Study;
- iii) A Stormwater Management Study;
- iv) A Functional Servicing Report;
- v) Woodlot Management;
- vi) Vegetation Assessment Study;
- vii) Tree Preservation Plan.

5.3.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever possible.

5.3.1.3 It is the intent of this Chapter to ensure that that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the employment precinct as visible and accessible public amenities. Stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The next stages of detailed planning, including the submission of an Environmental Impact Study, will confirm the extent of road frontage adjacent to such features.

5.3.1.4 Pedestrian and cyclist linkages between the various components of the open space network and the natural heritage features of the open space system such as valleylands shall be defined during the draft plan stage of approval.

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5.3.1.5 The location of trails in SP48(a) will be confirmed through the draft plan stage of approval in consultation with the City's Community Design, Parks Planning & Development staff. However, additional ecological studies prepared in support of draft plans will need to determine if trails are appropriate in consideration of adjacent environmental hazards and/or ecological sensitivities.

5.3.2 Valleylands and Watercourse Corridors

5.3.2.1 Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the approved Master Environmental Servicing Plan (MESP). The extent of the Valleylands and Watercourse Corridors system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Toronto and Region Conservation Authority.

5.3.2.2 Areas designated Valleylands and Watercourse Corridors on Schedule SP48 (a) includes natural stream corridors and headwater drainage features that currently contribute to the ecological integrity of the subwatersheds. The final limit of the Valleylands and Watercourse Corridors will be determined through an Environmental Impact Study to the satisfaction of the City of Brampton and the Toronto and Region Conservation Authority. The stream corridors and/or headwater drainage features may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.3.2.3 Appropriate environmental buffers in accordance with Section 4.5.13 of the Official Plan shall be imposed from the margin of valleylands and watercourse corridors so as to have regard for ecological functions and the extent and severity of existing and potential environmental hazards. All required setbacks shall be determined through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton, prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

5.3.2.4 The Brampton Official Plan requires a 10 metre buffer from all natural features to be protected, however, the City of Brampton may consider e flexibility in the application of the 10 metre buffer based on the ecological analysis provided by the Environmental

Impact Study prepared to support the draft plan stage of approval.

5.3.3 Wetlands

5.3.3.1 Areas designated Wetland on Schedule SP48 (a) including local and unevaluated wetlands, and those designated as being Provincially Significant, should be protected.

5.3.3.2 Areas designated Wetland on Schedule SP48(a) have been fragmented due to the extension of Highway 410 to Mayfield Road. There are several Provincially Significant Wetlands that have been isolated from the Heart Lake PSW Complex on the east side of Highway 410. Notwithstanding Section 4.5.9 of the OP, in consideration that the final disposition of these wetlands has not been concluded in the MESP, these wetlands:

- i) may be protected from development and remain in a natural state,
- ii) may be utilized for complementary uses;
- iii) Or may be developed in accordance with the policies of the adjacent land use subject to the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the appropriate public agencies without the need for an amendment to the Official Plan or this Chapter.

5.3.3.3 A working group consisting of Ministry of Natural Resources, Toronto Region Conservation Authority, and City of Brampton will be convened to advance discussion regarding the isolated wetlands on the east side of Highway 410. Additional field work in accordance with an EIS will be required to determine the appropriate final course of action for these wetlands. An evaluation and designation of these wetlands may only occur subject to the approval of the Ministry of Natural Resources in consultation with the local Conservation Authority and the City of Brampton.

5.3.4 Terrestrial Feature

5.3.4.1 Areas designated as Terrestrial Feature on Schedule SP48(a) consist of lands such as wet meadows and woodlots that were identified in the approved Master Environmental Servicing Plan (MESP) and contribute currently to the ecological integrity of the subwatershed. The preservation and treatment of Terrestrial Features shall be in accordance with Sections 4.5.6 and other relevant policies of the Official Plan.

5.3.4.2 The extent of a Terrestrial Feature shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton. Terrestrial Features may be altered or the feature may be replaced, provided it is demonstrated that the

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current ecological function and integrity of the subwatershed is protected and enhanced. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

- 5.3.4.3 The illumination of parking facilities shall be directed away from Terrestrial Features nearby to minimize disturbance to wildlife.

6.0 SPECIAL POLICY AREA

6.1 Special Policy Area 1

6.1.1 Land designated as Special Policy Area 1 on Schedule SP48(a) is comprised of a 5.3 hectare (13 acres) parcel of land located on the east side of Heart Lake Road between Countryside Drive and Mayfield Road. The lands within Special Policy Area 1 are not suited for traditional forms of employment uses because of topography and related environmental constraints on site.

6.1.2 Special Policy Area 1 recognizes that in addition to the employment uses permitted by Section 5.2 of this Chapter, the subject lands may be developed for a private school with ancillary uses including a swimming pool, gymnasium, auditorium, outdoor sports fields and playgrounds.

6.1.3 Notwithstanding Section 4.5.6.15 of the OP, the restoration of natural heritage areas and features that have been removed, altered and/or disturbed on these lands, shall be identified, evaluated and determined by an Environmental Impact Study, prepared to the satisfaction of the City of Brampton.

6.1.4 Notwithstanding Section 8.1.1 of this Plan, development within Special Policy Area 1 on Schedule SP48(a) can proceed in the interim on private servicing until sanitary services are available in the area.

7.0 TRANSPORTATION POLICIES

Roads

7.1.1 Roads in Chapter 48(a) are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan and the policies of this Chapter.

7.1.2 This Chapter is also intended to implement the objectives of the Growth Plan related to designated Greenfield areas which includes providing for connectivity among transportation modes, offering programs/services to achieve a balance of transportation choices, offering multi-modal access and integrating pedestrian and bicycle networks.

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- 7.1.3 In SP48(a), the final alignment of the road network shall be determined at the draft plan stage of approval and further refined within plans of subdivision. Appropriate road widening in accordance with Schedule "D" (City Road Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays, utilities and on-road bike lanes in accordance with the policies of the Official Plan.
- 7.1.4 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residences or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.
- 7.1.5 The local road network will be subject to the policies of this Chapter and will require approval as part of the draft plan stage of approval.
- 7.1.6 A potential road/valley crossing as outlined on Schedule SP48 (a) between Highway 410 and Heart Lake Road is permitted without further amendment to this Chapter. The road will be located to avoid and/or minimize encroachments into the natural heritage system and will be designed to eliminate, minimize and/or mitigate impacts to the environmental hazards and ecological sensitivities of natural features and areas, as appropriate.
- 7.1.7 Future road/driveway connections to Mayfield Road, Countryside Drive, Dixie Road and Heart Lake Road are permitted subject to detailed traffic studies without amendment to this Chapter.
- 7.1.8 The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.
- 7.1.9 Access points onto Mayfield Road are potential and exact locations will be determined through additional traffic analysis to be undertaken at the draft plan stage of approval.
- 7.1.10 The Region of Peel has indicated a need for additional property requirement for Mayfield Road beyond the 50 metre right-of-way designation in the Regional Official Plan. The need for additional property will be further addressed at the draft plan of subdivision stage of approval with the Region of Peel.
- 7.1.11 All proposed accesses or intersections on Regional Roads shall be in accordance with the Region's

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Controlled Access By-law 59-77, as amended, for access and intersection spacing purposes.

7.2 Public Transit

7.2.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter:

7.2.2 The introduction of transit service to Chapter 48(a) will be phased, based on:

- i) the required arterial and collector road network for a given phase has been completed to the point to support regular transit operations, including curbs, sidewalks and street lighting;
- ii) construction activity is at a level that will not interfere with safe and efficient transit operations;
- iii) the rate of development within the employment precinct will support regular service, based on established Transit Service Standards criteria, and;
- iv) the availability of City resources.

7.3 Pedestrian/Cyclist Links

7.3.1 Pedestrian and cyclist links shall be provided in accordance with Sections 4.4.6 and 4.6.9 of the Official Plan and the Pathways Master Plan to serve as a recreational, utilitarian and aesthetic amenity to the community and to integrate the elements of Land Use, Transportation, Recreational Open Space and natural heritage system, where feasible.

7.4 Gateways

7.4.1 The development of Gateways shall be provided in accordance with Section 4.10 of the Official Plan and Section 10.7 of this Chapter.

7.4.2 Schedule 48(a) identifies a Primary Gateway location at Mayfield Road and Dixie Road, and Heart Lake Road and Mayfield Road.

8.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS

8.1 Sanitary Sewage and Water Supply

8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.7 and other relevant policies of the Official Plan.

8.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide

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protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

- 8.1.3 In accordance with Section 4.11 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

8.2 Stormwater Management

- 8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Functional Servicing Report to the satisfaction of the City of Brampton.

- 8.2.2 To maintain the ecological integrity of the Spring Creek subwatershed, particularly the pre-development water-cycle, water balance and base flow required by the river and natural heritage system, alternative stormwater servicing practices may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible in order to compensate for areas where infiltration potential is limited.

8.3 Noise and Vibration

- 8.3.1 Individual subdivision based noise analysis reports in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter may be submitted, as necessary, at the time of draft plan of subdivision approval so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports at the Draft Plan stage of approval will only be required if it is determined that circumstances warrant a noise analysis report.

- 8.3.2 Development adjacent to Highway 410 shall ensure that appropriate safety measures such as setbacks and security fencing are provided to the satisfaction of the City in consultation with the Ministry of Transportation.

8.4 Potentially Contaminated Sites

8.4.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with the provincial guidelines for the decommissioning and cleanup of contaminated sites and submitted along with any application for development. Development for any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

8.5 Public Utilities and Communications

8.5.1 Public utilities and other facilities such as telecommunications infrastructure, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from appropriate authorities are obtained.

8.5.2 The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure if above-ground on or within streetscapes, such as transit shelters, gateways or light standards.

8.5.3 The City shall confirm with all utility providers that adequate servicing networks are, or will be established, to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.

8.5.4 The City of Brampton shall endeavor to address potential impacts on existing Hydro One Brampton facilities as a result of proposed development provided that this does not restrict the City in its ability to schedule and complete road projects.

9.0 CULTURAL HERITAGE

9.1 Conservation of cultural heritage resources within Chapter 48(a) shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Chapter, cultural heritage resources shall include structures, sites, cultural landscapes, environments, vegetation and artifacts, which are of historical, architectural or archaeological value, significance or interest.

9.2 The Cultural Heritage Map attached to this Chapter identifies those cultural heritage resources identified as "Significant" by the Heritage Study completed by Archaeological Services Inc. (February 2008) for Chapter 48(a).

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- 9.3 The Heritage Resources designations on the Cultural Heritage Map may be removed or relocated without the need for an amendment to this Chapter.
- 9.4 Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- 9.5 All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.
- 9.6 All development in Chapter 48(a) will require appropriate archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture.

10 COMMUNITY BLOCK PLAN

10.1 General Provisions

- 10.1.1 A Community Block Plan for Chapter 48(a) is not required. However, specific elements typically considered during a Block Plan process are to be addressed within an Urban Design Brief that will be considered during the draft plan of subdivision stage. The Urban Design Brief will include elements such as open space, street network, streetscapes, edges and gateways and built form.

10.2 Design Objectives

- 10.2.1 The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

10.3 Community Structure

- 10.3.1 The community structure shall be in accordance with Sections 5.5 and 10.1.1 and other relevant policies of the Official Plan.

10.4 Open Space System

A more detailed examination of elements of the open space system will be undertaken during the draft plan stage of approval.

10.5 Street Network

- 10.5.1 The street network shall be in accordance with Sections 4.4.2 and 5.5 and other relevant policies of the Official Plan.

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10.6 Streetscape

10.6.1 The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

10.6.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a superior quality environment. These will illustrate:

- i) Width of street right-of-way;
- ii) Roadway pavement width;
- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Bicycle paths/lanes;
- vi) Streetlight locations; and
- vii) Minimum building setbacks and projections.

10.6.3 Streetscape components such as street trees, street lighting, seating and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the employment area;

10.6.4 Consideration shall be given to the location of utilities within the public right-of-ways as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

10.7 Edges and Gateways

10.7.1 The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter:

10.7.2 Edges have a significant role in determining the interface with adjacent land uses and blocks. Along Arterial Roads, which are the primary edges of the employment area, a variety of street patterns will be encouraged including cul-de-sacs and service roads.

10.7.3 Gateway intersections usually occur at the intersection of Arterial Roads with Collector Roads. At these locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and through site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

10.7.4 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

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10.7.5 Schedule SP48(a) identifies the following Primary Gateways at Mayfield Road and Dixie Road;

10.7.6 The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish SP48(a) from the Town of Caledon, as well as from the balance of lands to the south.

10.7.7 Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance.

10.7.8 Buildings at gateway locations shall be limited to acceptable land uses. Gas stations, drive-through facilities, parking lots and highway service commercial uses shall not be permitted at gateway locations.

10.7.9 Developers shall contribute financially toward gateway features that are to be provided in Chapter 48(a). The design and financial obligation will be set out at the draft plan stage of approval.

10.8 Built Form

10.8.1 The built form shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

11.0 LEED

11.1 LEED certification shall be explored as part of the site plan approval process;

12.0 COMMUNITY DESIGN GUIDELINES

12.1 In Chapter 48(a), Community Design Guidelines will be prepared to the satisfaction of the City, at the draft plan of subdivision stage of approval. They represent a further refinement of the community vision as outlined in the Community Design and Open Space Study and shall include, but are not necessarily limited to, the following:

- i) the general intended visual character of the area as viewed from the streets and other public open spaces including the design theme that will be reflected in a substantial number of the public components;
- ii) the hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and

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fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;

- iii) the locations and generic design of all community and entry features, decorative centre medians, islands, meandering sidewalks etc;
- iv) the locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
- v) the intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.

12.2 For larger parcels of land, a comprehensive Community Design Study is required. Landowners of smaller holdings (under 8 hectares) shall be required to submit an addendum to the Community Design Study.

12.3 The Community Design Guidelines shall be based on findings and recommendations of the Community Design and Open Space study. The Guidelines shall have regard for any relevant guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.

11.2 All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention shall be paid to addressing the residential land use interface with other designations.

13.0 IMPLEMENTATION

13.1 General Provisions

13.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

13.1.2 The land use pattern established in Schedule SP48 (a) is schematic and may be adjusted during the next stages of planning taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

13.1.3 The limits of the Valleylands and Watercourse Corridors, Wetlands and Woodlands designations have been determined based on the findings of an Master Environmental Servicing Plan (MESP) and will be refined based on an Environmental Impact Study prepared to the satisfaction of the City of Brampton. In the event that minor modifications can be made to the headwater drainage features/watercourses that would have the effect of reducing the extent of the watercourse corridors designation but continue to retain their ecological and hydrological functions to the satisfaction of the local Conservation Authority and the City of Brampton, the adjoining designations shall apply without further amendment to this Chapter.

13.1.4 The location of community facilities shown on Schedule SP48 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a cost sharing agreement, as a condition of draft plan approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under the Development Charges.

13.1.5 During processing of development applications, the City shall require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

13.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

13.2 Growth Management

13.2.1 The application of Growth Management measures shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

13.3 Small Holdings

13.3.1 Landowners of small holdings less than 8.0 hectares (20.0 acres), except for those abutting Special Policy Area 1, shall be encouraged to submit joint

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subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

13.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP48(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

13.3.3 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

13.4 Cost Sharing

13.4.1 In addition to Development Charges, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the secondary plan area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

13.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all developers within any draft plan of subdivision as signatory, and copies thereof provided to the City prior to the draft approval of any subdivision plans within Chapter 48(a). After ascertaining that the Developer Cost Sharing Agreements deals with all pertinent matters equitably and can be reasonably imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

13.5 Sustainability

13.5.1 The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the planning vision for Countryside Villages as a sustainable community, the processing of Block Plans and development applications shall have regard for the overall principles of the sustainable City concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning, to achieve a balance between the social and economic needs of the community, and environmental conservation. This can include making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so

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that future generations will be able to continue to enjoy and use them.

14 INTERPRETATION

14.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP48(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

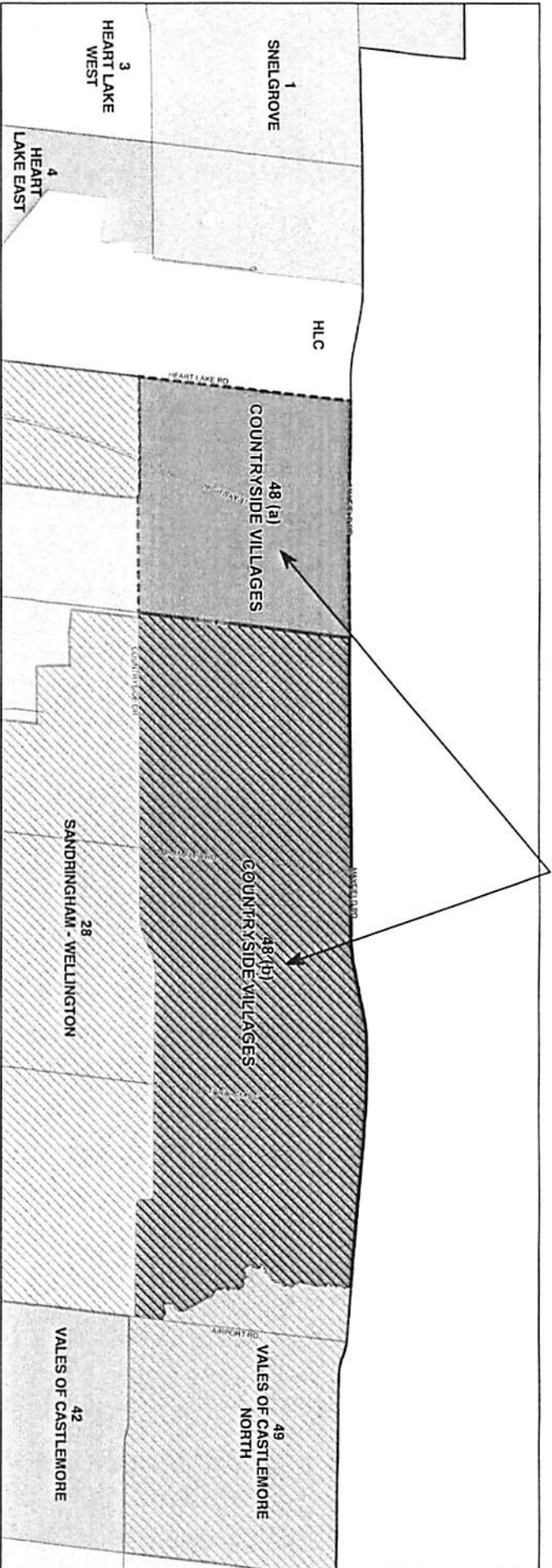
- i) that the fundamental effectiveness of the intended uses would not be reduced;
- ii) that the intent and integrity of the overall plan is respected;
- iii) that shortfalls or excesses are to be made up elsewhere in the Plan;
- iv) that the function and centrality of services is maintained; and,
- v) that the fundamental aspects of land use interrelationships are maintained.

14.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.

Approved as to Content:



Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services



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Legend

AREA SUBJECT TO THIS AMENDMENT

NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN

**Extract from Schedule "G"
SECONDARY PLAN AREAS**

SCHEDULE A TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006 _____
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (a)

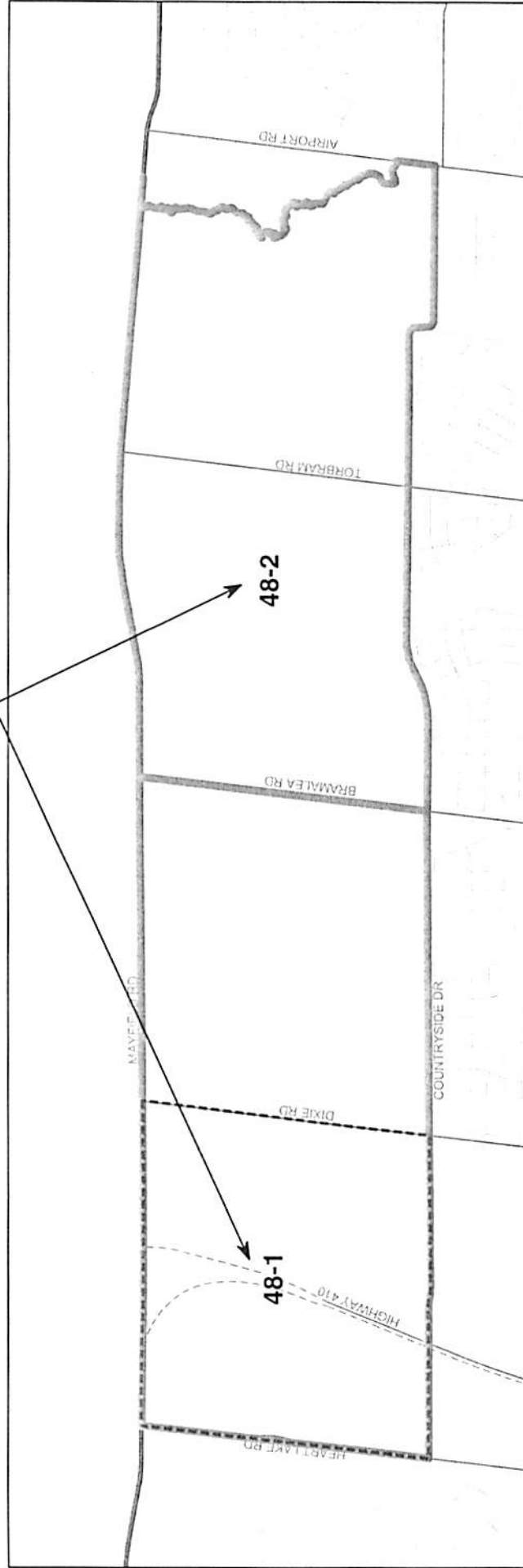
Date: 2009 11 19



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Brampton

Block Plan Boundaries to be revised as shown and the following text to be added as shown



**Extract from Schedule "H"
COMMUNITY BLOCK PLAN AREAS**

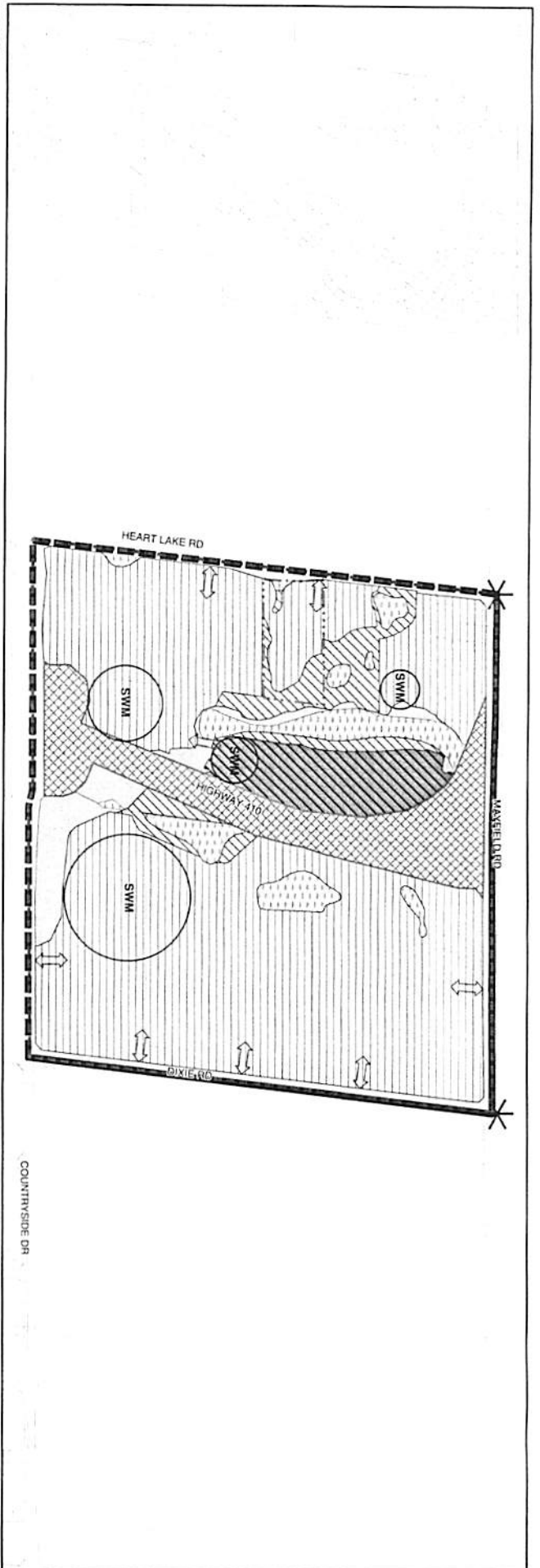
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-  BLOCK PLAN AREA
-  AREA SUBJECT TO THIS AMENDMENT

SCHEDULE B TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (a)



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- | | | | |
|---------------------|--------------------------------|--|---|
| | AREA SUBJECT TO THIS AMENDMENT | | |
| ROAD NETWORK | | | |
| | HIGHWAY 410 CORRIDOR | | SPECIAL POLICY AREA 1 |
| | MAJOR ARTERIAL (REGIONAL) | | OFFICE CENTRE |
| | MINOR ARTERIAL | | PRESTIGE INDUSTRIAL |
| | GATEWAY | | WETLAND |
| | POTENTIAL INTERSECTION | | TERRESTRIAL FEATURE |
| EMPLOYMENT | | | |
| | | | NATURAL HERITAGE AND ENVIRONMENTAL MANAGEMENT |
| | | | STORMWATER MANAGEMENT FACILITY |
| | | | VALLEYLAND |

Schedule SP 48 (a)
COUNTRYSIDE VILLAGES SECONDARY PLAN
SECONDARY PLAN AREA 48
Chapter 48 (a)

SCHEDULE C TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (a)



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Appendix C – Chapter 48(b)

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AMENDMENT NUMBER OP 2006 -
to the Official Plan of the
City of Brampton Planning Area

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The final arrangement of these land uses shall be determined at the block plan stage of approval;

5.6.6.3 In addition to the existing Place of Worship located at the southeast corner of the east-west collector road and Bramalea Road, higher density residential uses to a maximum of 8 storeys in height shall be permitted. Density shall be determined at the block plan stage of approval and implemented with the Zoning By-Law with related performance standards.

6.0 SPECIAL POLICY AREAS

6.1 Special Policy Area 1

6.1.1 Land designated as Special Policy Area 1 on Schedule SP48(a) is comprised of a 11.7 hectare (29 acre) parcel of land located at the southeast corner of Mayfield Road and Bramalea Road.

6.1.2 Special Policy Area 1 recognizes the development of these lands for a District Retail centre that will represent the focus of significant commercial development in Countryside Villages. The preferred form of development is intended to support transit and provide a comfortable pedestrian environment in keeping with the Village Core policies of this Chapter.

6.1.3 The planned role and function of this District Retail centre is to be a focal point within SP48(a). This District Retail centre is intended to serve Countryside Villages at a sub-regional scale. A high level of access will be provided for both pedestrians and motorists.

6.1.4 This District Retail centre is intended to ultimately develop as a mixed-use area consisting of retail, office and higher density residential uses, either in single or mixed-use buildings. Mixed-use buildings will be encouraged to develop throughout most of the Special Policy Area as the lands intensify over time to create an urban village.

6.1.5 Policies that direct the development of Special Policy Area 1 include:

- ii) the phasing of development which allows for intensification of the site based on market conditions;
- iii) the development of a major north-south access route through the subject site that has the potential to evolve into a Main Street terminating at the east-west collector road;
- iv) permitting a wide variety of uses including higher density residential, office, retail and limited institutional;
- v) protecting development areas in the implementing Zoning By-Law suitable for buildings of greater height and density;
- vi) strong pedestrian connectivity to the surrounding lands;
- vii) early establishment of the Village Core; and,

viii) a superior standard of urban design.

- 6.1.6 A "Main Street" shall be developed in Special Policy Area 1 in order to establish a central, pedestrian-scaled shopping focus, and an attractive and walkable connection. The objective is to begin to transform the existing auto-scaled shopping centre by developing a building form and a public realm, including street parking and street related buildings which together creates the preferred human-scaled environment.
- 6.1.7 Phasing policies for the site require that the full development of the District Retail centre be developed in three phases, generally in accordance with the Phasing Plan attached hereto as Appendix A. Prior to proceeding with subsequent phases of development, the maximum allocated gross floor area set out per phase shall be delivered.
- 6.1.8 The development of Phase 1 shall establish a central, pedestrian scaled shopping focus, and an attractive and walkable environment with the development of a major north-south access road. Phase 1 shall permit approximately 25,547 square metres of commercial gross floor area. In Phase 1, 25,547 square metres of commercial gross floor area shall be allocated as follows: Retail- 23,225 to 24,154 square metres and Office- 1,394 to 2,787 square metres.
- 6.1.9 In Phase 2, 4,645 square metres of retail space and 3,716 square metres of office space shall be permitted. As part of Phase 2, a minimum amount of residential be developed in the amount of 4,200 square metres of gross floor area.
- 6.1.10 In Phase 3, 929 square metres of retail and 3,716 square metres of office shall be permitted. 8,400 square metres of residential gross floor area shall also be developed in Phase 3. In order to realize the full potential of the site, parking structures will be developed.
- 6.1.11 Prior to proceeding with Phase 2 and 3, the development of the subject site shall establish an urban form with a mix of uses, concentrated and arranged in a manner which encourages pedestrian movements and travel by modes other than the automobile, and which fosters and facilitates public transit.
- 6.1.12 The intersection of Mayfield Road and Bramalea Road as well as the intersection of the east-west spine road and Bramalea Road have been identified as Gateways on Schedule SP 48(a). Buildings at the corner shall be subject to a minimum height requirement of 4 storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities. These performance standards will be specified in the implementing Zoning By-Law in addition to the

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phasing of development and the allocation of gross floor area.

6.1.13 The development of Special Policy Area 1 as a retail centre shall encourage pedestrian travel throughout the site through establishment of a network of streets, creation of a comfortable, safe and attractive walking environment with pedestrian weather protection and connectivity to the balance of SP48(a).

6.1.14 Large format, single storey retail uses are not permitted, except for the first phase of development. In addition, the following types of development shall not be permitted:

- i) drive-through facilities associated with any permitted use;
- ii) gas bar uses and car washes; and,
- iii) retail uses that require outdoor storage, with the exception of a garden centre that is accessory to a permitted use.

6.1.15 Built form and urban design performance standards shall be implemented in the Zoning By-Law to achieve visual attractiveness and a consistent image representative of a Town Centre.

6.1.16 Given the Planning Vision for the area, reduced parking standards will be considered at the zoning stage of approval.

6.1.17 In order to advance the development of the Village Core in accordance with the policies of Section 6.1, the first phase of development is permitted to proceed on the basis of a connection with existing water and sanitary services on Bramalea Road and establishing a temporary stormwater management pond on the lands south of the east west collector road. Ultimate stormwater management will be in accordance with the approved Environmental Implementation Report – Functional Servicing Report.

6.2 Special Policy Area 2

6.2.1 Land designated as Special Policy Area 2 on Schedule SP48(a) is located at the northeast corner of Countryside Drive and Torbram Road.

6.2.2 Special Policy Area 2 permits a Place of Worship in conjunction with residential and a motor vehicle commercial use, subject to final disposition of these land uses at the block plan stage of approval

6.2.3 Special Policy Area 2 permits a Place of Worship in conjunction with the following ancillary uses: high density residential, day care, gymnasium, banquet hall, auditorium, outdoor recreational uses, sports fields and playgrounds, community centre and limited local serving retail.

6.3 Special Policy Area 3

- 6.3.1 In addition to the existing residential use of the property, a Bed and Breakfast of no more than 6 bedrooms may be permitted at the property known as 11556 Bramalea Road. Renovations or new structures to accommodate the Bed and Breakfast will be limited in scale and character, remain in a residential built form and require a rezoning to implement the proposed use and associated performance standards.

7.0 TRANSPORTATION POLICIES

7.1 Roads

- 7.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan and the policies of this Chapter.
- 7.1.2 The final alignment of the road network shall be determined at the Block Plan stage of approval and further refined at the subdivision stage of approval. Appropriate road widenings in accordance with Schedule "D" (City Road Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays, utilities and on-road bike lanes in accordance with the policies of the Official Plan.
- 7.1.3 The collector road network, including the east/west collector road will be the subject of an Environmental Assessment to be undertaken together with Secondary Planning for Countryside Villages. The integrated planning and EA process will determine the role and function of the east/west collector road in accordance with the Planning Vision for Countryside Villages.
- 7.1.4 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residences or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.
- 7.1.5 The Road network will be located to avoid and/or minimize encroachments into the natural heritage system and will be designed to eliminate, minimize and/or mitigate impacts to the environmental hazards and ecological sensitivities of natural features and areas, as appropriate.

- 7.1.6 The local road network will be subject to the policies of this Chapter and will require approval as part of the development approval process.
- 7.1.7 Future road/driveway connections, to Mayfield Road, Airport Road, Countryside Drive, Torbram Road, Bramalea Road, Dixie Road and Heart Lake Road are permitted subject to detailed traffic studies without the need for an amendment to this Chapter.
- 7.1.8 The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.
- 7.1.9 Access points onto Mayfield Road identified on Schedule SP48(a) are identified as potential. Exact driveway and intersection locations will be determined through additional traffic work to be carried out at the block plan stage of approval.
- 7.1.10 The Region of Peel has identified the need for additional property requirement for Mayfield Road beyond the 50 metre right-of-way designation in the Regional Official Plan. This issue must be further addressed at the block plan and subdivision stages of approval with the Region of Peel to determine if this is still a requirement for additional property beyond the designated right-of-way in the Regional Official Plan.
- 7.1.11 All proposed accesses or intersections on Regional Roads shall be in accordance with the Region's Controlled Access By-Law 59-77, as amended.
- 7.1.12 The role and function of the east-west collector road is based on the policies of Section 10.6.2 of this Chapter. The final alignment of the east-west collector road will be determined at the block plan stage of approval.
- 7.2 Public Transit**
- 7.2.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter:
- 7.2.2 The road system has been designed to to create a transit supportive community.
- 7.2.3 The introduction of transit service to the Secondary Plan Area will be phased, based on:
- i) the required arterial and collector road network for a given phase has been completed to the point where regular transit operations are supportable, including curbs, sidewalks and street lighting;
 - ii) construction activity is at a level that will not interfere with safe and efficient transit operations;
 - iii) the occupancy of the neighbourhood will support regular service, based on

- established Transit Service Standards criteria; and,
- iv) the availability of City resources to provide transit services.

7.3 Pedestrian/Cyclist Links

- 7.3.1 Pedestrian and cyclist links shall be provided in accordance with Sections 4.4.6 and 4.6.9 of the Official Plan and the Pathways Master Plan to serve as a recreational, utilitarian and aesthetic amenity to the community and to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and natural heritage system.

7.4 Gateways

- 7.4.1 The development of gateways shall be undertaken in accordance with Section 4.10 of the Official Plan and this Chapter.
- 7.4.2 Schedule 48(a) identifies the following three Primary Gateway locations on Mayfield Road at: Dixie Road, the mid-block collector road between Dixie Road and Bramalea Road and Bramalea Road.
- 7.4.3 Additionally, the intersections of all major roads, i.e. Mayfield Road, Dixie Road, Bramalea Road, Torbram Road and Countryside Drive, as well as both mid-block north-south collector roads and the east-west collector road are identified on Schedule SP48(a) as Gateways .
- 7.4.4 Buildings at gateway locations shall be limited to compatible land uses. Gas bars, drive-through facilities, parking lots and highway service commercial uses shall not be permitted at gateways.

8.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS

8.1 Sanitary Sewage and Water Supply

- 8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.7 and other relevant policies of the Official Plan.
- 8.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 8.1.3 In accordance with Section 4.11 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval

to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

8.2 Stormwater Management

8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report and Functional Servicing Report to the satisfaction of the City of Brampton.

Despite this policy, stormwater management facilities such as ponds or channels within Open Space and Institutional (school site) designations may be located without an Official Plan Amendment. Such locations will not be accepted by the City of Brampton or the School Boards unless it can be demonstrated that the long term functionality of the park or school is not impaired or the effective usable area of the site is not reduced.

8.2.2 To maintain the ecological integrity of the West Humber River watershed, particularly the pre-development water-cycle, water balance and baseflow required by the river and natural heritage system, alternative stormwater servicing practices may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible in order to compensate for areas where infiltration potential is limited.

8.2.3 Stormwater management facilities are not permitted on designated park sites but are permitted on lands designated as valleylands provided permission is obtained from the City of Brampton and the local Conservation Authority.

8.3 Noise and Vibration

8.3.1 Individual subdivision based noise analysis reports in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports at the Block Plan stage of approval will only be required if it is determined that circumstances warrant a noise analysis report.

8.4 Potentially Contaminated Sites

8.4.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with the provincial guidelines for the decommissioning and cleanup of contaminated sites and submitted along with any application for development. Development for any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

8.5 Public Utilities and Communications

8.5.1 Public utilities and other facilities such as telecommunications infrastructure, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.

8.5.2 The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure if above-ground on or within streetscapes.

8.5.3 The City shall confirm with all utility providers that adequate servicing networks are, or will be established, to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.

8.5.4 The City of Brampton shall endeavor to address potential impacts on existing Hydro One Brampton facilities as a result of proposed development provided that this does not restrict the City in its ability to schedule and complete road projects.

9.0 CULTURAL HERITAGE

9.1 Conservation of cultural heritage resources within the Countryside Villages Secondary Plan Area shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Chapter, cultural heritage resources shall include structures, sites, cultural landscapes, environments and vegetation, and artifacts, which are of historical, architectural or archaeological value, significance or interest.

9.2 The Cultural Heritage Map attached to this Chapter identifies those cultural heritage resources identified as "Significant" by the Heritage Study completed by Archaeological Services Inc. for the Countryside Villages Secondary Plan.

- 9.3 The Heritage Resources designations on the Cultural Heritage Map may be removed or relocated without the need for an amendment to this Chapter.
- 9.4 Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- 9.5 All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.
- 9.6 All development in the Countryside Villages Secondary Plan Area will require appropriate archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture.

10.0 COMMUNITY BLOCK PLAN

10.1 General Provisions

- 10.1.1 A Community Block Plan is required, in accordance with Section 5.5 and other relevant policies of the Official Plan, prior to draft plan of subdivision approval for the first subdivision application in any Sub Area of the Secondary Plan. The Sub Areas shown on Schedule H of the Official Plan have been determined based on existing physical edges such as valleys, road corridors, land ownership patterns and specific civic design objectives. The Community Block Plan must meet the design objectives of the Official Plan and this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways and built form.

10.2 Design Objectives

- 10.2.1 The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

10.3 Community Structure

- 10.3.1 The community structure shall be in accordance with Sections 5.5 and 10.1.1 and other relevant policies of the Official Plan.

10.4 Village Core

- 10.4.1 The Village Core designated on Schedule SP48(a) represents the core of the community, linking Bramalea Road with important connections to

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Mayfield Road to the north and Secondary Plan Area 28 to the south.

10.4.2 The Village Core is comprised of a number of different land use designations, including residential, valleyland, open space, commercial and the existing Place of Worship.

10.4.3 The area shall be required to provide a superior standard of Urban Design and built form to ensure that any proposed development within the Village Core provides building facades and architectural designs that are indicative of other historic areas within the City of Brampton. The District Commercial site represents the focal point of the Village Core and its development will be guided by Section 5.3.5 and Section 6.1 of this Chapter.

10.5 Open Space System

A more detailed examination of elements of the open space network beyond what has been identified in the Countryside Villages Community Design Guidelines and Open Space Study shall be considered during the block plan stage of approval.

10.6 Street Network

10.6.1 The street network shall be in accordance with Sections 4.4.2 and 5.5 and other relevant policies of the Official Plan.

10.6.2 East/West Collector Road

10.6.2.1 The east/west collector road is proposed to be a character road linking retail centres, neighbourhoods and open spaces within Countryside Villages.

10.6.2.2 The east/west collector road will be designed for the integration and safe movement of pedestrians, transit, cyclists and vehicular traffic.

10.6.2.3 Medium density housing shall be the predetermined built form including the use of rear laneways fronting the east/west collector road between the intersections of Dixie Road and Torbram Road.

10.6.2.4 Built form will be defined at the intersection of Dixie Road and Torbram Road by higher density housing, live work units and retail/commercial development, including an enhanced public realm.

10.6.2.5 Opportunities for a landscaped centre median will be investigated at the Block Plan stage of approval at key points of entry along the east/west collector road, including Dixie Road, Bramalea Road, Torbram Road and Countryside Drive at its eastern terminus.

10.7 Streetscape

10.7.1 The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter:

10.7.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a superior environment. These shall illustrate:

- i) Width of street right-of-way;
- ii) Roadway pavement width;
- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Bicycle paths/lanes;
- vi) Streetlight locations;
- vii) Minimum building setbacks and projections; and,
- viii) Relationship to garages.

10.7.3 Streetscape components such as street trees, street lighting, seating and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the community;

10.7.4 Consideration shall be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

10.8 Edges and Gateways

10.8.1 The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

10.8.2 Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (also known as window streets).

10.8.3 Gateways are formed at the intersection of Arterial Roads with Primary Roads of the community. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

10.8.4 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

10.8.5 Schedule SP48(a) identifies the following Primary Gateways:

- Mayfield Road and Dixie Road;
- Mayfield Road and the mid-block collector road between Dixie Road and Bramalea Road; and,
- Mayfield Road and Bramalea Road;
- Mayfield Road and Torbram Road.

10.8.6 Additionally, the intersection of all major roads i.e. Mayfield Road, Dixie Road, Bramalea Road, Torbram Road and Countryside Drive, as well as both mid-block north-south collector roads and the east-west collector road are designated as Secondary Gateway locations.

10.8.7 The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish SP 48(a) from the Town of Caledon, as well as from the existing neighbourhoods south of Countryside Drive in Secondary Plan Area 28.

10.8.8 Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance.

10.8.9 Buildings at gateway locations shall be limited to compatible land uses. Gas bars, drive-through facilities, parking lots and highway service commercial uses shall not be permitted at gateways.

10.8.10 Developers shall contribute financially toward gateway features that are to be provided in Countryside Villages. The design and financial obligation related to Gateway features will be determined through the block plan stage of approval.

10.9 Built Form

10.9.1 The built form shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

10.9.2 In order to achieve superior streetscapes a superior standard of built form is required. In residential areas, this shall include:

- i) Diversity in lot widths, house forms and lot depths;
- ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
- iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture; and

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**SECONDARY PLAN AREA 48
CHAPTER 48(b)
COUNTRYSIDE VILLAGES SECONDARY PLAN**

AMENDMENT NUMBER OP2006-_____

**To the Official Plan of the
City of Brampton Planning Area**

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AMENDMENT NUMBER OP2006-

To the Official Plan of the

**City of Brampton Planning Area
(Chapter 48(b))**

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP48(a), and to specify desired land use patterns, a transportation network, a protected natural heritage system, and related policies to achieve superior quality, efficient, orderly and ecologically responsible urban development. Further, it sets out the development controls to be used to implement these policies at the block planning and subdivision stages of approval. This amendment will establish Chapter 48(b) of the Official Plan, as the Countryside Villages Secondary Plan.

Countryside Villages Secondary Plan shall be planned to accommodate a minimum of 50 persons and jobs per hectare in accordance with the Growth Plan density target for Greenfield areas.

2.0 LOCATION

The lands subject to this amendment comprise an area of about 487 hectares (1,203 acres) and are bounded by Mayfield Road to the north, the easterly edge of the West Branch West Humber Tributary F to the east, Countryside Drive to the south and Dixie Road to the west. The lands are within an area described as Part of Lots 16 and 17, Concessions 4, 5, and 6, EHS, in the Geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule SP48(a) to this amendment.

3.0 AMENDMENT AND POLICIES THERETO

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- i) by changing on Schedule "1", CITY CONCEPT thereto, the designations of "OPEN SPACE" to "COMMUNITIES" as shown on Schedule 'A' to this amendment;
- ii) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations "OPEN SPACE" to "RESIDENTIAL" as shown on Schedule 'B' to this amendment;
- iii) by adding to Schedule A2, RETAIL STRUCTURE thereto, the retail designations shown on Schedule C to this amendment;
- iv) by adding to Schedule 'B' & 'B1' CITY ROAD HIERARCHY and CITY ROAD RIGHT OF WAY WIDTHS thereto, the "Collector Road" rights-of-way and alignments as shown on Schedules 'D' and 'E' to this amendment;

- v) by deleting on Schedule 'D' NATURAL HERITAGE FEATURES AND AREAS thereto, the "Valleyland/Watercourse" designations as shown on Schedule 'F' to this amendment;
- vi) by adding to Schedule 'E' MAJOR RECREATIONAL OPEN SPACE thereto, the "City Wide Park" designation as shown on Schedule 'G' to this amendment;
- vii) by changing on Schedule 'G' SECONDARY PLAN AREAS thereto, the boundaries and related titles of Secondary Plan Area 48 as shown on Schedule 'H' to this amendment;
- viii) by changing on Schedule 'H' COMMUNITY BLOCK PLAN AREAS thereto, the boundaries and related titles of the Community Block Plan Areas as shown on Schedule 'I' to this amendment;
- ix) by deleting therefrom, in Part II: SECONDARY PLANS under the heading "Area 48: Sandringham-Wellington North", all of the text and schedules and substituting thereof the following: "Part II, Chapters 48 (a) & (b) of the Brampton Official Plan shall constitute the Countryside Villages Secondary Plan";
- x) by adding to Part II, SECONDARY PLANS thereof, as Schedule "SP48(a)", of Chapter 48(b), Schedule 'J' to this amendment;
- xi) by adding to Part II, SECONDARY PLANS thereof, as Chapter 48(b), the following text:
- xi) "Chapter 48(b): THE COUNTRYSIDE VILLAGES SECONDARY PLAN (Official Plan Amendment OP2006-_____)

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the development of a new community in the City of Brampton as outlined on Schedule 48(a). This amendment specifies desired land use designations, a transportation network, a protected natural heritage system and related policies to achieve superior quality, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability and LEED Neighbourhood Design principles. Further, it sets out the development controls to be used in implementing these policies at the block planning and subdivision stages of approval. This amendment will establish Chapter 48(b) of the Official Plan, as the Countryside Villages Secondary Plan.

The Planning Vision for Countryside Villages is for a distinct community incorporating the concepts of "new urbanism" where neighbourhoods are planned to be

pedestrian friendly and transit supportive. The Planning Vision sets out the framework for the development of a new community in terms of the following major structural elements:

- i) protecting, enhancing, restoring and linking the natural heritage areas and features, and developing open space networks and views and vistas;
- ii) a well ordered street network with an east-west collector spine and north-south mid-block collectors, linking the community to the rest of the City and encouraging walkable and transit supportive design;
- iii) creating a Main Street along the east-west collector road that runs through the center of the community which is designated for higher density forms of ground floor orientated housing and will have higher frequency transit service;
- iv) creating Community Nodes, Edges and Gateways;
- v) appropriate built form transitions between land uses;
- vi) Distinct connections between neighbourhoods and their surroundings;
- vii) green space and natural heritage features as a focus of neighbourhood centres;
- viii) a variety of built forms and land uses;
- ix) Mixed-Use areas consisting of residential, commercial, retail and institutional uses located at the intersection of collector roads to serve local area residents;
- x) a street network balancing function and urban design that supports the delivery of higher frequency transit services ; and,
- xi) centrally located amenities /intensity of uses in key areas/corridors.

The Planning Vision for Countryside Villages is in keeping with the overall principles of the sustainable City Concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation. To implement this vision, alternative development standards may be implemented at key locations that include rear laneways, turning circles, bikeway facilities and reduced road right-of-ways. Accordingly, the financial implications and acquisition of specialized machinery and equipment that may be required to provide municipal services, within a neighbourhood based on alternative development standards must be addressed at the block plan stage of approval.

Countryside Villages as a whole shall be planned to accommodate a minimum of 50 persons and jobs per hectare in accordance with the Growth Plan density target for Greenfield areas.

2.0 LOCATION

Chapter 48(b) comprises an area of 487 hectare (1203 acres) and are bounded by Mayfield Road to the north, the easterly edge of the West Branch West Humber Tributary F to the east (west of Airport Road), Countryside Dive to the south and Dixie Road to the west as outlined on Schedule SP48(a). The lands are within an area described Part of Lots 16 and 17, Concessions 4, 5 and 6 EHS, in the former Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP48(a).

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Chapter 48(b) outlined on Schedule SP48(a) shall be developed in accordance with the policies of this Chapter and with Schedule SP48(a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 48.

4.0 GOALS & OBJECTIVES

4.1 Planning Principles

The planning principles that have guided the development of detailed policies of this Chapter are based on an ecosystem approach to land use planning, which the City of Brampton supports in its Official Plan. The Planning Vision set out herein reflects, to the greatest extent practical, an ecosystem approach to planning.

As well, this Chapter is also based on the objectives of the Growth Plan related to the planning of designated Greenfield areas including the creation of complete and compact communities, support of walking/cycling and transit, providing a diverse mix of land uses, provision of high quality public open spaces and provision of a development pattern and densities that are largely transit supportive.

The Planning Vision for Chapter 48(b) is to protect diversity of the area's natural heritage areas and features and their ecological functions, including valleys, streams, woodlands, wetlands, habitats and other significant elements that constitute the ecosystem. The relationship among the natural elements is based on the principle of ecosystem planning. The predominant form of development proposed for this community is ground floor orientated housing, with increased intensity of built form along

the east-west collector road that runs through the centre of the community, and at specific nodes and gateways. The built form includes a recreational open space network that is integrated with the natural heritage system, as appropriate.

Together with Section 3.2 (Sustainable City Structure) of the Official Plan, the goals and objectives, which are founded on the Planning Vision and presented below, provide a sustainable planning framework for the development of the Countryside Villages Secondary Plan. These goals and objectives will be implemented in accordance with Section 12 of this Chapter.

4.2 Goals

The goals of the Countryside Villages Secondary Plan are to:

- 4.2.1 Create a sustainable community that protects, restores and enhances, the diversity of natural features and their ecological functions;
- 4.2.2 Coordinate the staging and sequencing of development in conjunction with the provision of infrastructure including sanitary sewers, water distribution, stormwater management facilities, roads and utilities and services required to support growth, in accordance with the City's Growth Management Program;
- 4.2.3 Provide a residential community that is compatible with, and will benefit from, the visual and environmental features of the area's natural landscape through a built form that responds to and frames views and vistas;
- 4.2.4 To develop excellence in community living based on the application of the following principles:
 - i) a well-balanced community in terms of an appropriate mix and distribution of residential densities, housing forms and complementary uses;
 - ii) creation of a healthy, livable, pedestrian friendly and sustainable community;
 - iii) implement urban design and built form principles from the LEED ND (Neighbourhood Design) program, where feasible;
 - iv) the promotion of excellence and strong character in civic design in both the public and private realm;
 - v) an interconnected network of open space, including recreational areas and natural heritage areas and features;
 - vi) a range of recreational and community facilities that facilitate shared use where practical;
 - vii) integration of new development with existing neighbourhoods to the south in Secondary Plan Area 28 and roads adjacent to the new

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- community through appropriate built form, road connections and linkages;
- viii) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
- ix) efficient transportation links for pedestrians, bicycles, transit and motor vehicles.

4.2.5 To implement the Countryside Villages Secondary Plan by:

- i) coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program; and,
- ii) achieving financial sustainability through the provision of municipal services in an efficient and financially prudent manner.

4.3 Objectives

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of Chapter 48(b) of the Countryside Villages Secondary Plan:

- i) to identify, protect, enhance, and restore the Secondary Plan Area's natural heritage areas and features, focusing on the existing woodlands, valleys, wetlands and Provincially Significant Wetlands;
- ii) to ensure that municipal and public and private services required for development of any portion of Chapter 48(b), including components of the transportation system and municipal servicing, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;
- iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- iv) to promote financially self-supporting development using the strategic implementation of the following measures: growth management, development charges and cost sharing agreements as and where appropriate;
- v) to create a well-balanced and structured community, accommodating an appropriate variety of housing types, retail uses and community facilities;
- vi) to create an urban environment that provides for safe, functional and attractive residential neighbourhoods with defined centers and focal points that accommodate a variety of housing types and tenures;
- vii) to create mixed-use nodes that support their neighbourhoods;

- viii) to establish urban design guidelines which encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;
- ix) to establish a consistently superior level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- x) to provide an integrated open space network with a clear functional relationship to the overall City, community and the neighbourhoods served;
- xi) to provide opportunities for recreational and functional natural links to the West Humber River Tributaries, to the extent practical.
- xii) to enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing road network in conjunction with the construction of new links and improvements within the Secondary Plan;
- xiii) to promote connective pathways, trails and on-street bikeway facilities to assist pedestrian and bicycle accessibility;
- xiv) to promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit service;
- xv) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices and transit service throughout the Secondary Plan Area and the lands adjacent thereto;
- xvi) to create an appropriate transition of built form that recognizes adjacent land uses; and,
- xvii) To develop the east/west collector spine road with housing densities that supports a higher level of transit service.

5.0 DEVELOPMENT POLICIES

5.1 General Provision

The development policies for Countryside Villages are founded on the Planning Vision and the Goals and Objectives outlined in Section 4.0 of this Chapter. The basic land use pattern for Chapter 48(b) is outlined in Schedule "A" – General Land Use Designations to the Official Plan as "RESIDENTIAL", and "OPEN SPACE". A more detailed distribution of land use is illustrated on Schedule SP48(a).

5.1.2 Density Target

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Countryside Villages Secondary Plan shall be planned to achieve a population in the order of 20,000 persons and to provide approximately 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

5.2 RESIDENTIAL

5.2.1 General Provisions

5.2.1.1 The various residential designations shown on Schedule SP48(a) are categories in which the predominant use of land is ground floor oriented forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out by Section 4.1.1.1 of the Official Plan subject to their identification in the Secondary Plan or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

5.2.1.6 Existing dwellings or buildings located on lands designated for residential development in Chapter 48(b) shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

5.2.1.7 Residential designations adjacent to the natural heritage system shown on Schedule SP 48(b) shall be shaped, oriented, built and developed in a manner

that is compatible, complementary and supports the features and functions of the natural heritage system.

- 5.2.1.8 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.2.2 Low/Medium Density Residential

- 5.2.2.1 In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached and townhouse structural types;
- ii) A minimum density of 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per net residential acre) shall be permitted.

In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.

Limited development of day care centres is permitted without an amendment to the Plan, subject to issues such as land use compatibility, design and interface issues being addressed to the satisfaction of the City with the appropriate performance standards implemented in the Zoning By-Law.

5.2.3 Medium Density Residential

- 5.2.3.1 In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types;
- ii) a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted;
- iii) medium density residential is designated on either side of the east-west collector road on Schedule SP48(a). The boundary of the designation shall be interpreted as being approximate and shall be

further refined at the Block Plan stage of approval;
and,

- iv) Notwithstanding the above, high density residential uses in proximity to the intersection of arterial roads may be permitted in this designation in accordance with Section 4.1.1.1 of the Official Plan. Higher density residential will be identified at the block plan of approval stage and the density and related development policies shall be implemented through a block plan initiated official plan amendment.

5.2.4 Live-Work

5.2.4.1 Areas designated Live-Work on Schedule SP48(a), shall be subject to Section 4.2.14 of the Official Plan, and to the further provisions of this Chapter:

- i) permitted uses include townhouse, walk-up apartments, duplexes, office, commercial and limited institutional uses;
- ii) the range of institutional will be determined at the block plan stage of approval and implemented through a block plan official plan amendment;
- iii) The first floor within any unit within the Live-Work designation may be used for commercial, retail, office or limited institutional uses and must have a residential built form and be oriented towards a public road.

5.3 COMMERCIAL

5.3.1 General Provisions

5.3.1.1 In keeping with the hierarchical order of commercial development in the adjacent secondary plans, the commercial designations shown on Schedule 48(a) are intended to fulfill the shopping needs of the community and surrounding area. As such, only those commercial sites designated on Schedule 48(a) shall be permitted.

5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations on Schedule 48(a) shall be subject to the following policies:

- i) enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;
- ii) outdoor storage of goods or materials as the principal use shall be prohibited;
- iii) provision shall be made to minimize adverse impacts on adjacent residential uses through appropriate siting, orientation and design of buildings, landscaping and buffer treatments.
- iv) The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare;

- v) in addition to on street parking adequate off-street parking facilities for live-work units shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers;
- vi) gas bars and car washes at major arterial road intersections, Gateway locations and community edges shall not be permitted.
- vii) Drive-through facilities are not permitted between buildings and streets or at Gateway locations. Drive-through facilities are not permitted on sites along the east/west collector road and Primary Transit Corridors as shown on Schedule C to the Official Plan.

5.3.1.3 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.3.2 Motor Vehicle Commercial

5.3.2.1 In areas designated Motor Vehicle Commercial on Schedule SP48(a), permitted uses include automobile service stations, gas bars and related uses and shall be developed in accordance with Section 4.2.13 of the Official Plan and the policies of this Chapter.

5.3.2.2 Areas designated Motor Vehicle Commercial shall be designed so as to minimize the impact upon adjacent residential uses through appropriate siting, orientation, built form, landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon adjacent residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction. Noise considerations will also affect design and shall be taken into consideration at the site plan stage of approval.

5.3.3 Convenience Retail

5.3.3.1 Areas designated Convenience Retail on Schedule SP48(a) permit the range of uses and shall be developed in accordance with Section 4.2.11 and other relevant policies of the Official Plan. On Schedule SP48(a), Convenience Retail sites are located in areas not served by Neighbourhood Retail, Live-Work or the Mixed-Use designations

5.3.4 Neighbourhood Retail

5.3.4.1 Areas designated Neighbourhood Retail on Schedule SP48(a) permit the range of uses and shall be developed in accordance with Section 4.2.11 and other relevant policies of the Official Plan. On Schedule 48(a), Neighbourhood Retail sites are located in proximity to neighbourhood centres as part of Live-Work, mixed-use developments and the medium density residential designation along the

east/west collector road. Neighbourhood Retail Sites should be integrated with these structural elements of the community, where practical.

5.3.5 District Retail

5.3.5.1 The area designated District Retail on Schedule 48(a) shall be developed in accordance with the requirements of Special Policy Area, Section 4.2.10 and other relevant policies of the Official Plan and this Chapter

5.3.5.2 The southeast corner of Mayfield Road and Bramalea Road is designated District Retail. Its full development potential shall only be realized in accordance with the phasing of development that allows for intensification of the site based on market conditions. Development of the District Retail Centre shall be in accordance with Special Policy Area 1 of this Chapter (See Section 6.1).

5.3.5.3 The full realization of the subject lands to develop as a District Retail Centre must address the following requirements as part of subsequent stages of development approval:

- i) a major north-south access route with the potential to evolve into a main street terminating at the new east-west collector road;
- ii) a wide variety of uses including residential, office, retail and limited institutional;
- iii) protected development areas suitable for buildings of greater height and density, and connectivity to surrounding lands;
- iv) early establishment of the Village Core and a superior standard of urban design and pedestrian accessibility.

This policy also requires the site to develop in accordance with the provisions of the "Special Policy Area 1" and to generally follow the phasing plan which is attached hereto as an Appendix A to this Chapter.

5.3.6 Mixed-Use

5.3.6.1 Areas designated Mixed-Use on Schedule SP48(a) shall be developed in accordance with Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter including the following provisions:

- i) The Mixed-Use sites on Schedule SP48(a) may be developed with office, commercial, retail, residential uses and limited institutional;
- ii) A combined total of 9,290 square metres (100,000 square feet) of Gross Commercial Floor area is permitted at each of the sites designated Mixed-Use on Schedule SP48(a).
- iii) Uses, densities and related urban design and development policies shall be determined at the block plan stage of approval and be

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implemented as part of a block plan official plan amendment.

5.4 NATURAL HERITAGE SYSTEM AND ENVIRONMENTAL MANAGEMENT

5.4.1 General Provisions

5.4.1.1 Areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Implementation Report, as part of the Block Plan Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- i) An Environmental Implementation Report;
- ii) An Environmental Impact Study;
- iii) A Stormwater Management Study;
- iv) A Functional Servicing Report;
- v) Woodlot Management;
- vi) Vegetation Assessment Study;
- vii) Tree Preservation Plan.

5.4.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever practical.

5.4.1.3 It is the intent of this Chapter to ensure that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Block Plan Process, including the Environmental Implementation Report, will confirm the extent of road frontage adjacent to such features.

5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural heritage features of the open space system such as valleylands shall be defined during the Block Plan Process.

5.4.1.5 The location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development Division. However, additional ecological studies prepared in support of block planning will need to determine if trails are appropriate in consideration of

adjacent environmental hazards and/or ecological sensitivities.

5.4.2 Valleylands and Watercourse Corridors

5.4.2.1 Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the Municipal Environmental Servicing Plan (MESP). The extent of the Valleylands and Watercourse Corridors system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton.

5.4.2.2 Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) includes natural stream corridors and headwater drainage features that currently contribute to the ecological integrity of the subwatersheds. The final limit of the Valleylands and Watercourse Corridors will be determined through an Environmental Impact Study to the satisfaction of the City of Brampton. The stream corridors and/or headwater drainage features may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert to the adjacent land use designation without the necessity of an amendment to this Chapter.

5.4.2.3 Appropriate environmental buffers in accordance with Section 4.5.13 of the Official Plan shall be imposed from the margin of valleylands and watercourse corridors so as to have regard for ecological functions and the extent and severity of existing and potential environmental hazards. All required setbacks and opportunity for stormwater management ponds to be located within such setbacks shall be determined through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

5.4.2.4 Tributary D of the West Branch of the West Humber River will be subject to further assessment through an Environmental Implementation Report at the block plan stage of approval, as Tributary D requires an appropriate stable corridor design including natural channel design, wetland creation, riparian and valley slope plantings. This study will also address issues of safety and hazard management, ecological remediation and restoration.

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- 5.4.2.5 Sufficient flows will be maintained in Tributary G2 to support downstream features and related fish/wildlife habitat.
- 5.4.2.6 Tributary C of the West Branch of the West Humber River appears to have some definition through the development area and extends north of Mayfield Road into the Town of Caledon. Therefore, refinement of the limits of Tributary C will be undertaken through an Environmental Implementation report at the block plan stage of approval.
- 5.4.2.7 The details of a potential connection between the tableland woodland and Tributary A of the West Branch of the West Humber River, located north of Countryside Drive, west of Bramalea Road, will be investigated through the Environmental Implementation Report (EIR) at the block plan stage of approval, including opportunities to realign Tributary A closer to the woodland.
- 5.4.2.8 Tributary H1 of the West Branch of the West Humber River has been identified as a potential Redside Dace habitat. The confirmation of this tributary to provide and/or contribute to Redside dace habitat, must be determined by Ministry of Natural Resources through consultation with the Toronto Region Conservation Authority prior to the approval of the Environmental Implementation Report, and issuance of final block plan approval by the City.
- 5.4.2.9 The Brampton Official Plan requires a 10 metre buffer from all natural features to be protected, however, the City of Brampton may consider flexibility in the application of the 10 metre buffer based on the ecological analysis provided by the Environmental Implementation Report prepared to support the Block Plan.

5.4.4 Woodlands

- 5.4.4.1 Areas designated as Woodlands on Schedule SP48(a) are tableland woodlands that were identified in the Master Environmental Servicing Plan (MESP) for their significance by a process of evaluation.
- 5.4.4.2 It is the intent of this Plan to protect and provide linkages to Woodlands wherever practical. The preservation or treatment of Woodlands shall be in accordance with Section 4.5.8 and other relevant policies of the Official Plan.
- 5.4.4.3 Areas designated Woodlands on Schedule SP48(a) shall remain in a natural state and be used for purposes such as passive recreation and conservation. The extent of a Woodland to be protected shall be confirmed through the preparation of an Environmental Implementation Report to the satisfaction of the City of Brampton. Any residual lands shall revert to the adjacent land use designation without an amendment to this Chapter.

5.4.4.4 Development proposals abutting Woodlands will be reviewed through an Environmental Implementation Report to the satisfaction of the City of Brampton. The EIR will evaluate the proposed boundary and edge management of the Woodland and adjacent development proposal in order to preserve the ecological function of the Woodland.

5.4.4.5 The Brampton Official Plan requires a 10 metre buffer from all natural features to be protected, however, the City of Brampton may consider flexibility in the application of the 10 metre buffer based on the ecological analysis provided by the Environmental Implementation Report prepared to support the Block Plan.

5.4.4.6 The City, in processing a development proposal that would retain all or part of any woodland may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Section 5.12 and other relevant policies of the Official Plan, or implement other suitable mechanisms to retain the woodlot and/or its function.

5.5 RECREATIONAL OPEN SPACE

5.5.1 General Provisions

5.5.1.1 Recreational Open Space provides green space at both a City and local scale and serves as a focal point for the City. Areas designated Recreational Open Space on Schedule SP48(a) shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan and this Chapter.

5.5.1.2. The parks and open space network shall provide a clear functional relationship to the overall City, community and neighbourhood. This shall include both north-south and east-west greenspace corridor linkages. Parks, stormwater management ponds and other open spaces shall be designed to reflect ecological-friendly principles. Park locations shall be diverse and shall be situated in a variety of contexts, such as residential surroundings, adjacent to naturalized areas and, to some extent, adjacent to schools.

5.5.1.3 The Recreational Open Space system represents an opportunity to restore and enhance the long-term sustainability the recommended natural heritage system.

5.5.1.4 The illumination of recreational facilities, including parking areas and playing fields shall be directed away from natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.5.2 City Park

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5.5.2.1 The lands designated "City Park" on Schedule SP48(a) shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

5.5.2.2 A 20 hectare (50 acre) expansion has been designated on the north and east sides of the existing City Park which shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

5.5.2.3 Should the municipality not acquire the lands designated for expansion of the City Park described as Part of Lots 16 and 17, Concession 5, E.H.S. within 5 years from the time of draft plan approval of the lands that include the City Park, the land designated City Park may be developed for Low/Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with adjacent development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the City Park may be provided at the sole discretion of the City provided that a parkland acquisition strategy with specific funding commitments is approved by City Council. The municipality shall require that this policy be implemented through a condition of draft plan approval for any subdivision containing the subject land.

5.5.2.4 The City Park is traversed by Tributaries B and C of the West Branch of the West Humber River that are of the Countryside Villages natural heritage system. The environmental management of the Park shall be in accordance with Section 4.5 policies of the Official Plan, and sustainable best practices, as appropriate.

5.5.3 Neighbourhood Parks

5.5.3.1 Areas designated Neighbourhood Park on Schedule SP48(a) shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan and this Chapter.

5.5.3.2 Neighbourhood Parks shall be identified and further refined in terms of location, size, shape, preliminary programming and proximity to housing, at the Block Plan Stage of Approval to accommodate design or park dedication concerns. Neighbourhood parks in this community shall be distinct in design and ecological sensitivity. An appropriate distribution of Neighbourhood Parks shall be assigned throughout the Secondary Plan Area.

5.5.3.3 With regard to the Neighborhood Park designation in the northwest quadrant of Bramalea Road and Countryside Drive, the ultimate need and location will be determined at the block plan stage of approval.

5.5.3.4 Where Open Space facilities designated on Schedule SP48(a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-

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ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities, where feasible.

5.5.3.5 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space network.

5.5.3.6 In further refining the open space network through block planning, subdivision or zoning stages of approval, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots.

5.6 INSTITUTIONAL AND PLACES OF WORSHIP

5.6.1 General Provisions

5.6.1.1 In areas designated under the Institutional heading on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8 of the Official Plan and this Chapter.

5.6.1.2 A superior standard of building design shall be required for all institutional development. Institutional development sites or portions of sites that are not developed shall be landscaped to achieve a finished and integrated image within the community.

5.6.1.3 At gateways and major intersections the appropriate siting, orientation, site design, landscaping, buffer treatments and design of schools, places of worships and other institutional buildings will be required to recognize, establish and reinforce their civic importance and focal significance.

5.6.1.4 At major intersections, any schools, places of worship and other institutional buildings shall be sited and orientated to address the street and contribute to the establishment of a well structured community focal point. A superior standard of architectural design and detail in addition to site design, landscaping and buffer treatments will be required to recognize, establish and reinforce their civic importance and focal significance.

5.6.1.5 If any Public Junior Elementary, Public Middle School and Separate Secondary School site or part thereof is not required by any of the school boards, it shall revert to the adjacent land use which is compatible and suitable for integration with abutting development without further amendment to this Chapter.

5.6.1.6 Designated school sites are assigned to satisfy anticipated long term requirements of the relevant School Board. Locational variations including the distribution and quantum of school sites will be determined at the block planning, draft plan of subdivision or zoning approval stages in order to

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improve development design, the centrality of the site to its service area or its functionality.

5.6.1.7 The illumination of parking facilities shall be directed away from natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.6.2 Public Junior Elementary School and Public Middle School

5.6.2.1 Areas designated Public Junior Elementary or Public Middle School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

5.6.2.2 Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary School and Public Middle School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

5.6.3 Separate Elementary School

5.6.3.1 Areas designated Separate Elementary School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

5.6.3.2 Relevant draft plans of subdivision shall identify designated Separate Elementary School sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

5.6.4 Separate Secondary School Site

5.6.4.1 The designated Separate Secondary School Site on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

5.6.4.2 Relevant draft plans of subdivision shall include the designated Separate Secondary School Site as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

5.6.5 Public Secondary School Site

5.6.5.1 The area designated Public Secondary School site on Schedule 48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

5.6.5.2 In order to provide some certainty for the provision of schools in this area, should the Peel District School Board not acquire the Public Secondary School site designated on the lands described as Part of Lot 16, Concession 6 E.H.S. within 3 years from the time of registration of the plan or plans of subdivision in Sub-Area 48-2 that contain the blocks that complete the public secondary school site, the designated Public Secondary School site shall be released and may be developed for Low/Medium Density and Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Chapter.

5.6.6 Places of Worship

5.6.6.1 Areas designated Places of Worship on Schedule SP48(a) indicate sites to be reserved for such purposes subject to Section 4.8.8 of the Official Plan and the following policies:

- i) include in the appropriate subdivision plan as a condition of draft approval that it shall be held for use or acquisition for worship purposes for a period of 3 years from the date of registration of the subject subdivision plan;
- ii) A minimum site area of 0.6 hectares (1.5 acres);
- iii) Dual zoned for Place of Worship, Low/Medium, or Medium Residential or Mixed-Use purposes at the time of draft plan of subdivision but if not acquired or used for such purposes, may be zoned to permit suitable alternate residential or mixed-use consistent with adjoining development without further amendment to this Chapter;
- iv) The Place of Worship designation shall also permit the following uses as accessory uses to the primary use of the site as a Place of Worship, subject to addressing land use compatibility issues to the satisfaction of the City: limited housing to accommodate the spiritual leader, parking and landscaping, day care, day school, gymnasium, banquet areas, pools, active outdoor recreational areas and appropriate accessory uses;

5.6.6.2 The place of worship site located at the northeast corner of Countryside Drive and Torbram Road shall be developed in accordance with the requirements of Special Policy Area 2. Special Policy Area 2 shall permit a Place of Worship in conjunction with residential uses and a motor vehicle commercial use.

- iv) Innovative housing forms and housing types appropriate for the ground floor orientated housing; and,
- v) Garage placement.

10.10 LEED

- 10.10.1 The opportunity to apply LEED certification shall be explored as part of the site plan approval stage;

10.11 Streamlined Block Planning Process

Through a modified Block Planning process, there is the potential for increased efficiency through the early initiation of a streamlined Block Plan process oriented towards a single stage final approval and increased effectiveness to avoid duplication between subdivision and Block Plan component studies.

In accordance with the objective of pursuing a modified Block Plan process in the Countryside Villages Secondary Plan Area, the following Block Plan component studies will be required:

- i) Environmental Implementation Report;
- ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
- iii) Phases 3 & 4 of the EA for the Collector Road network; and,
- iv) Community Design Guidelines.

The modified Block Plan approval process is predicated on the preparation of the following studies at the time of submitting draft plan of subdivision applications.

- i) Planning Justification Reports;
- ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
- iii) Stormwater Management Studies,
- iv) Alternative Development Standards;
- v) Noise Report;
- vi) Environmental Site Assessment;
- vii) Geotechnical Studies;
- viii) Tree Inventory;
- ix) Zoning By-law; and,
- x) Architectural Control Compliance Process

11.0 COMMUNITY DESIGN GUIDELINES

- 11.1 The Community Design Guidelines, required for each of the respective Block Plan areas, shall be prepared to the satisfaction of the City, prior to draft plan of subdivision approval. They represent a further refinement of the Planning Vision of the community as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

- i) the general intended visual character of the area as viewed from the streets and other public open spaces including the design theme

- that will be reflected in a substantial number of the community components;
 - ii) the hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;
 - iii) the locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, meandering sidewalks etc;
 - iv) the locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
 - v) the intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.
- 11.2 The Community Design Guidelines shall be provided in one comprehensive document with one section addressing all of the aforementioned visual and landscape components of the prescribed block plan area and the other section addressing building architecture.
- 11.3 The Community Design Guidelines shall be in compliance with the Community Block Plan. The Guidelines shall have regard for any relevant guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.
- 11.4 Generally, the Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.
- 11.5 All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention shall be paid to addressing the residential land use interface with other designations.
- 11.6 Designated retail centres in SP48(a) shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of the larger such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the entire centre and no such portion shall be

developed until the tertiary plan for the entire retail centre has been approved by the City.

12.0 IMPLEMENTATION

12.1 General Provisions

12.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

12.1.2 The land use pattern established in Schedule SP48(a) is schematic and may be adjusted into the Block Plan and development approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

12.1.3 The limits of the Valleylands and Watercourse Corridors, Woodlands and Wetlands designations have been determined based on the findings of the Master Environmental Servicing Plan (MESP) and will be refined based on an Environmental Implementation Report prepared to the satisfaction of the City of Brampton. In the event that minor modifications can be made to headwater drainage feature/watercourses that would have the effect of reducing the extent of the Watercourse Corridor designation but continue to retain their ecological and hydrological functions to the satisfaction of the City of Brampton and the local Conservation Authority, the adjoining residential designations shall apply without further amendment to this Chapter.

12.1.4 The location of park sites and sites for other community uses shown on Schedule SP48(a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a cost sharing agreement, as a condition of draft plan approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.

12.1.5 During processing of development applications, the City shall require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals in core areas. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to

final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

12.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

12.2 Growth Management

12.2.1 The application of Growth Management measures shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

12.3 Small Holdings

12.3.1 Landowners of small holdings less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

12.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP48(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

12.3.3 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

12.4 Cost Sharing

12.4.1 In addition to Development Charges, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

12.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all developers within any draft plan of subdivision as

signatory, and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan Area. After ascertaining that the Developer Cost Sharing Agreements deals with all pertinent matters equitably and can be reasonably imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

12.5 Alternative Development Standards

12.5.1 To implement the planning vision for Countryside Villages, the application of Alternative Development Standards for roads and municipal infrastructure shall be considered at key locations throughout the community where deemed appropriate. This includes, but is not limited to, the application of rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments and pavement construction materials. Operational and maintenance requirements, acquisition and related costs arising from the implementation of Alternative Development Standards shall be identified, and addressed to the satisfaction of City Council, prior to the issuance of final block plan approval.

12.6 Sustainability

12.6.1 The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the Planning Vision for Countryside Villages as a sustainable community, the processing of Block Plans and development applications shall have regard for the overall principles of the sustainable City concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community and environmental conservation. This can include making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies.

13 INTERPRETATION

13.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP48(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property

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lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

- i) that the fundamental effectiveness of the intended uses would not be reduced;
- ii) that the intent and integrity of the overall plan is respected;
- iii) that shortfalls or excesses are to be made up elsewhere in the Plan;
- iv) that the function and centrality of services is maintained; and,
- v) that the fundamental aspects of land use interrelationships are maintained.

13.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.

Approved as to Content:

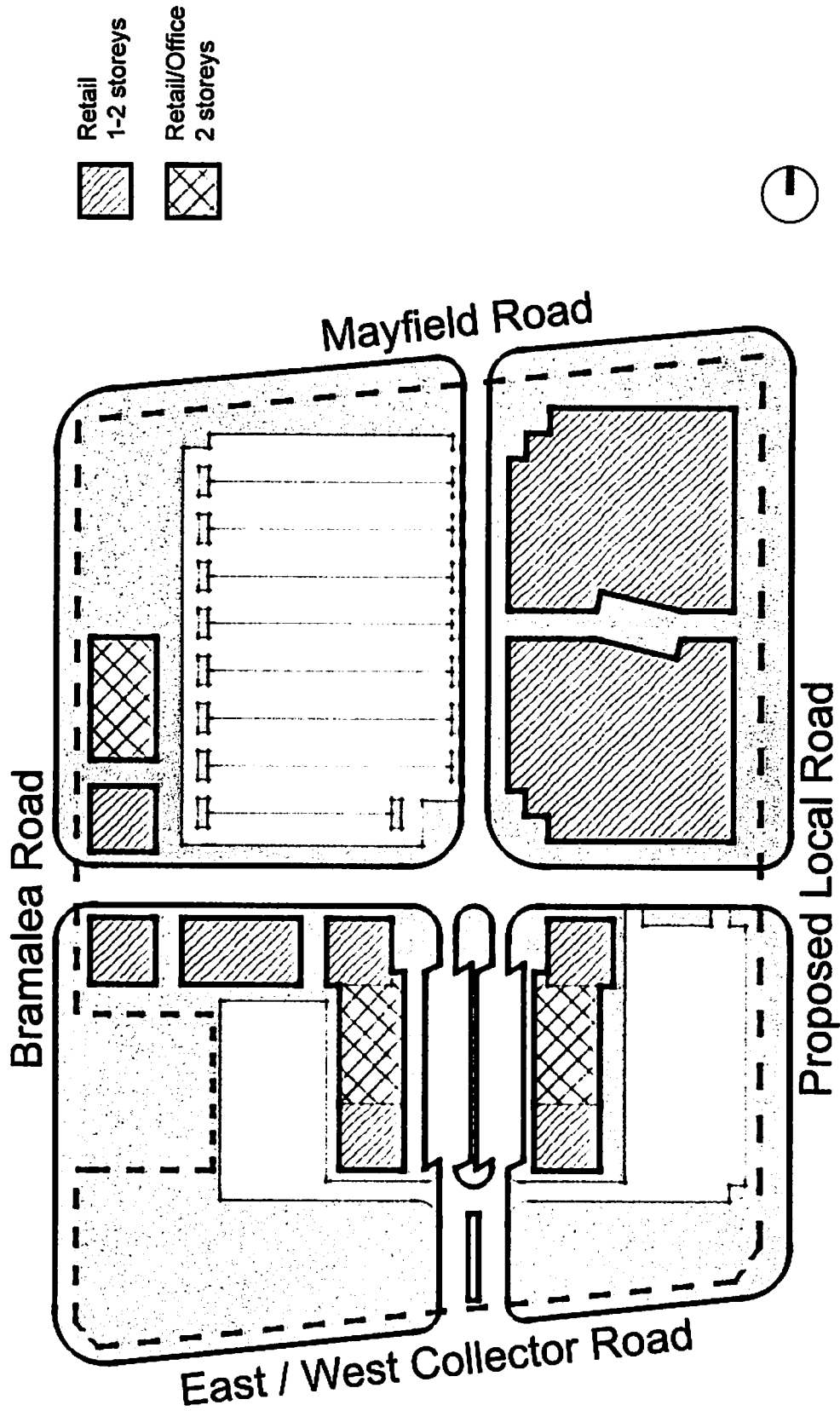


Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services

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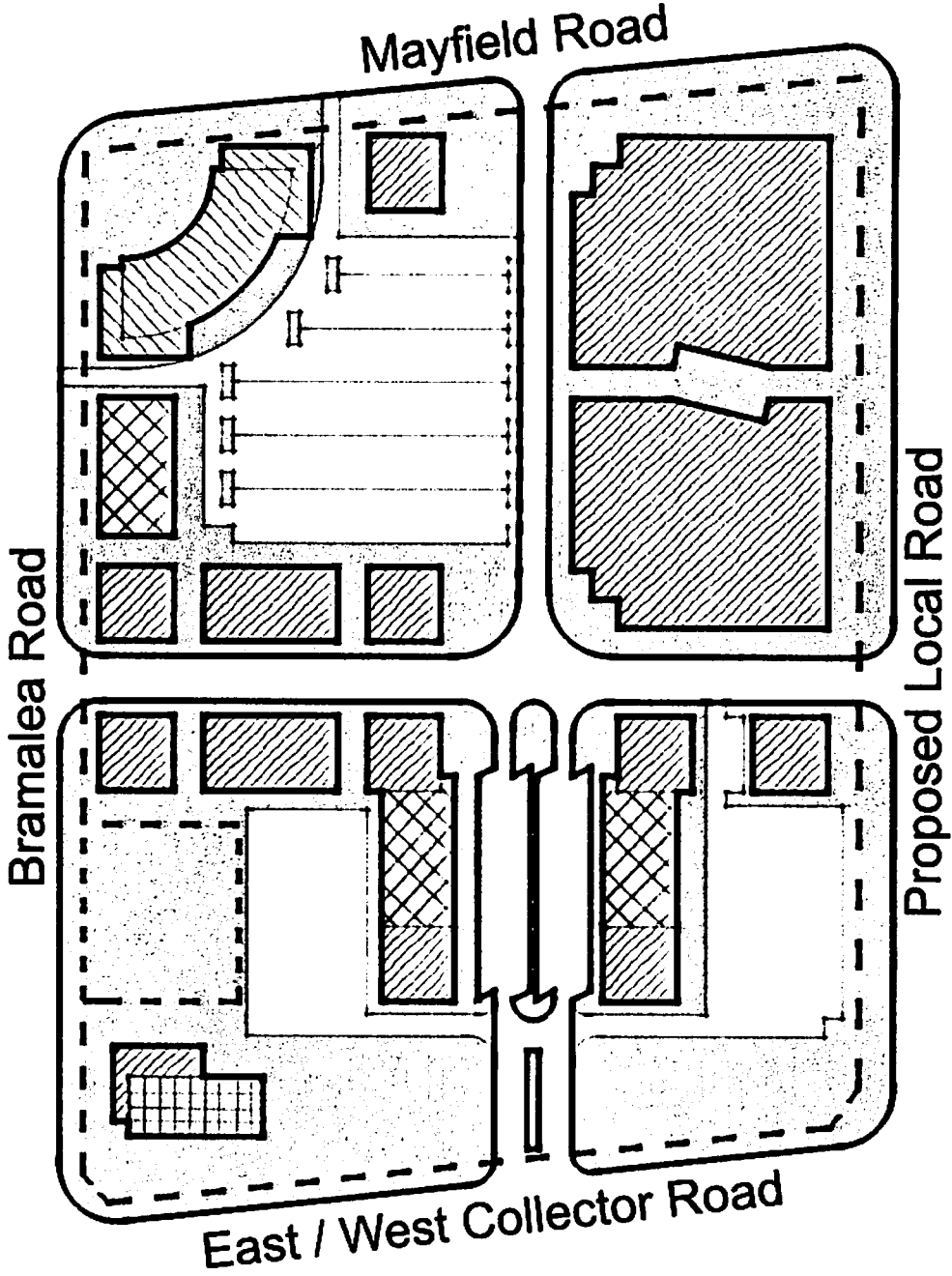
**Appendix A:
District Retail
Phasing Concepts**

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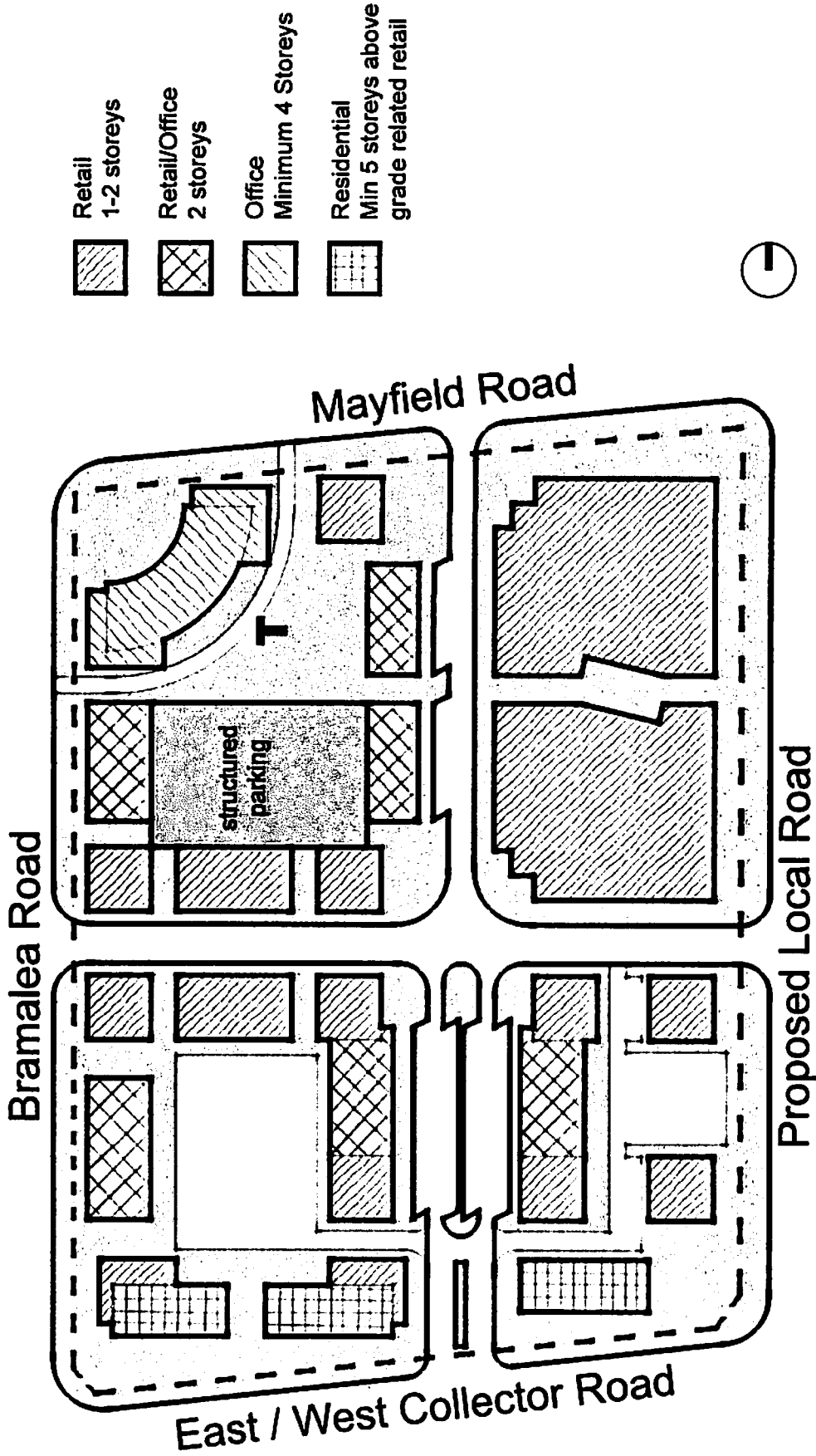


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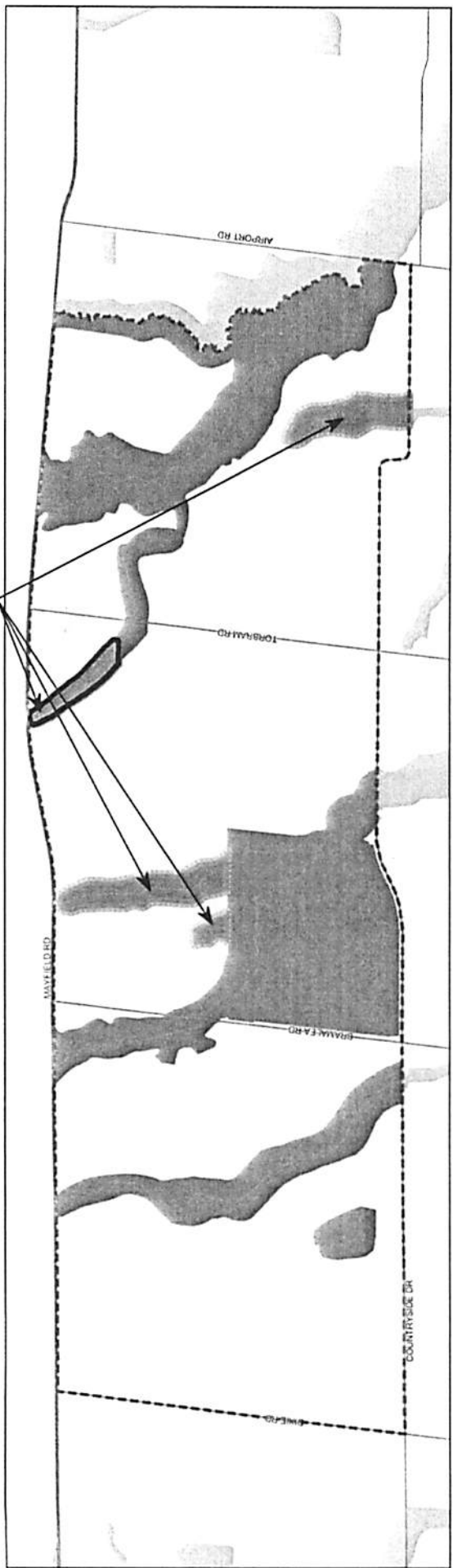
- Retail 1-2 storeys
- Retail/Office 2 storeys
- Office Minimum 4 Storeys
- Residential Min 5 storeys above grade related retail








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"Open Space" deleted and replaced with "Communities"



Legend

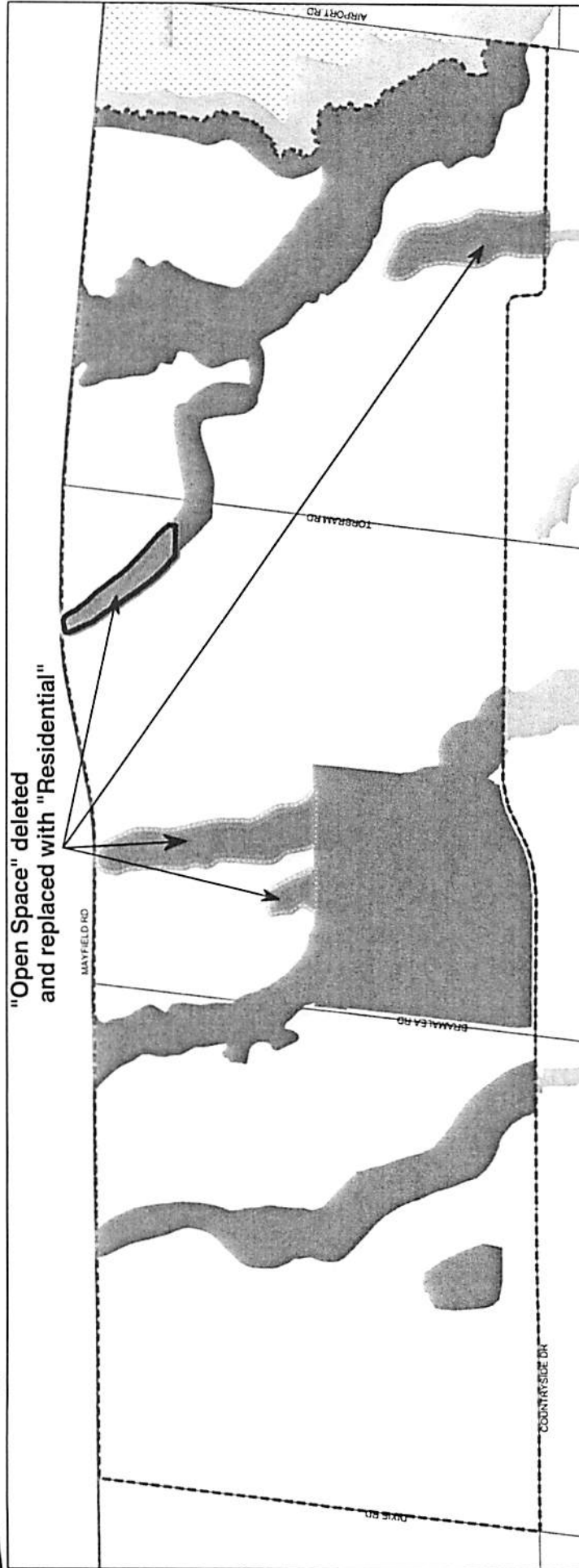
-  COMMUNITIES
-  OPEN SPACE SYSTEM
-  EMPLOYMENT
-  AREA SUBJECT TO THIS AMENDMENT
-  APPEALED TO OMB

**Extract from Schedule "1"
CITY CONCEPT**

SCHEDULE A TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (b)



Date: 2009 11 19



**Extract from Schedule "A"
GENERAL LAND USE DESIGNATIONS**

SCHEDULE B TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (b)

Legend

- AREA SUBJECT TO THIS AMENDMENT
- OPEN SPACE
- RESIDENTIAL
- INDUSTRIAL
- SPECIAL STUDY AREA
- APPEALED TO THE OMB

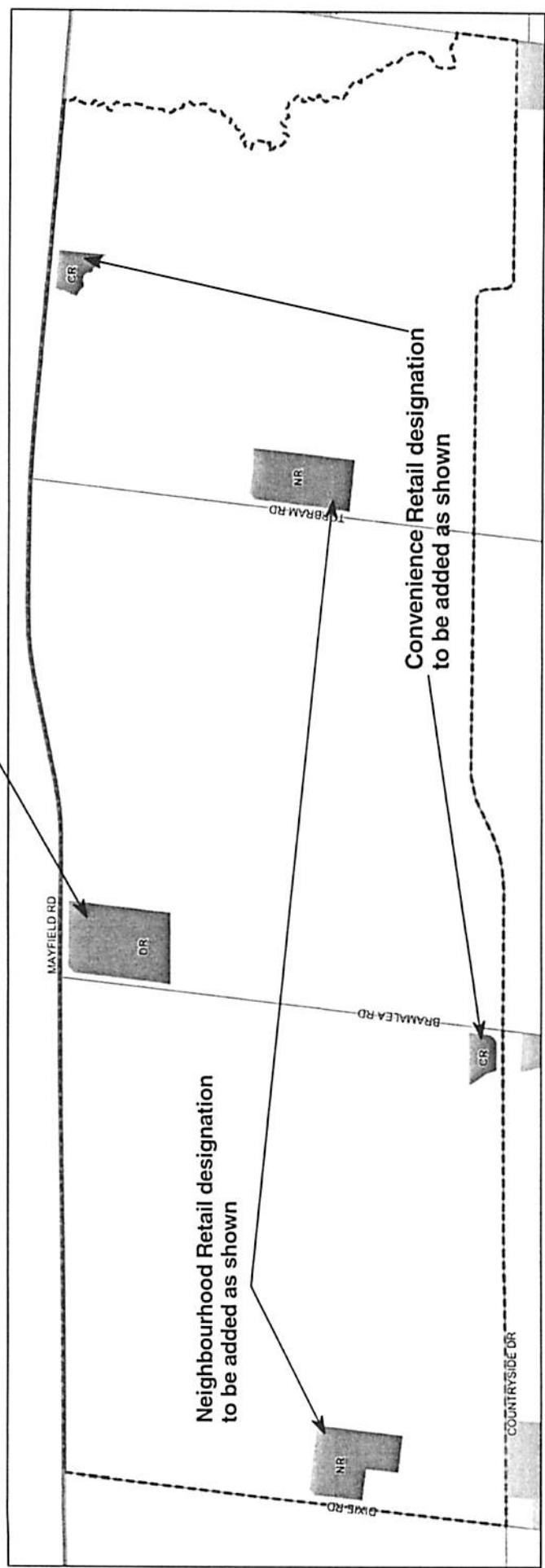


Date: 2009 09 24
SPA_48_SchedA_ChapterB.gws

District Retail designation to be added as shown

Neighbourhood Retail designation to be added as shown

Convenience Retail designation to be added as shown



Extract from Schedule "A2" RETAIL STRUCTURE

- Legend**
- AREA SUBJECT TO THIS AMENDMENT
 - CONVENIENCE RETAIL
 - NEIGHBOURHOOD RETAIL
 - DISTRICT RETAIL

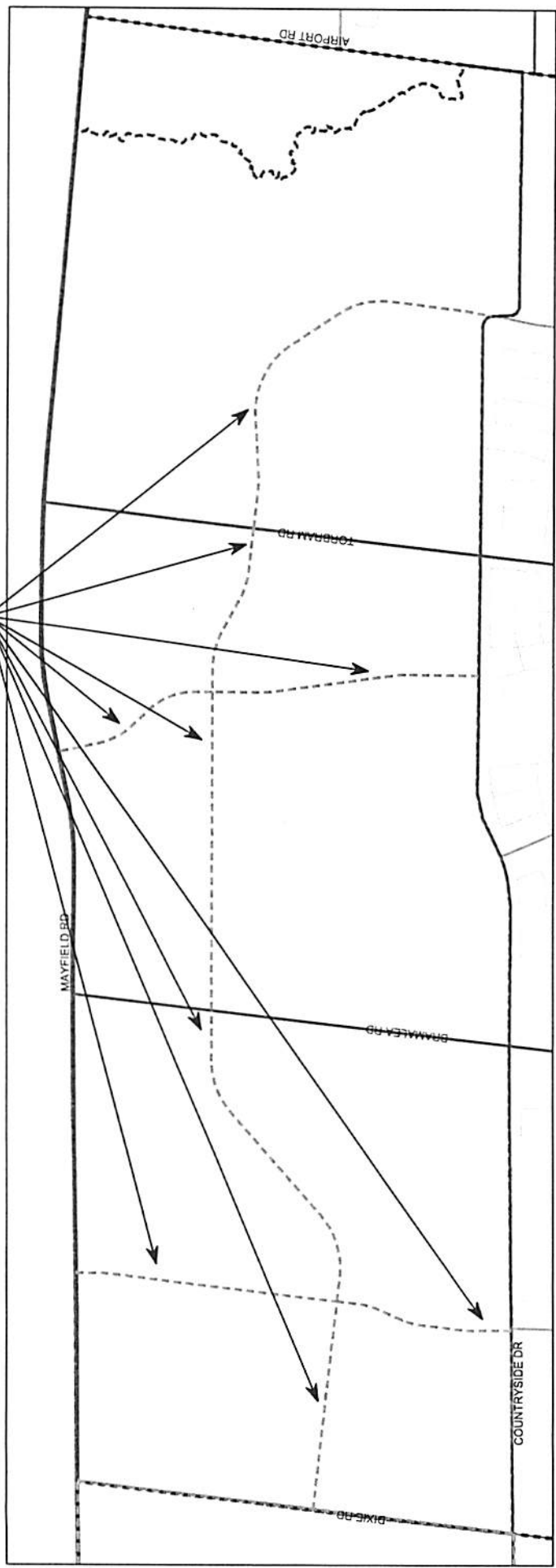
SCHEDULE C TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (b)



Date: 2009 09 24
 SPA_48_OP_Sched_A2_Extract_Chapter_b.ows



Collector Roads to be added as shown



Extract from Schedule "B" CITY ROAD HEIRARCHY

Legend

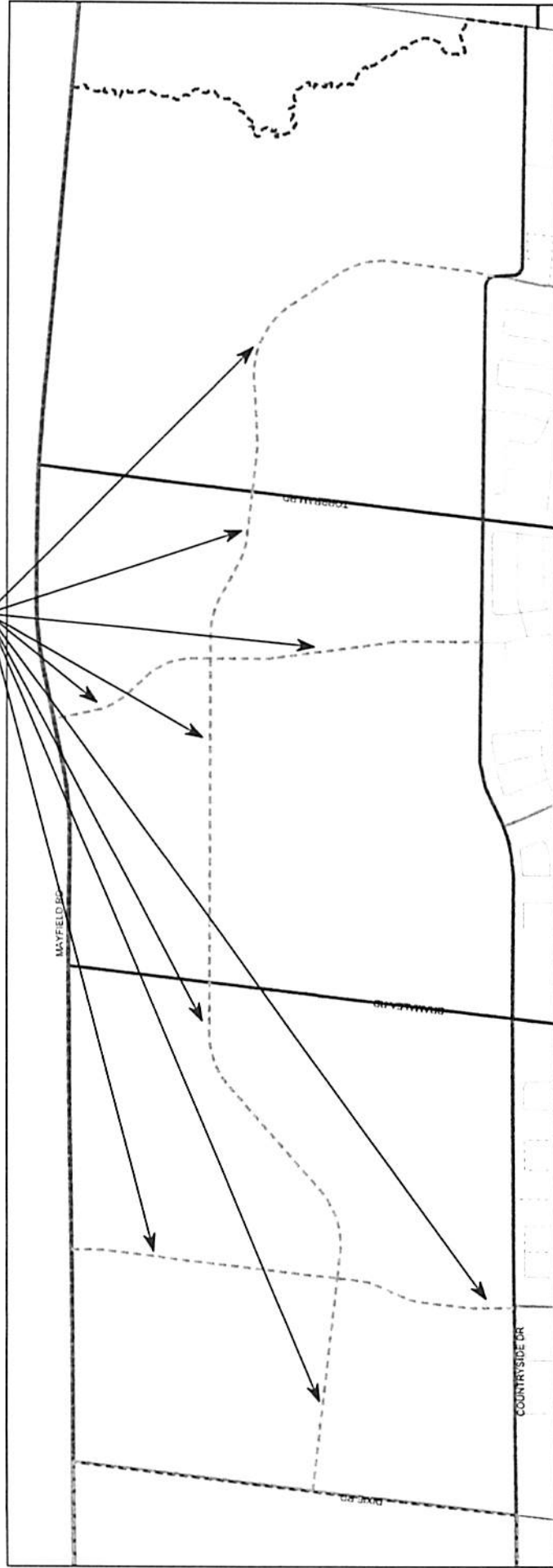
- AREA SUBJECT TO THIS AMENDMENT
- COLLECTOR
- MINOR ARTERIAL
- MAJOR ARTERIAL (REGIONAL)

SCHEDULE D TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (b)






Date: 2009 09 24
 SPA_48_Sched C_Chapt(b)_EXTRACT_B_DRAFT.gws

Road Right-Of-Way Widths to be added as shown



**Extract from Schedule "B1"
CITY ROAD RIGHT-OF-WAY-WIDTHS**

Legend

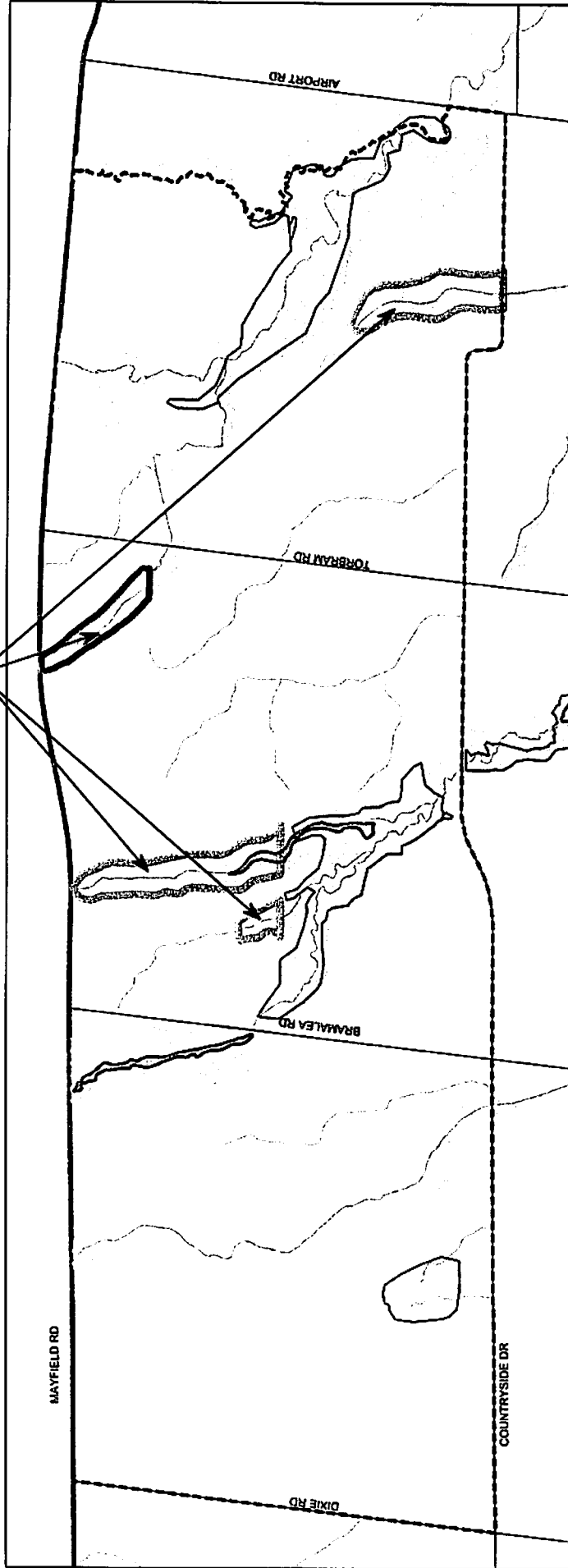
-  AREA SUBJECT TO THIS AMENDMENT
-  36 METRES (120 FEET)
-  23-26 METRES (76-86 FEET)

SCHEDULE E TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (b)





Valleyland/Watercourse designations to be deleted as shown



**EXTRACT FROM SCHEDULE "D"
NATURAL HERITAGE
FEATURES AND AREAS**

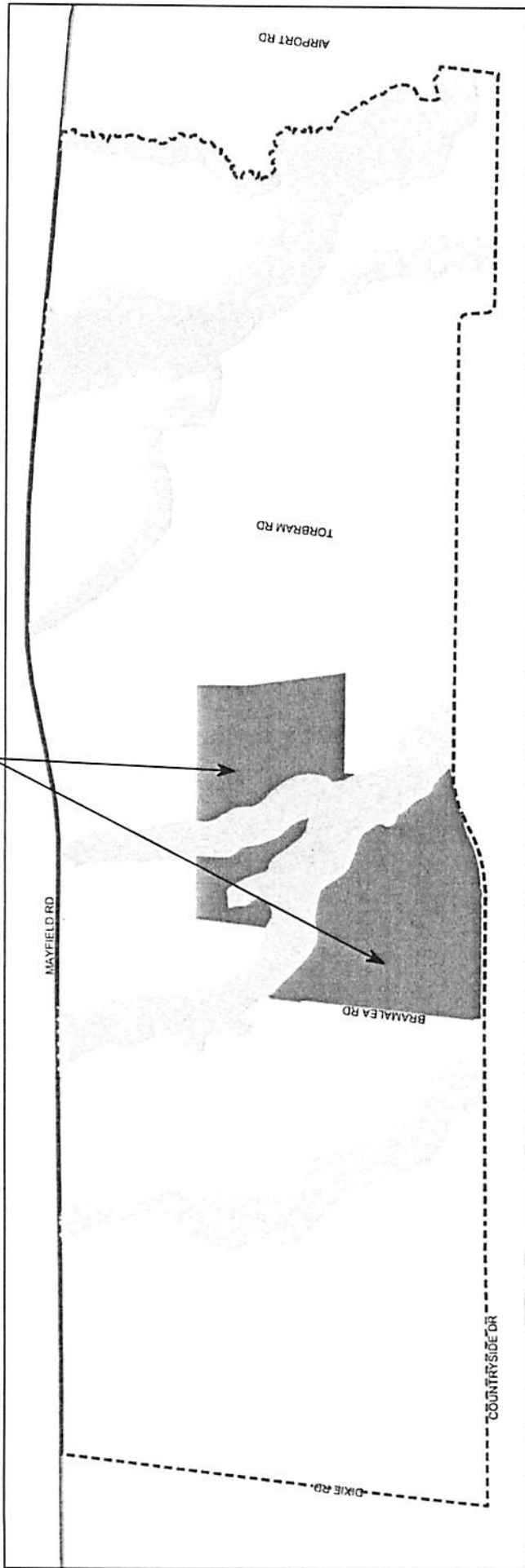
- Legend**
- AREA SUBJECT TO THIS AMENDMENT
 - PROVINCIALY SIGNIFICANT WETLAND
 - VALLEYLAND/WATERCOURSE CORRIDOR
 - OTHER WETLAND
 - WOODLAND
 - APPEALED TO THE OMB

SCHEDULE F TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (b)



Brampton

City Wide Park to be added as shown



**Extract from Schedule "E"
MAJOR RECREATIONAL OPEN SPACE**

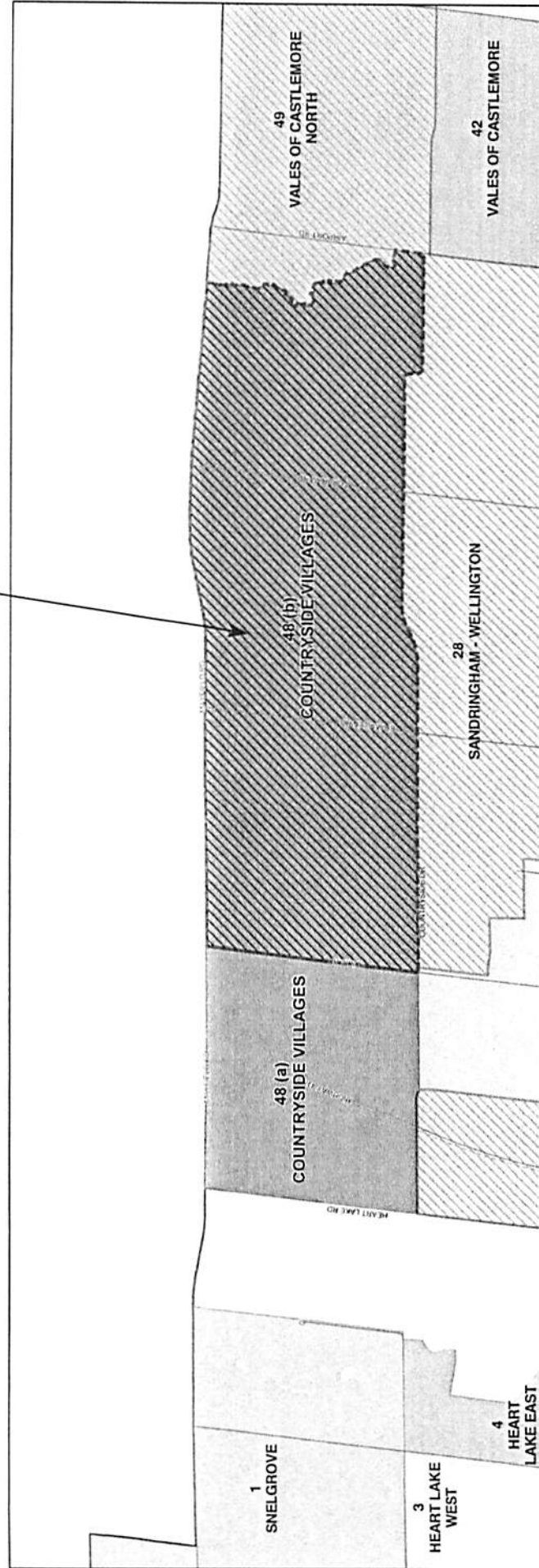
SCHEDULE G TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (b)



Date: 2009 09 24
SIPA_48_Sched_E_Extracts_ChapterB.gws



Boundaries of Secondary Plan 48 to be revised and the following text to be added as shown



Extract from Schedule "G" SECONDARY PLAN AREAS

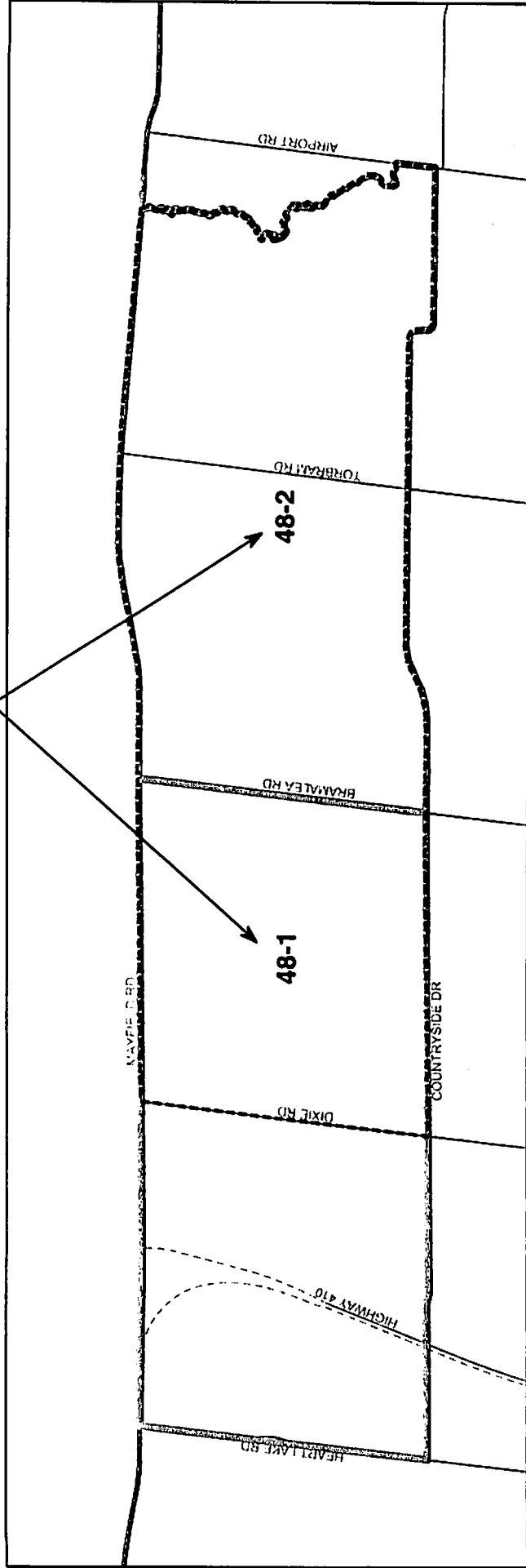
- Legend**
-  AREA SUBJECT TO THIS AMENDMENT
 -  NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN

SCHEDULE H TO OFFICIAL PLAN
 AMENDMENT NUMBER OP2006
 COUNTRYSIDE VILLAGES SECONDARY PLAN
 Chapter SP48 (b)



Brampton

Block Plan Areas to be revised and the following text to be added as shown



**Extract from Schedule "H"
COMMUNITY BLOCK PLAN AREAS**

SCHEDULE I TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (b)

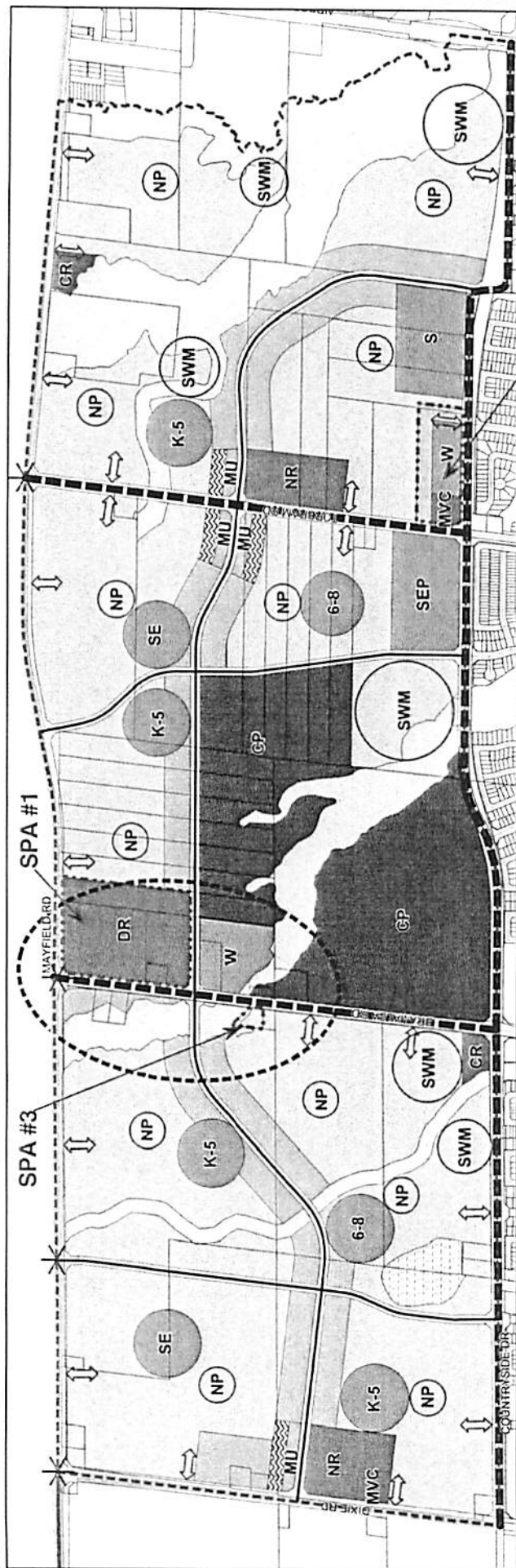
Legend

BLOCK PLAN AREA

AREA SUBJECT TO THIS AMENDMENT



Brampton



	LOW DENSITY		PUBLIC JUNIOR ELEMENTARY SCHOOL SITE		VALLEYLAND
	MEDIUM DENSITY		PUBLIC MIDDLE SCHOOL SITE		STORMWATER MANAGEMENT FACILITY
	LIVE WORK		SEPARATE ELEMENTARY SCHOOL SITE		WOODLOT
	ROAD NETWORK		SEPARATE SECONDARY SCHOOL SITE	RECREATION OPEN SPACE	
	GATEWAY		PUBLIC SECONDARY SCHOOL SITE		CITY WIDE PARK
	POTENTIAL INTERSECTION		PLACE OF WORSHIP		NEIGHBOURHOOD PARK
	COLLECTOR ROAD				
	MINOR ARTERIAL				
	MAJOR ARTERIAL (REGIONAL)				

**Schedule SP 48 (a)
COUNTRYSIDE VILLAGES
SECONDARY PLAN AREA 48
Chapter 48 (b)**

SCHEDULE J TO OFFICIAL PLAN
AMENDMENT NUMBER OP2006
COUNTRYSIDE VILLAGES SECONDARY PLAN
Chapter SP48 (b)



Date: 2009 11 26