

# **OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 40(a)**

**CHAPTER 40(b)**

**BRAM WEST SECONDARY PLAN**

**SECONDARY PLAN**

**January 2011**

## EXPLANATORY NOTES

### Office Consolidation Bram West Secondary Plan Area 40 Chapter 40(b)

#### **General (pertaining to all secondary plan office consolidations)**

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (section 5.4.10 in the 2006 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
  - (a) the referenced provision is in conflict with the current Official Plan;
  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
  - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision

was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

**Specific (Secondary Plan 40, Bram West Secondary Plan)**

This office consolidation of the Bram West Secondary Plan consists of Chapter 40(b) and Schedules SP40(a) of the document known as the 1993 Official Plan.

Chapter 40(b) is based on Official Plan Amendment OP93-71 to the document known as the 1993 Official Plan, as adopted by City Council July 16, 1997 (By-law 167-97) and approved with modifications by the Region of Peel on March 17, 1998.

Chapter 40(b) incorporates all modification, deferrals and referrals, as per the following Official Plan Amendments, approved by the City of Brampton and the Ontario Municipal Board:

- OP93-202 (OMB Order No. 0380)  
OP93-203
- Order issued January 6, 2011  
PL080354  
(incorporates OP93-271 PL061159)

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

**TABLE OF CONTENTS**  
**(Part II, Chapter 40(b))**

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<b>Purpose .....</b>	<b>1.0</b>
<b>Location .....</b>	<b>2.0</b>
<b>Goals and Objectives.....</b>	<b>.3.0</b>
..... <b>Planning Principles.....</b>	<b>3.1</b>
..... <b>Goals.....</b>	<b>3.2</b>
..... <b>Objectives.....</b>	<b>3.3</b>
<b>Development Principles.....</b>	<b>4.0</b>
<b>Employment.....</b>	<b>4.1</b>
<b>Open Space.....</b>	<b>4.2</b>
<b>Institutional .....</b>	<b>4.3</b>
<b>Transportation Policies.....</b>	<b>5.0</b>
<b>Roads.....</b>	<b>5.1</b>
<b>Public Transit.....</b>	<b>5.2</b>
<b>Pedestrian/Cyclist Links .....</b>	<b>5.3</b>
<b>Environmental, Servicing &amp; Design Considerations .....</b>	<b>6.0</b>
<b>Woodlots and Valleylands.....</b>	<b>6.1</b>
<b>Tree Preservation .....</b>	<b>6.2</b>
<b>Heritage Resource Preservation.....</b>	<b>6.3</b>
<b>Noise Attenuation.....</b>	<b>6.4</b>
<b>Potentially Contaminated Sites.....</b>	<b>6.5</b>
<b>Trans Canada Gas Pipeline .....</b>	<b>6.6</b>
<b>Sanitary Sewage and Water Supply.....</b>	<b>6.7</b>
<b>Urban Design Guidelines.....</b>	<b>6.8</b>
<b>Public Utilities and Facilities.....</b>	<b>6.9</b>
<b>Implementation and Interpretation .....</b>	<b>7.0</b>
<b>Development Phasing.....</b>	<b>7.1</b>
<b>Implementation Measures .....</b>	<b>7.2</b>

# Chapter 40(b): Bram West Secondary Plan

## 1.0 Purpose

The purpose of this chapter, together with Schedule SP40(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined in Schedule SP40(a) and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter will constitute, in part, the Bram West Secondary Plan.

## 2.0 Location

The subject lands comprise an area of approximately 355 hectares (875 acres) in southwest Brampton, and are generally situated between Winston Churchill Boulevard to the west, the Brampton/Mississauga municipal boundary to the south, Mississauga Road to the east and Steeles Avenue to the North, as outlined on Schedule SP40 (a). The lands are described as being Part of Lots 13, 14, and 15 Concessions 5 and 6, WHS, in the geographic Township of Toronto, now in the City of Brampton, as shown on Schedule SP40(a).

## 3.0 GOALS & OBJECTIVES

### 3.1 Planning Principles

The planning principles of this Chapter are based on the principles of sustainable development and support an ecosystem approach to land use planning.

An ecosystem approach to planning recognizes the dynamic, interrelationship of all elements of a biophysical community, and the long term management and monitoring policies that address not only individual but cumulative impacts to achieve a sustainable, healthy ecosystem. Therefore, the Bram West Secondary Plan recognizes and will ensure the implementation of the recommendations of the approved subwatershed process.

The planning principles used to prepare the detailed policies of this chapter are based on the significant amount of employment growth expected to be attracted to Bram West over the next thirty years and the opportunity for locating prestige industries, business parks and office buildings of superior quality in appropriate locations within the lands outlined on Schedule SP40(a).

The Planning Vision for Bram West is as follows:

Bram West is planned to be a balanced, sustainable community that will be supported by superior infrastructure and services based on accountable decision making, full public participation and responsible growth management.

Bram West's natural heritage system will be protected by following a sustainable approach to land use planning and implementing alternative storm water management practices.

Bram West will continue to celebrate and preserve its unique cultural and natural heritage, including such features as the Credit River and the historic settlement areas of Churchville and Huttonville.

Bram West's multi-dimensional, full service urban economy will provide residents with ample live-work opportunities, contributing to a cleaner environment and an overall sustainable lifestyle.

Bram West's communities will be complete, compact and connected and be developed with a variety of housing forms including a significant executive housing component designed to take advantage of the area's major environmental elements like the Credit River.

Bram West's employment areas are planned to be dynamic and highly accessible in order to maximize their development potential in the GTA marketplace and to achieve their employment targets.

Together with Section 3.3 (Fundamental Goals & Objectives) of the Official Plan, the goals and objectives outlined below provide the framework for the planning and development of the subject part of the Bram West Secondary Plan as outlined in Schedule SP40(a). These goals and objectives will be implemented in accordance with the policies in Section 6.0 of Chapter 40(b).

## **3.2 Goals**

The goals of Chapter 40(b) of the Bram West Secondary Plan are as follows:

- 3.2.1 To preserve, protect and restore the natural environment, to the extent practical;
- 3.2.2 To incorporate valleylands, stream corridors, watercourses, riparian habitat and other sensitive environmental features to the extent practically feasible as part of the urban fabric while accounting for planned land uses;
- 3.2.3 To coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to support that growth, in accordance with the City of Brampton Growth Management Program;

3.2.4 To develop a superior employment area based on the application of the following principles:

- (i) maximize quality employment opportunities in Bram West by attracting office, prestige industrial and research & development users;
- (ii) a predominantly prestige industrial community with an appropriate mix of office uses, business parks, and commercial uses;
- (iii) an attractive and ordered form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; in this regard, prestige industrial and office uses will be located in the most highly visible sites, while business park uses will occupy less visible sites at the centre of major street blocks;
- (iv) the promotion of the highest quality architecture and urban design in both the public and private realm while taking into account the intended functions of the building;
- (v) integration of new development with existing industries and road patterns in and adjacent to the new employment community;
- (vi) preservation of the area's built and cultural heritage resources;
- (vii) an interconnected system of open spaces; and,
- (viii) a balanced transportation system, incorporating roads, public transit, pathways, and transportation demand management elements, that provides efficient transportation links, including the planning for the Bram West parkway/North-South Transportation Corridor.

3.2.5 Implement the subject part of the Bram West Secondary Plan in accordance with Section 4.11 of the Official Plan by:

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



- (iii) undertaking on-going public consultation as part of the development approval process.

### **3.3 Objectives**

Considering the goals enunciated in the Official Plan (Part I) and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the subject part of the Bram West Secondary Plan:

- (i) to preserve, protect and restore the natural environment to the extent practical, while recognizing the need for flexibility to accommodate efficient development patterns;
- (ii) to ensure that municipal services required for development of any portion of the Secondary Plan Area, including components of the transportation system, such as the Bram West parkway, are provided in an orderly, cost effective and timely manner, in accordance with Section 4.10 of the Official Plan and the City of Brampton Growth Management Program;
- (iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- (iv) to promote sustainable and financially efficient development using the strategic implementation of the following measures: growth management, Development Charges and cost sharing agreements as and where appropriate;
- (v) to create predominantly prestige industrial community, with a mix of business park, office buildings and commercial uses at appropriate locations;
- (vi) to establish high quality urban design for the public and private realms while taking into account the intended function

- of buildings through the adherence to the principles, policies and requirements of chapter 40(b);
- (vii) to establish urban design guidelines which encourage the development of characteristically prestige and attractive built forms;
  - (viii) to provide for a high quality of community design regarding the interface of employment uses with transitional and incompatible uses including stream corridors and stormwater ponds;
  - (ix) to provide for a high quality of community design regarding the interface between employment uses and the interface of employment areas with primary streets and gateways;
  - (x) to provide an integrated parks and open space system with a clear functional relationship as to the overall community;
  - (xi) to provide opportunities for recreational and natural links to Levi Creek and Mullet Creek, while protecting and preserving significant features and functions of the valley system;
  - (xii) to preserve existing built and cultural heritage features wherever feasible including scenic views, heritage buildings and archaeological resources;
  - (xiii) to enhance the overall 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;
  - (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 system; and,
  - (xv) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto.

## 4.0 DEVELOPMENT PRINCIPLES

### 4.1 Employment

The Bram West Secondary Plan area has significant location and infrastructure attributes to attract a variety of office, industrial and commercial uses and create a distinctive gateway employment area. In this regard, consideration of permitted uses for any given area or site within the Bram West Secondary Plan area will be on the basis of distance of the site from the Central Area, the range and extent of uses considered necessary and appropriate to ensure the vitality and economic development of the area, and the intended role and function of sites within broader land use designations.

4.1.1 Lands designated Office Centre on Schedule SP40(a), shall permit the range of uses and be developed in accordance with the policies of Part 1, Section 4.2.10 and other relevant policies of the Official Plan. Permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. In addition, open space uses such as a parkette and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on the lands designated Office Centre.

<p>OP93-202 (OMB Order 0380)</p>
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4.1.2 Lands designated Office Centre (1) One on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the policies of Part 1, Section 4.2.10 and other relevant policies of the Office Plan. Permitted uses shall include those uses permitted in the Office Centre designation in Section 4.1.1 and compatible prestige industrial uses such as light manufacturing, packaging, processing and

warehousing and distribution that would contribute to the character of the Bram West Gateway and Office Node.

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:

- to enhance streetscape amenity design, parking of vehicles shall consistent with the approved urban design guidelines for these lands;
- from a streetscape perspective, large lot/blocks shall be encouraged along arterial roads;
- to generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;
- the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
- accessory retail and business support services uses shall be restricted to a maximum percentage of floor space within the office building;
- outdoor storage uses shall not be permitted; and,
- the visual impact of automobile parking, truck service and delivery areas shall not intrusive, and shall be minimized consistent with the landscape and screening measure contained within approved urban design guidelines for these lands.

4.1.3 The City shall require that office buildings within the Office Centre designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly

integration of land uses. In particular, where applicable, the scale and character of uses shall be compatible with adjacent residential designations.

4.1.4(a) The City shall encourage building designs through site plan approval adjacent to the Mississauga Road frontage that promote an office character including building mass and vertical definition and further that outdoor storage uses and outdoor display areas shall not be permitted.

4.1.5 Notwithstanding Section 4.1.1 of this Chapter, the lands located at the southwest corner of Steeles Avenue and Mississauga Road and designated Office Centre on Schedule SP40(a) shall permit an expanded range of uses including banks, financial institutions, business support services, professional and medical offices, a motel and a day nursery, subject to a superior standard of urban design consistent with the primary gateway character of the Mississauga Road Corridor. Restaurants, other than freestanding restaurants or drive-through restaurants, may be permitted up to a maximum of 10% of the Gross Leasable Area of the commercial space within the site. Personal service shops, community clubs or religious institutions shall not be permitted.

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### **Prestige Industrial**

4.1.6 The lands designated Prestige Industrial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.2.10, and other relevant policies of the Official Plan. Permitted uses may include a parkette, stormwater management facilities, research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, and warehousing facilities, provided that such uses operate within wholly

enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services.

Day nurseries and ancillary retail uses (up to 15% of the total gross floor area of an industrial building, and up to 20% of the total gross floor area of an office building) shall be permitted in association with the industrial uses of this designation.

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

- i) A high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;
- ii) Outdoor storage as a primary use shall not be permitted;
- iii) Limited accessory outside storage areas shall not directly abut arterial class roads and lands designated for Office Centre or Office Centre One purposes, and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;
- iv) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- v) provision shall be made to minimize adverse impacts on adjacent residential uses that exist or which are planned for the area through site design, landscaping and buffer treatments;

- vi) natural features are to be utilized in site design to the extent practicable, and are to be supplemented by landscaping in order to create a “park-like” setting;
- vii) the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
- viii) accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within a building in accordance with the zoning requirements of the implementing zoning by-law;
- ix) 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 contained within the approved urban design guidelines for these lands.

#### **4.1.8 Business Park**

- 4.1.9 The lands designated Business Park on Schedule SP40(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.2, Subsection 4.2.11 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed with Section 4.1.6 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law.

OP93-203

4.1.10 Lands within the Business Park designation may be further divided into classes of industrial zones in the comprehensive zoning by-law on the basis of the following:

- the requirements of industry for road access;
- the type and extent of outside storage; and
- the need to minimize potential conflicts between different classes of land uses.

4.1.11 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining use areas, and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

4.1.12 Outside storage areas shall not directly abut arterial class roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law..

### **Service Commercial**

OP93-203

4.1.13 The lands designated Service Commercial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.2, Subsection 4.2.10 and other relevant policies of the Official Plan.

Permitted uses may include: all permitted uses within the Prestige Industrial designation listed with Section 4.1.6 of this Plan, and shall permit offices, restaurants, retail and service commercial uses which provide a support service to the adjacent employment uses and which



have no outdoor storage, along with retail warehouses, garden center sales establishments, and motels.

Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Section 4.2.2.2 of the Official Plan, and shall exclude a massage or body rub parlour.

4.1.14 Lands in the Service Commercial designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- from a streetscape perspective, larger lot/block sizes are encouraged along arterial roads;
- to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- to ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept or block plan to demonstrate how the designated area can be comprehensively developed;
- common access arrangements and linked parking areas may be required to serve multiple land uses; and
- 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 contained within the approved urban design guidelines for these lands.

### **Special Policy Area 2 (CBC Transmitter)**

- 4.1.15 Special Policy Area 2 on Schedule SP40(b) represents a zone of influence extended by the existence of a CBC AM transmitters situated on the Eighth Line of Halton, south of Highway 401. Within Special Policy Area 2, implementing zoning by-laws shall limit maximum building heights to 47 metres (154.2 feet) unless the subject CBC AM transmitter is no longer functional or in existence.

## **4.2 Open Space**

### **Valleylands**

- 4.2.1 Lands designated Valleyland on Schedule SP40(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the Credit River Watershed. Designated Valleylands shall remain primarily in natural state or be utilized for storm water management purposes and complementary uses in accordance with Part 1, section 4.4 and other relevant policies of the Official Plan and the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.).
- 4.2.2 Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
- 4.2.3 Valleyland designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/valley corridor. As

a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valleyland designation.

### **Storm Water Management Facility**

- 4.2.4 Storm Water Management Facilities are permitted in all land use designations on Schedule SP40(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.
- 4.2.5 Storm Water Management practices within the Secondary Plan Area shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for Storm Water Management within Bram West shall be determined by the Conservation Authority and the City in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.).
- 4.2.6 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.). They shall be prepared and included with the related Environmental Implementation Report, and will be subject to approval by the Conservation Authority and the City prior to draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage elements impacting provincial roads.

### **Golf Courses**

- 4.2.7 Golf Courses and related facilities may be permitted in all land use designations on Schedule SP40(a) provided that such facilities are developed in a manner that is compatible with and capable of integration with adjacent land uses.
- 4.2.8 The establishment of a golf course or related use will be subject to zoning, site plan and all other necessary approvals.

### **Cemetery**

- 4.2.9 Lands designated Cemetery on Schedule SP40(a) recognize existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part 1, Section 4.5 and other relevant policies of the Official Plan shall apply.
- 4.2.10 The regulations set out in the Cemeteries Act shall apply when development may impact burial sites which are not registered cemeteries.

## **4.3 Institutional**

### **Libraries**

- 4.3.1 Libraries are not designated on Schedule SP40(a), however they are permitted in all land use designations, except for the Open Space Valleyland designation, as a free standing facility, an integrated development component, or within a recreation center facility.
- 4.3.2 Retail centers may be sized at the draft plan of subdivision state in order to account for a future library use and to compensate for the land and building area to be occupied by the library. Library sites are

acknowledged as having an alternative use of low density residential for the purpose of land valuation.

### **Fire Stations**

4.3.3 Fire stations are permitted in all land use designations shown on Schedule SP40(a) except the Open Space Valleyland designation, subject to the policies of Part 1, Section 4.8 of the Official Plan.

4.3.4 Fire station sites will be approximately 0.8 hectares (2.0 acre) in size and acknowledged as having an alternative use of low density residential for the purpose of land valuation.

## **5.0 Transportation Policies**

### **5.1 Roads**

5.1.1 Roads facilities in the Secondary Plan Area are intended to develop and function in accordance with Part 1, Section 4.3 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the Bram West Subwatershed Study (Gartner Lee Ltd.).

5.1.2 Schedule SP40(a) presents a preferred alignment for a 45 metre wide major arterial road which will have an interchange with Highway 407, between Winston Churchill Boulevard and Heritage Road. By adoption of the Plan, these alignments are Council policy. The establishment of a right-of-way, or parts thereof, for this major arterial may be subject to the finalization and approval of a Class Environmental Assessment Study.

- 5.1.3 To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.
- 5.1.4 Other than those indicated on Schedule SP40(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.
- 5.1.5 The right-of-way requirement for Minor Collector Roads designated on Schedule SP40(a) shall be 23.0 metres and 26.0 metres for Major Collector Roads.
- 5.1.6 The Bram West Transportation Study (Marshall Macklin Monaghan) identified the importance of establishing an efficient local road network parallel to major routes, particularly in association with Mississauga Road, and Steeles Avenue in the vicinity of Mississauga Road. A conceptual local road network for this area is attached as Appendix A to this chapter. The local road network in this site shall generally be established in accordance with the intent of this attachment and the recommendations of Bram West Transportation Study.
- 5.1.7 The local road system will be subject to approval as part of the subdivision approval process.
- 5.1.8 Prior to the release of lands for development within Chapter 40(b) in accordance with the City of Brampton Growth Management and Development Approval Programs, financing mechanisms related to Bram West Parkway shall be addressed to the satisfaction of City Council.

Council shall protect for the planning and development of the Bram West Parkway alignment in the City of Brampton, with full movements to Highway 407. In light of the foregoing, consent to sever, minor variance, subdivision, site plan and zoning applications south of Steeles Avenue West to the Brampton/Mississauga municipal boundary located between Winston Churchill Boulevard and Heritage Road shall be subject to a condition of development approval that protects a Corridor Protection Area as identified on Schedule SP40(a) sufficient to accommodate all feasible potential alignments and related infrastructure for the planning and development of a major arterial road and a potential hydro corridor until such time as the Bram West Parkway Environmental Assessment study is finally approved. Council may release lands from Corridor Protection prior to the final approval of the Environmental Assessment Study if it is satisfied that sufficient technical information is available to define lands that are no longer required to protect all feasible alignments for the Bram West Parkway.

Minor Flexibility in the limits of the corridor to accommodate the development of infrastructure necessary to support the efficient development of the lands abutting the Corridor Protection Area, may be permitted by Council in consultation with participating stakeholders, provided preliminary design and related technical reports confirm that such adjustments to the limits of the Corridor Protection Area will not compromise the ability to accommodate all feasible potential alignment options for the Bram West Parkway.

In addition, the current zoning of lands within the the Corridor Protection Area will be amended to add a holding symbol to facilitate the planning and development of the Bram West Parkway and interchange with Highway 407 in addition to a potential hydro corridor..

## **5.2 Public Transit**

The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.

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

5.2.3 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

5.2.4 In response to the City's anticipated need for a transit facility in the general vicinity of Steeles Avenue and Mississauga Road, the Bram West Transportation Study (Marshall Macklin Monaghan ) has identified location and operational options for the development of either an on-street or off-street transit terminal, attached as Appendix B to this chapter. These options will be considered in the development of a transit terminal in Bram West.

## **5.3 Pedestrian/Cyclist Links**

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



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

**5.3.3** To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as Steeles Avenue shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical. Simultaneous compound changes in the grade and direction of underpass designs are not recommended.

## **6.0 Environmental, Servicing and Design Considerations**

The Bram West Subwatershed Management Study (Gartner Lee Ltd.) shall be implemented within the Secondary Plan Area through the preparation of Environmental Implementation Reports. It is preferred that these Reports be prepared on a tributary basis covering large blocks of land, rather than on a subdivision basis, to benefit from economies of scale, better account for cumulative effects, identify central or combined storm water management facilities, and reduce agency review time.

### **6.1 Woodlots and Valleylands**

**6.1.1** The woodlots identified on Schedule SP40(a) are to be preserved to the greatest extent practicable, and considered as areas for rehabilitation and enhancement of ecological functions through the development of surrounding lands. In this regard, development proposals within or abutting woodlots shall be subject to Part 1, Section 4.4 and other relevant policies of the Official plan. Any studies relating to the preservation, treatment and disposition of woodlots shall be submitted as part of the Environmental Implementation Report prior to the draft approval of a related plan of subdivision or zoning. Any portions of a

woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

- 6.1.2 Many natural features such as natural hazards, tributaries and woodlots, exist within the Bram West Secondary Plan Area. Development adjacent to such features remaining shall be shaped, oriented and developed in a manner that is compatible and complementary to these natural features, to that extent practicable.

## **6.2 Tree Preservation**

- 6.2.1 It is intended that significant, high quality tree specimens be retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the Secondary Plan Area.
- 6.2.2 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part 1, Section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

## **6.3 Heritage Resource Preservation**

- 6.3.1 Heritage resource management activities within the Bram West Secondary Plan Area shall be undertaken in accordance Part 1, Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are historical, architectural or archaeological value, significance or interest.

6.3.2 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.

6.3.3 Where a development proposal may impact a heritage resource, the City may require the preparation of a cultural heritage resource assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on identified heritage resources.

#### **6.4 Noise Attenuation**

6.4.1 A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part 1, Section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of Subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.

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

#### **6.5 Potentially Contaminated Sites**

6.5.1 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 provincial guidelines for the decommissioning and clean up of contaminated sites and submitted along with any application

for development. Development of any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

## **6.6 TransCanada Gas Pipeline Safety Features**

**6.6.1** In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplementary measures shall be applied to all future developments that abut the pipeline right-of-way within the Bram West Secondary Plan Area;

- All permanent structures and excavations shall be located at least 7 metres from the limits of TransCanada's right-of-way. Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limit of the right-of-way; and,
- TransCanada PipeLines Limited operates one high pressure natural gas pipeline within its right-of-way which crosses the City and is identified on Schedule SP40(a). Any development application within 200 metres of TransCanada's facilities shall be circulated for review and comment to TransCanada Pipelines.

6.6.2 In conjunction with implementing zoning by-laws, the zoning of the pipeline right-of-way for open space purposes including pedestrian and bicycle pathways, subject to Trans Canada Pipelines easement rights and conditions, is encouraged.

## **6.7 Storm Water Management**

6.7.1 In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule

SP40(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

6.7.2 Storm Water Management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for Storm Water Management within Bram West shall be determined by the Conservation Authority and the City in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

6.7.3 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.), in conjunction with the related Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage elements impacting provincial roads.

Storm Water Management Plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts, minimize erosion and siltation in the Credit River and associated tributaries during and after the construction period. The Storm Water Management Plan will be consistent with and implement the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.), and shall identify a monitoring program.

Detailed design submissions shall be consistent with the Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

**6.7.4** The main watercourse and valleyland corridors of the Credit River, Levi Creek and Mullett Creek are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation and conveyance, and water quality. The functional importance of these features must be assessed along with other environmental and water management issues by the Environmental Implementation Report.

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

## **6.8 Sanitary Sewage and Water Supply**

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

**6.8.1** Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

**6.8.2** Levi and Mullet Creek sub-trunk sewers have no capacity for lands north of Steeles Avenue which are to be serviced from the Credit River trunk sewer. Arrangements to the satisfaction of the Region of Peel shall be made with respect to sanitary sewer servicing.

**6.8.3** Proponents of development may be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

- 6.8.4 The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.) and the Bram West Servicing Study (Rand Engineering).
- 6.8.5 In accordance with Part 1, Section 4.11 and other relevant policies in the Official Plan, the and the Region 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 Region's ability to finance and construct new services.

## **6.9 Urban Design Guidelines**

- 6.9.1 The design requirements governing the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gate/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate.
- 6.9.2 All development within the Secondary Plan Area shall consult and give due consideration 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.
- 6.9.3 In order to maintain and enhance the visual opportunities and importance of certain features and attributes of the secondary plan area, the City may require the completion of a visual resource analysis

and/or visual design concept for those lands adjacent to Mississauga Road and 407. Such submissions are recommended to be undertaken comprehensively in logical contiguous blocks to address visual design issues, and may set out setbacks, building height, building form, shadow impacts and other siting matters which may impact the visual integrity of these areas.

- 6.9.4 Developers shall contribute financially towards gateway features that are to be provided within Bram West.

## **6.10 Public Utilities and Facilities**

- 6.10.1 Public utility and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any land use designation provided they are appropriately integrated and all other necessary approvals are obtained.

## **7.0 Implementation and Interpretation**

### **7.1 Development Phasing**

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

- 7.1.2 The intent of the City is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with Part I, Section 4.11 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which sewer and



water services, storm water management facilities, schools, roads or any other essential service are not available or committed.

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

### **Agricultural Uses**

- 7.1.4** The City shall, through the orderly phasing of development in accordance with the policies of this document and the Official Plan, endeavor to ensure that lands of high agricultural capability which are designated for urban uses remain available for agricultural purposes for as long as practicable. Until lands are developed in accordance with the lands use designations assigned on Schedule SP40(a), agricultural uses are permitted on such lands.

## **7.2 Implementation Measures**

### **Small Holdings**

- 7.2.1** Landowners of small holdings of less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 7.2.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations

on Schedule SP40(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

- 7.2.3** Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter.

### **Cost Sharing**

- 7.2.4** In addition to Development Charges capital contributions, the City shall encourage and may require the use of Developer Cost Sharing Agreements or other suitable arrangements amongst landowners in order to implement development of the secondary plan and equalize the cost of development. Such costs may include secondary plan component studies, other common studies, infrastructure, facilities and works, including the establishment of school and park sites.

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 an equitable manner. The issuance of approvals or the release of lands for development may be subject to the finalization, execution and registration of such cost sharing agreements, as appropriate.

### **Environmental Assessment and Consultation Improvement Act**

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

## **Interpretation**

**7.2.6** Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP40(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Bram West Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:

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

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