

**OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 40(a)**

**CHAPTER 40(d)**

**OF THE**

**THE BRAM WEST SECONDARY PLAN**

**January 2019**

## EXPLANATORY NOTES

### Office Consolidation The Bram West Secondary Plan Area 40(a) CHAPTER 40(d)

#### **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 current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 (Chapter Plan 40(d) Bram West Secondary Plan )**

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

Chapter 40(d) is based on Official Plan Amendment OP93–270, which was partially approved by the Ontario Municipal Board on August 27, 2010.

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

- Order issued December 30, 2010  
PL090856/PL080248/PL100393/PL081268  
(incorporates housekeeping amendments for Community Park policies)

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton have also been incorporated:

OP2006-108

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

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## **1.0 PURPOSE**

The purpose of this Chapter, together with Schedule SP40( a), of Chapter 40(d), 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 policies for the development of the lands outlined on Schedule SP40(a ) of Chapter 40(d), 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, Chapter 40(d) of the Bram West Secondary Plan.

## **2.0 LOCATION**

The subject lands comprise an area of approximately 465 hectares (1,150 acres) in southwest Brampton, and are generally situated between Mississauga Road to the east, Steeles Avenue to the south, the Credit River to the north, and Heritage Road to the west as outlined on Schedule SP40(a ) of Chapter 40(d).

The lands are described as being Lots 1 through 5 plus Part of Lot 6 & 7, Concession 5, W.H.S. in the former geographic Township of Chinguacousy, now in the City of Brampton as shown on Schedule SP40(a ) of Chapter 40(d).

## **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 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 described below, which are founded on the above-noted vision, provide the structure for the planning and development of the Bram West Secondary Plan as outlined on Schedule SP40(a ) of Chapter 40(d). These goals and objectives will be implemented in accordance with the policies of the Interpretation and Implementation sections of this Chapter.

### 3.2 Goals

The goals of the Bram West Secondary Plan are:

- 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 promote a balanced community structure including the proper allocation of both residential and employment uses in contextually appropriate locations in a manner that creates a distinctive urban identity in keeping with the City's Strategic Plan;
- 3.2.5 To designate appropriate areas for the development of executive housing that is compatible with, and will benefit from, the visual and environmental features of the natural landscape of Bram West;
- 3.2.6 To maximize quality employment opportunities in Bram West by attracting office, prestige industrial and research & development uses;

- 3.2.7 To designate lands for the development of corporate head office buildings along the Mississauga Road Corridor from Highway 407 north to Steeles Avenue West;
- 3.2.8 To designate lands for the development of signature prestige industrial and business park areas as appropriate;
- 3.2.9 To establish an upscale industrial and office precinct with the highest standard of civic design and architecture which maximizes employment and enhances the financial position of the municipality;
- 3.2.10 To establish a prestige gateway streetscape along the Mississauga Road corridor to enhance Brampton's urban identity and image on a GTA area wide basis;
- 3.2.11 To develop an effective and efficient transportation network and transit system to service not only Bram West but all of West Brampton;
- 3.2.12 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 and complementary uses;
  - (ii) an effective transition between residential and employment areas through the use of valleys, stream corridors and arterial roads as interfaces;
  - (iii) the achievement of excellence in civic design in both the public and private realm;
  - (iv) an interconnected system of open space and recreational areas;
  - (v) abundant public access and visibility to the rich natural heritage and environmental features of the Bram West area;
  - (vi) a range of recreational and community facilities that facilitate shared use where practical;
  - (vii) integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;

- (viii) an attractive and ordered built form as well as human scale walkable communities through the use of appropriate building heights, massing, setbacks, streetscapes, landscapes, gateways and architectural treatments;
- (ix) preservation, to the greatest extent practical, of the area's cultural heritage and built-up resources including the community attributes of the Churchville and Huttonville settlement areas, in the long term development of Bram West; and,
- (x) a balanced transportation system, including roads, public transit, pathways, and transportation demand management measures that provides efficient transportation links.

3.2.13 Continue to apply appropriate environmental protection principles throughout the planning process.

3.2.14 The implementation of the Pathways Master Plan, especially as it relates to key linkages to the Credit River Valley and other open space corridors in the Bram West Area.

3.2.15 To minimize public/tax based capital and operating costs associated with the development of Bram West.

3.2.16 Implement the Bram West Secondary 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;
- (iii) providing a block plan process that will coordinate, on a sub-area basis, the completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals; and,

- (iv) 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 3.2 of this Chapter, the following objectives constitute the basis for the formulation of this part of the Bram West Secondary Plan:

- (i) to preserve, protect and restore the natural environment to the extent practical, most particularly the existing woodlots, valleys, floodplains and aquatic resources of the Credit River and the key environmental features, functions and linkages associated with Levi and Mullet Creeks;
- (ii) to ensure that municipal services required for development of any portion of the Secondary Plan Area, including components of the transportation system, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;
- (iii) to ensure that adequate utility networks are/or will be established to serve the anticipated development and that they can be phased in a way that is cost-effective and efficient;
- (iv) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- (v) 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;

- (vi) to create a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities;
- (vii) to create an urban environment that provides for safe, functional and attractive residential neighbourhoods;
- (viii) to create an effective and attractive interface between residential and employment land uses;
- (ix) to provide for a superior standard 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 to the overall community and the neighbourhoods served;
- (xi) to provide opportunities for recreational and natural links to the Credit River and Levi Creek floodplains and valleys, while protecting and preserving significant natural features of the valley system;
- (xii) to establish urban design guidelines which achieve the development of attractive, safe and pedestrian-scale built forms within the community;
- (xiii) to establish a consistently high quality of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- (xiv) to ensure that new development occurs in an orderly and efficient manner with sensitivity to the existing settlement areas of the Churchville Heritage Conservation District and the Village of Huttonville;

- (xv) to preserve existing built and cultural heritage features wherever feasible including scenic views, heritage buildings and archaeological resources;
- (xvi) 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;
- (xvii) 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,
- (xviii) 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.

### Development Principles

#### 3.4 Residential

3.4.1 The various residential designations as shown on Schedule SP40(a), are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from single detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations, or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

### Housing Mix, Density and Plan Integration

- 3.4.2 Notwithstanding housing policies for the various residential designations on Schedule SP40(a), consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.
- 3.4.3 Direct frontage permissions for residential development shall be in accordance with the transportation policies of Section 4.0 of this Chapter, Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including Section 5.0, Chapter 40(d).
- 3.4.4 Prior to draft plan of subdivision or zoning approval, as appropriate, proponent(s) may be required to submit for the review of the City a development concept for residential designations with difficult design features or limited access opportunities. Such a development concept shall address, as appropriate, how these designations will function, observing limited access opportunities and shadow impacts, if any, on adjacent uses.
- 3.4.5 Residential designations adjacent to the Credit River Valley shall be shaped, oriented and developed in a manner that is compatible and complementary to this natural feature.
- 3.4.6 The Residential designations adjacent to the Credit River provide for the development of upscale "executive" housing. The City shall encourage such opportunities in all of the Residential designations in accordance with this policy, and the relevant policies of the Official Plan. To ensure the construction of such housing, the City may impose stringent development standards within subdivision agreements, development agreements, and/or implementing zoning by-laws.

### Medium/High Density Residential

3.4.7 In areas designated Medium/High Density Residential on Schedule SP40(d), residential uses within the Medium and the High Density Residential Categories defined in Part I of the Official Plan are permitted.

3.4.8 Notwithstanding the foregoing density policies, the Medium/High Density Residential designation within Special Policy Area 12, located on the west side of the North-South Collector Road and about 200 metres north of Steeles Avenue, shall permit development up to a maximum density of 115.0 units per net hectare (47.0 units per net acre) and shall be limited to a maximum height of 4 storeys. The balance of the Low/Medium Density residential lands within Lot 1, Concession 5, W.H.S. shall be developed with single detached dwellings, except for development east of the North-South Collector Road which shall also permit the development of Block Townhouse dwellings;

3.4.9 Notwithstanding the foregoing density policies, the Medium/High Density Residential designation north of the Levi Creek tributary and west of Mississauga Road shall permit development at a maximum density of 150 units per net hectare (61.0 units per net acre). Development shall be encouraged to occur at a higher density and height to take advantage of the higher order transit, commercial, recreational and natural open space amenities within this area. Ground floor related commercial and employment uses within the building(s) may be permitted. The following development principles shall apply:

- To generate an attractive urban environment, development of the subject lands shall require a superior standard of urban and architectural design and be compatible and complementary to the built form and gateway character proposed for the adjacent lands fronting Mississauga Road.

- At the detailed site plan approval stage of development, provisions shall be made for pedestrian access from the subject lands in order to access transit service planned along Mississauga Road through the Specialty Office Service Commercial and/or Office Centre lands.
- The City may require the submission of a concept or tertiary plan to demonstrate how the designated area and adjacent lands can be comprehensively developed.
- Prior to final (Stage Two) Block Plan Approval, the approved Functional Servicing Report shall determine to the satisfaction of the City of Brampton whether a storm water management overflow route is needed across the subject lands.

### Medium Density Residential

3.4.10 In areas designated Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.4.2 and 3.4.11 of this Chapter. Non-profit housing projects within the Medium Density designations on Schedule SP40(a) may be developed at a maximum density of 75 units per net residential hectare (30 units per net residential acre), without further amendment to this Plan.

3.4.11 Any proposal for Medium Density development will have regard for the transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.

3.4.12 Medium Density Residential development that abuts a Collector Road shall ensure that dwelling units immediately adjacent to the collector road are oriented and designed to face this road.

3.4.13 The Medium Density Residential lands located at the south-east quadrant of Embleton Road and the North-South Collector Road shall be designed as an upscale townhousing development and through the subdivision process shall be subject to the following development policies:

- (i) Development shall consist of superior quality architectural treatment and shall contain enhanced architecture for portions of buildings which are exposed to a public road;
- (ii) The width of some townhouse units shall be encouraged to be in excess of the traditional 6,0 metres in width, and shall contain a rear yard depth of 7.5 metres;
- (iii) The design layout for the townhouse development shall incorporate a pedestrian connection to the public pathway that will be provided around the Embleton Pond / stormwater management facility;
- (iv) To achieve an upscale townhouse identity, it will be necessary to demonstrate how the development will deliver a level and quality of development which is consistent to the maintenance;
- (v) A Tertiary Plan shall be provided in support of the townhousing development and shall demonstrate how these lands can be comprehensively developed in conjunction with the abutting Institutional lands.

#### Mixed Use

3.4.14 Mixed - Use development may integrate two or more uses such as retail, office, residential, public and institutional within a building or separate buildings on the same lot. Development of residential uses within the Mixed Use designation

shall generally be “Medium Density” as defined in Part I, Section 4.1.2 of the City’s Official Plan and may be permitted either within a building containing a permitted commercial use or within freestanding buildings on the same lot.

#### Low and Medium Density Residential

- 3.4.15 In areas designated Low and Medium Density Residential on Schedule SP40(a), residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 30.1 units per net residential hectare (12.2 units per net residential acre), subject to policies 3.4.2 and 3.4.18. In addition, at least 60% of the overall development within the Low and Medium Density Residential designation shall be single detached structural units.
- 3.4.16 Notwithstanding the foregoing housing mix and density policies, proposals for development within the Low and Medium Density Residential designation shall provide a broad range and mix of lot sizes for single-detached units in accordance with relevant City guidelines.
- 3.4.17 Any proposal for Medium Density Residential development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent Commercial uses.
- 3.4.18 Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections.

## Executive Residential

3.4.19 The lands designated Executive Residential on Schedule SP40(a), , shall reflect the Upscale Executive Housing policies, principles and standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:

- development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
- establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
- creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks; and,
- provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

3.4.20 The “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” should be consulted for the extensive and detailed guidelines, which expand on the above principles to ensure that the design attributes of the Bram West Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

3.4.21 The areas designated Executive Residential on Schedule SP40(a) are considered to have appropriate characteristics to accommodate a successful executive housing community. These areas shall be developed in accordance

with the policies, principles and standards set out in Part I, Section 4.1 of the Official Plan and Section 3.4.22 of this Chapter.

3.4.22 In areas designated Executive Residential on Schedule SP40(a), the following policies shall apply:

- (i) primarily single detached structural units shall be permitted. A restricted number of high-end, semi-detached and townhouses may be considered subject to appropriate location and superior site design, architecture and streetscape;
- (ii) limited development of the following complementary uses shall also be permitted:
  - private education facilities;
  - libraries;
  - day care centres;
  - health centres; and
  - public recreation facilities.
- (iii) a maximum density of 14.8 units per net residential hectare (6 units per net residential acre);
- (iv) a minimum lot frontage for detached units of 15 metres (50 feet);
- (v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond shall be provided and identified through the block plan process in appropriate locations;
  - anchor areas within the designation, which give the Executive Residential community its distinct exclusive character, shall be provided with lot frontages of 21 metres (70 feet) and greater;

- (vi) the opportunity for lot frontages greater than 70 feet abutting the edge of the Credit River valley will be explored, and the final determination of the housing mix and density for the balance of the Executive Residential lands will be determined, through the final (Stage Two) Block Plan approval; the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.
- (vii) (vii) The residential housing that directly abuts the Community Park shall provide an appropriate land use interface treatment. This may include the use of transitional housing (ie. upscale townhouses) and/or include the need for landscaped berming and buffering along the mutual boundary of the Community Park, and within this area an additional 5 metres of land may be required to accommodate this buffering and berming. Lands containing transitional housing shall be exempted from the maximum density requirement for executive housing;

3.4.23 In evaluating applications for Executive Residential development the City shall consider in conjunction with the City of Brampton Development Design Guidelines, among other aspects:

- (i) residential density;
- (ii) lot width and lot frontage;
- (iii) garage widths and projections;
- (iv) setbacks;
- (v) architectural design;
- (vi) building massing and streetscape; and,
- (vii) treatment of gateways and edges.

3.4.24 All matters pertaining to the cost of providing an enhanced public realm within the lands subject to the Riverview Heights proposal bounded by the Credit River

to the north, Steeles Avenue to the south, Mississauga Road to the east and Heritage Road to the west in Concession 5 W.H.S. will be addressed through the final (Stage two) Block Plan approval. The items to be addressed in determining the cost of providing an enhanced public realm shall include lands subject to gratuitous conveyance and other areas under the Planning Act, the extent of lands to be acquired, the standard of amenities and their long term cost to the municipality.

### Village Residential

3.4.25 In areas designated Village Residential on Schedule SP40(a), residential uses in accordance with the Village Residential policies in Part I, Section 4.1 of the Official Plan are permitted, subject to Section 5.3 of this Chapter.

### Affordable Housing

3.4.26 Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents and shall include an appropriate number of new residential units to be affordable in accordance with need, where practicable. Such opportunities shall be provided in accordance with the intent of the Provincial Policy Statement.

3.4.27 Affordable housing will be integrated into the overall community to ensure opportunities for affordable housing are widely available.

### 3.5 Employment

The Bram West Secondary Plan area has significant locational 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.

3.5.1 A Hotel or Motel shall not be a permitted use within any of the land use designations located within Chapter 40(a).

3.5.2 A Gas Bar (and associated car wash) shall not be a permitted use within any of the employment land use designations listed on Schedule 40(a), with the exception of the following locations:

- i) Within a Neighbourhood Commercial designation, provided the gas bar does not have direct frontage on Mississauga Road and is set back a minimum of 30 metres from this road, and shall be subject to superior architectural and built form treatment;
- ii) Within the Service Commercial designation located along Steeles Avenue West, provided the Gas Bar is not located within 200 metres of Heritage Road or the North-South Collector Road intersection, and shall be subject to superior architectural and built form treatment;

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3.5.3 Drive-throughs - Only a bank, gas bar, and restaurant that is located within a Service Commercial designation along Steeles Avenue shall be permitted to have a drive-through window, provided that the drive-through window does not face Steeles Avenue West. A drive-through window associated with a restaurant shall not be located within 200 metres of Heritage Road and the mid-block North-South Collector Road located between Mississauga Road and Heritage Road, and must be setback a minimum of 20 metres from Steeles Avenue West.

### Neighbourhood Commercial

3.5.4 The lands designated Neighbourhood Commercial on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan.

3.5.5 The size of the Neighbourhood Commercial site on the west side of Mississauga Road generally located at Lots 2 and 3, Concession 5, W.H.S. will be limited to a maximum of 7.9 hectares and a maximum of 20,000 square metres of gross floor area notwithstanding the range set out by the Official Plan. This site shall be subject to a high standard of design, landscaping and/or setbacks appropriate for its location in an executive residential community and subject to the satisfaction of the City. In addition, a gas bar in conjunction with a car wash may be permitted on this site, provided the gas bar does not have direct frontage on Mississauga Road and is set back a minimum of 30 metres from the road right-of-way, and shall be subject to superior architectural and built form treatment in keeping with the executive residential image planned for this area.

### Convenience Commercial

3.5.6 Lands designated Convenience Commercial as shown on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan, and the following principles:

- (i) no outdoor storage of goods or materials shall be permitted;
- (ii) provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;

- (iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations; and,
- (iv) The land use permissions for the Convenience Commercial lands located south of Financial Drive and abutting the east side of Heritage Road may need to be restricted and or phased. Supplemental land use, design, and transportation information shall be submitted in support of the size and scope of commercial development that can be accommodated on these lands, and shall determine if phasing restrictions are necessary. In this regard, a market analysis shall also be required to evaluate the market demand for this commercial development in relation to the primary commercial corridor that is planned along Mississauga Road. In addition, a Tertiary Plan shall be required to demonstrate that these lands can be comprehensively developed.

### Office Centre

3.5.7 Lands designated Office Centre on Schedule SP40(a) shall permit the range of uses and be developed in accordance with the policies of Part I, 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, conference/convention centres, and within which may permit limited accessory retail, and business support services. A transit terminal facility shall be permitted in accordance with Section 4.2.4 of this Chapter. In addition, open space 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.

3.5.8 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 along arterial roads;
- (iii) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be achieved;
- (iv) the City may require the submission of a development concept or tertiary plan and related background studies to demonstrate how the designated area can be comprehensively developed;
- (v) accessory retail and business support services uses shall be restricted to a maximum percentage of floor space within the office building;
- (vi) outdoor storage and outdoor display areas shall not be permitted; and,
- (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.

3.5.9 The City requires that office buildings within the Office Centre designation shall be developed in a manner that minimizes the impact on the natural areas associated with Levi Creek 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.

3.5.10 The City shall encourage building designs through site plan approval with respect to lands within the Office Centre designation that front on Mississauga Road.

Such building designs will promote an office character including building mass and vertical definition.

### Service Commercial

3.5.11 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 and other relevant policies of the Official Plan.

3.5.12 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 character:

- (i) To generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- (ii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- (iii) where parking is provided in the front yard, or abutting an arterial road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (iv) to ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed; and,
- (v) common access arrangements may be required to serve multiple land uses.

3.5.13 The land use permissions for the Service Commercial lands located along Steeles Avenue may need to be restricted to address access and traffic

constraints to these lands. Permitted uses within the Service Commercial designations abutting Steeles Avenue may include: all of the permitted uses within the Prestige Industrial designation of this Chapter; along with offices; restaurants, retail and service commercial uses; a printing or copying establishment; an animal hospital, including a kennel; a health or fitness centre; a bakery; a garden centre sales establishments; a financial institution; a dry cleaning and laundry distribution station;. In addition, a Tertiary Plan shall be required to demonstrate that these lands can be comprehensively developed and designed;

**3.5.14 deleted**

3.5.15 Notwithstanding Section 3.5.11, the existing nursery at the southeast corner of Embleton Road and Heritage Road may be converted to a year-round operation subject to addressing access, parking and urban design matters to the satisfaction of the City of Brampton. Redevelopment of this site for Service Commercial uses shall be of a scale designed to be sensitive and compatible to the adjacent residential area. Commercial uses shall be primarily convenience retail or personal service and may include live-work units, subject to addressing access, parking and urban design matters to the satisfaction of the City. Outdoor storage of finished goods, gas bars or car washes shall not be permitted.

Specialty Office and Service Commercial

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

Permitted uses include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west. A transit terminal facility shall be permitted in accordance with Section 4.2.4 of this Chapter.

Live/work units shall be permitted in the Specialty Office & Service Commercial designation in appropriate locations provided that matters of access, parking, urban design and land use compatibility are addressed at the block plan stage. The location and number of these live/work units will also be determined as part of final (Stage Two) block plan approval.

Outdoor storage of finished goods shall not be permitted within lands designated Specialty Office & Service Commercial.

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.

3.5.17 Lands within the Specialty Office & Service Commercial designation shall be encouraged to develop for a mix of uses in a street oriented manner in accordance with the following development and urban design principles in order to contribute to a distinctive gateway character for Mississauga Road:

- (i) from a streetscape perspective, large lots/blocks are encouraged along Mississauga Road;
- (ii) to generate an integrated, attractive, walkable and human scale urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, building massing, architectural, landscape and safety design elements shall be implemented;
- (iii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping to minimize the impact on adjacent residential areas;

- (iv) parking areas should be located at the rear of principle buildings and where parking is provided in the front yard, or next to Mississauga Road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (v) to ensure comprehensive and integrated development, the City may require the submission of a development concept or tertiary plan to demonstrate how the designated area can be comprehensively developed;
- (vi) the assembly of parcels shall be encouraged to provide limited access points to Mississauga Road;
- (vii) common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (viii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, especially on the surrounding residential areas and shall be minimized through landscaping and screening measures.

### Prestige Industrial

3.5.18 The lands designated Prestige Industrial on Schedule SP40(a), shall permit the range of uses and be developed in accordance with Part I, Section 4.2.10 and other relevant policies of the Official Plan. Permitted uses may include 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 incidental outdoor storage of goods and materials subject to the locational and screening criteria contained within the implementing zoning by-law. Public open space and stormwater management facilities may also be permitted. A transit terminal

facility shall be permitted in accordance with Section 4.2.4 of this Chapter. In addition, lands within the Prestige Industrial designation shall also permit office uses within which limited accessory retail and business support services may be permitted.

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.

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

A high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;

- Outdoor storage as a primary use shall not be permitted;
- Limited accessory outside storage areas shall not directly abut arterial class roads, and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;
- From a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- 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;
- 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;

- 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 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; 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.

### 3.6 Open Space

All lands containing entry features, Woodlots, Valleys, Vista blocks, Wetland and drainage features, and blocks required for environmental buffer purposes and stormwater management purposes, shall be gratuitously dedicated to the City.

#### Valleylands

- 3.6.1 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 a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

- 3.6.2 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 City in consultation with the local conservation authority 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.
- 3.6.3 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.
- 3.6.4 Notwithstanding the Section 3.6.1 and 3.6.2 of this Chapter requiring valleylands to remain in a primarily natural state, proposals to alter valleylands or a watercourse which maintain or enhance the natural functions of the valleyland or watercourse in accordance with Section 4.4.5 of the Official Plan, and which satisfy applicable regulatory requirements, will not require an amendment to this plan.

### Community Park

- 3.6.5 Lands designated Community Park shall be developed in the general locations identified on Schedule SP40(a) in accordance with the Community Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the size and location of Community Parks through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

- 3.6.6 The specific location or configuration of the Community Park – Secondary School campus will be reviewed at the time of subdivision plan processing to confirm the need for the facilities and, if realized, to attempt to arrange the facilities in a manner that would promote an efficient and equitable arrangement of land and facilities.
- 3.6.7 In the event that all or part of the Community Park identified schematically on Schedule SP40(a) is not required by the City, the lands may be developed for Low/Medium Density Residential uses fronting Mississauga Road or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan.
- 3.6.8 Should the municipality not acquire the designated Community Park located on the lands described as Part of Lots 3 and 4, Concession 5, W.H.S. within 5 years from the time of draft plan of subdivision approval, the designated Community Park shall be released for that purpose, and may be developed for Low/Medium Density Residential uses along lands fronting Mississauga Road or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the Community Park may be granted provided that a parkland acquisition agreement is successfully entered into to the satisfaction of the City of Brampton and the owners of the subject lands. The municipality shall require that this policy be implemented through a condition of draft plan approval for any subdivision of the subject lands.
- 3.6.9 The Community Park designated on the west side of Mississauga Road approximately 900 metres to the south of Embleton Road is acknowledged for the purposes of land valuation as having an alternative use of Low/Medium Density Residential for the lands fronting Mississauga Road.
- 3.6.10 The lands designated Community Park fronting on the west side of Mississauga Road south of Embleton Road, may be pre-zoned Low/ Medium Density

Residential, provided such zoning is subject to a holding symbol in accordance with Section 35 of the Planning Act. The lifting of the holding symbol is subject to fulfilling all of the following criteria to the satisfaction of City Council as a condition of development approval:

- (i) as a condition of draft plan approval, the lands designated Community Park have formed all or part of a block within a plan of subdivision to be held by the City of Brampton in accordance with Section 3.6.8 of this Plan;
- (ii) the City has not acquired the lands designated for Community Park purposes in accordance with Section 3.6.8 of this Plan, or alternatively, prior to the expiry of the timeframe set out in Section 3.6.8, the City has released the lands zoned from the Community Park designation, and;
- (iii) all necessary agreements have been executed between the landowners and the City of Brampton.

### Neighbourhood Park

3.6.11 Lands designated Neighbourhood Park shall be developed in the general locations indicated on Schedule SP40(a) in accordance with the Neighbourhood Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the size and location of Neighbourhood Parks through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

### Parkettes

3.6.12 Lands designated Parkette shall be developed in the general locations indicated on Schedule SP40(a) in accordance with the Parkette policies of Part I, Section

4.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, adjustments may be made to the number, size and location of Parkettes through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

- 3.6.13 Where Open Space facilities designated on Schedule SP40(a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.
- 3.6.14 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 system such as valleylands.
- 3.6.15 In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.

#### Woodlot

- 3.6.16 Lands designated Woodlot on Schedule SP40(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to Part I, Section 4.4.7 and other relevant policies of the Official Plan. Studies relating to the preservation or treatment of woodlots as identified within the Environmental Implementation Report, shall be submitted as part of any Environmental Implementation Report and shall be in accordance with the City's Woodlot Development Guidelines.

- 3.6.17 Lands designated as Woodlot on Schedule SP40(a) are encouraged for retention in acknowledgement of the value of their features and functions to the watershed as outlined in the Bram West Subwatershed Management Study (Gartner Lee Ltd.). The City, in processing a development proposal that would privately retain all or part of any woodlot as identified within the Environmental Implementation Report, may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Part I, Section 5.12 and other relevant policies of the Official Plan, or implement another suitable mechanism to retain the woodlot and/ or its function.
- 3.6.18 Should it be demonstrated that an identified woodlot cannot practicably be retained through the development process, such lands shall be considered to have an alternate land use designation consistent with that of the surrounding designations without the necessity of further amendment to this Plan. A proponent of development on a woodlot site shall be required to demonstrate how the woodlot site can be developed for suitable alternate land uses, and meet the objectives of Section 4.4.7 of the Official Plan.

### Golf Courses

- 3.6.19 Notwithstanding Official Plan Policies in Section 3.6.6, golf courses and related facilities are permitted in all land use designations on Schedule SP40(a) provided that it is demonstrated that such facilities can be developed in a manner that is compatible with, and capable of integration with adjacent uses.

When such facilities are proposed within or adjacent to a valleyland designation, the environmental impacts of the use shall be assessed through an Environmental Implementation Report (EIR) or equivalent scoped assessment. Appropriate, mitigation of potential impacts shall occur in accordance with those studies.

3.6.20 The establishment of a golf course or related use will be subject to zoning, site plan and all other necessary approvals.

### 3.7 Institutional

Institutional designation in Chapter 40(d) includes lands which permit Schools, Places of Worship, Libraries, Long Term Care Centres, Fire Halls and Paramedic facilities.

#### School Sites

3.7.1 Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.

3.7.2 School sites are designated on Schedule SP40(a) for a specific educational level, however, school sites may be used for a different educational level, and should any particular site not be required by one School Board, then the other Board may utilize the site regardless of whether it is for the educational level implied by the designation.

3.7.3 Relevant draft plans of subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Landowners will be required to demonstrate at the draft plan of subdivision stage how school sites can be redeveloped for suitable alternate use should any particular school site be released or not required for school purposes.

3.7.4 Prior to approval of plans of subdivision, the City shall require landowners within the Secondary Plan Area to enter into agreements with each other and the School Boards for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP40(a), unless this

purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

3.7.5 The Dufferin-Peel Catholic District School Board has recognized the potential to relocate a secondary school site that is presently designated on Schedule SP40(a) in the general location of Lot 3, Concession 5 W.H.S. to an appropriate location on the west side of Heritage Road. The designated secondary school site shall continue to be protected in Concession 5 W.H.S. until the Dufferin-Peel Catholic District School Board has decided to relocate the school to another suitable location in consultation with the City of Brampton. Should the school site in Concession 5 W.H.S. be relocated, the lands shall revert to a Low/Medium Density Residential designation.

#### Places of Worship

3.7.6 Lands designated Place of Worship indicate sites to be reserved for such purposes subject to the following principles:

- included in the appropriate subdivision plan as a condition of draft approval and 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;
- approximately 0.8 - 1.2 hectares (2 – 3 acres) in size;
- restricted road access as approved by the City; and,
- zoned for worship purposes at the time of subdivision registration but if not acquired or used for such purposes within the 3 year reserve period, may be zoned to permit suitable alternate development without further amendment to this Plan.

## Libraries

3.7.7 Libraries are not designated on Schedule SP40(d), 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 centre facility.

3.7.8 Retail centres may be sized at the draft plan of subdivision stage 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.

## Long Term Care Centre / Retirement Home

3.7.9 The Institutional designation on the south side of Embleton Road permits a retirement home and a long term care centre. Secondary uses such as local serving retail and personal service uses in conjunction with the primary use may also be permitted so long as they do not detract from the development of the area for the primary uses. These lands shall be subject to the following development policies:

- The size of the Institutional designation may be increased through the subdivision / rezoning process without amendment to this plan, provided that the general intent of the Secondary Plan is respected. The height of the building will also be determined through this detailed subdivision / rezoning stage of development and shall be sensitive to the Village height and scale of development along Embleton Road;
- A Design Brief shall be provided to demonstrate that the development shall be of superior quality expressed through architectural detail, choice of building materials, building elevation, and roof lines. In addition, the building design shall be sensitive to the neighbouring land uses;

- Given the gateway location of this property, an appropriate public realm and streetscape treatment shall be provided at the intersection of Embleton Road and the North-South Collector Road and shall be designed in a manner which is consistent and compatible with what is required on the west side of the North-South Collector Road;
- The outside amenity space / facilities shall contain appropriate characteristics to produce a superior living environment.
- A Tertiary Plan shall be provided to demonstrate that the lands within the Institutional designation can be comprehensively developed with the adjacent Medium Density Residential lands.

### 3.8 Special Policy Areas

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

3.8.1 Special Policy Area 2 on Schedule SP40(b) represents a zone of influence extended by the existence of, a CBC AM transmitter 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.

#### Special Policy Area 7 (lands northwest of Mississauga/Steeles intersection)

3.8.2 The lands identified as Special Policy Area 7, located at the north-west corner of the intersection of Mississauga Road and Steeles Avenue West shown on Schedules SP40(b), shall be subject to the following development policies:

- (i) Development of the lands designated Office Centre and Specialty Office and Service Commercial within Special Policy Area 7 will seek to maximize

employment opportunities in the order of 1,600 jobs subject to any physical and functional constraints including, but not limited to the ultimate capacity of the surrounding road network, projected future traffic volumes and the functional layout of the property. Development of these lands shall be subject to a superior standard of urban design and be compatible and complementary to the built form and character proposed for the eastside of Mississauga Road within Sub-Area 40-1

- (ii) Setbacks and coverages for the Office Centre designation in Special Policy Area 7 will be established in the implementing zoning by-law in order to maximize the employment targets set out in Appendix B of this Plan.
- (iii) At the site plan approval stage, provisions shall be made for a pedestrian connection access across the lands within Special Policy Area 7 to provide access to transit services planned for Mississauga Road from the Medium / High Residential lands to the west.
- (iv) The City may require the submission of a development concept or tertiary plan to demonstrate how the designated area can be comprehensively developed.

#### Special Policy Area 9 (Apple factory and outlet)

3.8.3 Special Policy Area 9 on Schedule SP40(b) comprises a five acre parcel of land fronting Heritage Road which includes a long-standing apple factory and sales outlet that is characteristic of current agricultural and horticultural activities of the area. Uses permitted within Special Policy Area 9 shall be limited to the existing enterprise and any ancillary convenience retail uses that would be compatible and/or enhance the existing character of the area and subject to a high quality built form.

### Special Policy Area 12

3.8.4 Special Policy Area 12 on Schedule SP40(b), is located between the two tributaries of Levi Creek west of Mississauga Road and is designated Low/Medium Density Residential and Medium /High Density Residential on Schedule SP40(a).

Access to the Finger Lands will be from Heritage Road and from the north/south collector that crosses the valley corridor to provide residents road and pedestrian access to community uses located to the north. The location of the future north-south collector road crossing the valley corridor to service the Finger Lands will be determined at the block plan stage through an Environmental Assessment or a comparable planning study for this sub-area.

### Special Policy Area 15 (Executive Residential)

3.8.5 The Executive Residential lands located north of Embleton Road and south and west of the North-South Collector Road, identified as Special Policy Area 15 on Schedules SP40(a) and SP40(b) of this Chapter, shall be subject to the following policies:

1. These lands shall reflect the upscale executive housing policies, principles and standards, established in the Official Plan, and shall permit restricted opportunities for semi-detached and townhouse dwellings; and,
2. May allow for slightly higher densities up to a maximum density of 19.5 units per hectare of net residential area, provided that the applicant can submit justification, to the satisfaction of the Commissioner of Planning, Design and Development, that a higher density is justified without compromising the executive housing policies for this precinct . In this regard, the applicant is required to submit detailed urban design and architectural drawings for the proposed development, to ensure that the increased density being proposed

is compatible with the City's executive housing design vision for the area east of Heritage Road and north of Embleton Road. Notwithstanding this policy, the City is not obligated to approve submissions for higher density development unless the applicant has completely satisfied these requirements.

### Special Policy Area 16 (Maple Lodge Farm Separation)

3.8.6 The lands located west of the North-South Collector Road within part of Lots 1, 2 and 3, Concession 5, WHS, as shown on Schedules SP40(a) and SP40(b) of this Chapter are identified as Special Policy Area 16, and shall be subject to the following policies:

Maple Lodge Farms, a large food processing operation, is located to the west of Block 40-3, in Concession 6, WHS. The use of the agricultural fields west of Heritage Road for the spreading of biosolids as part of Maple Lodge Farm's operations has the potential to negatively impact sensitive land uses in the area. The area of Special Policy Area 16 is based upon the separation distance of 450 metres between the fields and residential areas that, at the present time, is normally required as a condition of issuance of a certificate of Approval for the spreading of biosolids pursuant to the Ministry of the Environment's "Guidelines for the Utilization of Biosolids and other Wastes on Agricultural Land".

In order to address this issue, development within Special Policy Area 16 shall be planned so as to avoid the potential for land use conflicts. Such planning shall include consideration of:

- detailed review of technical studies that support a separation distance between the fields and residential areas within Special Policy Area 16 which is less than what is normally required at the present time ;

- establishing alternative land uses within Special Policy Area 16 which are less sensitive to environmental impacts and require a separation distance between the fields and residential areas which is less than the 450 metres normally required at the present time; and,
- phasing development or establishing less sensitive interim land uses within Special Policy Area 16 that coincide with the longer term land use vision for the area which may reduce the need for the current separation distance.

The planning for Special Policy Area 16 shall be satisfactory to the City and shall ensure the continued use of the fields for spreading of biosolids as may be required by Maple Lodge Farms. The planning for Special Policy Area 16 shall be completed and approved by City Council prior to the draft approval of any subdivision plan and the enactment of any implementing zoning by-law within this Special Policy Area.

For the purposes of such planning, the City shall actively work with and seek the cooperation of all interested stakeholders, including the Province, Maple Lodge Farms and the proponents of development within Special Policy Area 16, with a view to determining whether a separation distance between the fields and residential areas which is less than 450 metres normally required at the present time, is feasible and supportable under the provincial regulatory regime which is in effect at the time development within Special Policy Area 16 is proposed.

In addition to the matters pertaining to Maple Lodge farms it is also a requirement of Special Policy Area 16 that no development shall take place within the portion of the lands between the two tributaries of Levi Creek located north of the Parkette illustrated on Block Plan Schedule SP40-3 until it can be demonstrated how these lands can be comprehensively developed with and without the Convenience Retail lands. Minor changes to the land use designations may be permitted without further amendment to this Chapter.

For greater certainty, this policy shall not apply to a proposed golf course within Special Policy Area 16.

### Special Policy Area 17 (Embleton Road Study Area)

3.8.7 The lands identified as Special Policy Area 17, Embleton Road Special Study Area shown on Schedules SP40(a) and SP40(b) to this Chapter, present an opportunity to promote a village character through the development of commercial and other uses that are compatible with the Village of Huttonville to the east. A detailed study to determine the future of Embleton Road, including the type of land uses to be permitted within the study area, shall be completed to the satisfaction of the City, and the Region of Peel, prior to the development approval of the study area lands and will not require a further amendment to the Secondary Plan.

3.8.8 The lands within Special Policy Area 17 are designated Mixed Use and shall permit the following uses alone or integrated on a site within the study area:

- Medium Density Residential permitted under Section 4.1 of the City of Brampton Official Plan;
- Live-work buildings;
- retirement home;and/or long yerm care home;
- Retail, Office, Public and Institutional; and,
- Maximum Building Height shall be limited to 4 storeys;

## 4.0 Transportation Policies

### 4.1 Roads

4.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with Part I, 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.).

- 4.1.2 The right-of-way requirement for Financial Drive shall be sufficient to accommodate a 4 lane arterial road as determined by the City of Brampton. The designated right-of-way width for Financial Drive shall be 30 metres. The completion of the detailed design for the construction of appropriate portions of the ultimate 4 lane cross-section of Financial Drive (including structures, intersection improvements and turn lanes) and arrangements satisfactory to the Cities of Brampton and Mississauga for its construction shall be undertaken in a phased program. These matters are to be completed in conjunction with either the timing of the Financial Drive crossing of Highway 407 by the Province or the construction of the Financial Drive extension from Highway 407 south to Derry Road, whichever is latest.
- 4.1.3 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.
- 4.1.4 Direct residential frontage shall not be permitted to the North-South Collector Road, Financial Drive, or to the portion of Heritage Road located south of Financial Drive. Permissions for direct residential frontage on the segment of Heritage Road located north of Financial Drive shall be subject to a traffic impact study being approved as a part of the subdivision process.
- 4.1.5 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.

- 4.1.6 The right-of-way requirement for Minor Collector Roads designated on Schedule SP40(a) shall be 23.0 metres and 26.0 to 30.0 metres for Major Collector Roads.
- 4.1.7 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 area shall generally be established in accordance with the intent of this attachment and the recommendations of the Bram West Transportation Study.
- 4.1.8 The local road system will be subject to approval as part of the subdivision approval process.
- 4.1.9 The north/south collector road in Concession 5 W.H.S. is designated as a four lane minor collector with a 23-30 metre right of way with limited access permissions to be determined at the block plan stage of development approval. The function of the north/south road is to divert local area traffic away from Heritage Road so that its existing character is protected in accordance with the Bram West Vision Statement.
- 4.1.10 The intersections of the internal north-south collector road with Heritage Road in Concession 5 W.H.S. are to be determined at the block plan stage by an Environmental Assessment or similar planning study.
- 4.1.11 An Environmental Assessment or similar planning study to establish the alignments for Financial Drive and Heritage Road shall be undertaken concurrently and shall consider all feasible alignment options.

## 4.2 Public Transit

- 4.2.1 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.
- 4.2.2 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.
- 4.2.3 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.
- 4.2.4 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 locational and operational options for the development of either an on-street or off-street transit terminal. These options will be considered in the development of a transit terminal in Bram West.

In the context of the above, a transit terminal facility is a permitted use in the Office Centre, Speciality Office & Service Commercial and Prestige Industrial designations of this Secondary Plan.

## 4.3 Pedestrian/Cyclist Links

- 4.3.1 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.
- 4.3.2 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.
- 4.3.3 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. The Region of Peel shall be consulted on the suitability of an underpass or other suitable arrangement for any road crossings under their jurisdiction. Simultaneous compound changes in the grade and direction of underpass designs are not recommended.
- 4.3.4 Additional land may be required to accommodate a pedestrian pathway that is located adjacent to the Credit River Valley corridor and/or significant environmental features;

## 5.0 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. These reports shall be prepared on a tributary basis, by one or more landowner, and will be scoped for individual or multiple landowners, in accordance with the proposed development and potential impacts.

The results of the Gateway West Subwatershed Study update will be implemented through subsequent amendments to the Bram West Secondary Plan and/or block plan and Environmental Implementation Report processes.

Prior to the granting of the final development approval for Official Plan amendments; rezoning amendments; plans of subdivision and site plans, an Environmental Implementation Report shall be submitted and approved by the City of Brampton in consultation with appropriate commenting agencies.

## 5.1 Woodlots and Valleylands

5.1.1 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 I, 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.

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.

## 5.2 Tree Preservation

- 5.2.1 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.
- 5.2.2 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 I, Section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

## 5.3 Heritage Resource Preservation

- 5.3.1 Heritage resource management activities within the Bram West Secondary Plan Area shall be undertaken in accordance with Part I, 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 of historical, architectural or archaeological value, significance or interest.
- 5.3.2 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.
- 5.3.3 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.

5.3.4 In accordance with the Block Planning requirements for this Chapter, a Heritage Impact Assessment shall be undertaken for all identified heritage resources in accordance with the Terms of Reference set out by the City, The location of the known buildings and/or sites of heritage interest have been identified on Schedule BP40-3 of Part III, Chapter 40-3 of the Official Plan.

#### 5.4 Noise Attenuation

5.4.1 In the case of Low and Medium Density residential uses adjacent to Provincial Highways and Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1,000 feet), unless otherwise authorized by the City.

A secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

5.4.2 In the case of either road noise attenuation treatment, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate a satisfactory safety fence between the arterial road and the local service road.

5.4.3 A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, 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.

5.4.4 Where development, for which noise control measures will be required, precedes 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.

## 5.5 Potentially Contaminated Sites

5.5.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a site assessment shall be prepared in accordance with provincial guidelines for the assessment 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 assessed and where necessary or cleaned up in accordance with provincial guidelines.

## 5.6 Storm Water Management

5.6.1 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.

5.6.2 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 City in consultation with the local conservation authority in accordance with the Bram West Subwatershed Management Study (Gartner Lee Ltd.).

5.6.3 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 review by the local conservation authority and approval by 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.

The 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 City in consultation with the local conservation authority prior to the registration of any individual plans of subdivision.

5.6.4 The main watercourse and valleyland corridors of the Credit River, Levi Creek and Heritage 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.

5.6.5 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.

## 5.7 Sanitary Sewage and Water Supply

- 5.7.1 Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.
- 5.7.2 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.
- 5.7.3 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) opportunities to locate services outside of the valley systems will be explored.
- 5.7.4 In accordance with Part I, Section 4.11 and other relevant policies in the Official Plan, the City 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.

## 5.8 Community Block Plan

5.8.1 In accordance with Part III of the Official Plan Community Block Plans implement the policies of Secondary Plans on a sub-area basis by coordinating completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals.

5.8.2 The Chapters of the Bram West Secondary Plan shown on Schedule SP40(b) have been determined based on existing physical edges such as road and rail corridors, land ownership patterns and specific civic design objectives.

5.8.3 Community Block Plans shall be prepared and adopted through Community Block Plan Amendments in accordance with Section 5.5 of the Official Plan.

5.8.4 The implementation of the Bram West Secondary Plan as it relates to block planning and growth management will conform to the Provincial Growth Plan.

5.8.5 Prior to the final approval of the Community Block Plan, all interested utilities and telecommunications providers will confirm if services can be provided to support the proposed development, and will determine appropriate locations for large equipment or utility cluster sites. The design and placement of major service installations or infrastructure necessary to service the applicable Block Plan area will also be established prior to the approval of a Community Block Plan.

### 5.8.6 Design

The following design policies, in conjunction with the City of Brampton Development Design Guidelines, the Upscale Executive Housing Workbook and the Bram West Community Design Study – Urban Design Guidelines (Brook

McIlroy Inc., October 2002), shall be addressed in the Community Block Plan. These design policies set out the general criteria for the development of both the public realm and private lands to create a sustainable, attractive, safe and pedestrian friendly environment:

- 5.8.6.1 Principles of sustainability shall be addressed such as providing a mix of uses, a variety of housing forms, walkable communities, transit supportive densities and designs, enhanced public realm, and respect for natural and cultural heritage;
- 5.8.6.2 In addition to Primary Gateways, Secondary Gateways should be developed at the intersection of primary streets where entrances to the community will be characterized by their role and locale.
- 5.8.6.3 Major creeks, stream corridors, woodlots and other sensitive environmental features should be incorporated into the design of the new community, as visible and accessible natural elements;
- 5.8.6.4 Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;
- 5.8.6.5 Streets and buildings should be designed and developed to ensure attractive streetscapes, walkable and human-scale communities and to promote social interaction, transit usage and safety;
- 5.8.6.6 The layout of the streets, configuration of lots and siting of buildings shall ensure that:
  - (i) there are a variety of frontage arrangements adjacent to primary public streets;

- (ii) unobstructed road frontage adjacent to public open spaces will be encouraged subject to Section 5.8.7 of this Chapter;
  - (iii) streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;
  - (iv) service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
  - (v) pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,
  - (vi) the safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.
- 5.8.7 Development will reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation; and
- 5.8.8 Through the block plan process, opportunities for creating a public edge abutting the Credit River Valley will be explored and identified, where appropriate from the perspective of creating public access/visibility to major environmental and scenic elements of the valley. These streets shall be located on tableland in accordance with the setback requirements of Credit Valley Conservation. Homes, parks, vistas and stormwater management facilities may be permitted adjacent to the edges of the valley to a limited extent and where appropriate.

## 5.9 Block Plan Elements

5.9.1 The Block Plan elements identified in Section 5.5 of the Official Plan shall be further refined as follows:

### 5.9.2 Community Structure

5.9.2.1 An integrated community structure with balanced land uses shall be created through the following measures:

- distribute land uses within the Block Plan so as to promote integration and compatibility of land uses;
- promote mixed–use environments at major focal points in the community;
- create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,
- incorporate existing natural and cultural features.

### 5.9.3 Open Space System

5.9.3.1 The Bram West Community Design Study (Brook McIlroy, October 2002) and the City of Brampton Development Design Guidelines are intended to guide the planning and development of the open space system. The Community Block Plan process will build on these guidelines. The open space component of the Community Block Plan process will:

- (i) establish a design vision for parks, open space and community facilities;
- (ii) recommend a system of public parks, open spaces, linkages and roads to serve the community based on the assessment of

anticipated population, the locations of significant natural features and proposed public and community facilities;

- (iii) provide recommendations on the size, location and configuration of parks, open space and community facilities;
- (iv) locate parks and open space areas with respect to streets, views, pathways and other connections to contribute to their accessibility, regular use and safety through natural surveillance opportunities;
- (v) link existing and proposed open space to create a continuous, co-ordinated Open Space System extending through the community;
- (vi) confirm the extent of continuous and unobstructed road frontage to parks and open spaces subject to Section 5.8.7 of this Chapter;
- (vii) use Green Connector Roads and the Pedestrian/Bikeway System to connect open space, community facilities, and destinations of public interest;
- (viii) connect the Open Space System to adjacent open space systems and the city-wide system of open space;
- (ix) promote community accessibility and movement through a system of pedestrian trails and bikeways within the natural valleylands in a sustainable manner;
- (x) identify limits of all stormwater management features proposed within and outside of the public park system;
- (xi) identify locations of landmark landscape features for detailed design consideration; and,

- (xii) provide an implementation strategy.

#### 5.9.4 Street Network

5.9.4.1 The purpose of the street network component of the Community Block Plan Process is to ensure that the public realm is consistent in quality and design for all areas of the Secondary Plan. This part of the plan will address the following matters:

- the establishment of a hierarchy of primary streets within the community and ensuring easy connectivity of the street network in order to facilitate easy movement and orientation through the community;
- the design of street patterns which create and reinforce major focal points within the community;
- the design of street patterns that promote and reinforce public transit and connectivity to primary public transit corridors;
- the design of a street network to reinforce pedestrian and bicycle activity through integration with the Open Space System;
- the design of street alignments which facilitate accessibility and visibility to existing features and the Open Space System;
- guidelines for the relationship of buildings to streets, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages;
- alternatives to reverse frontage situations;
- the location and design treatment of landmark architectural features;

- requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- requirements for traffic calming measures.

### 5.9.5 Streetscape

5.9.5.1 The streetscape component of the Block Plan process shall express the image and character of the community through the relationship of the built form to the street and the role and significance of the overall hierarchy of the road network.

5.9.5.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a high quality 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, if applicable;
- (vi) transit infrastructure, if applicable;
- (vii) streetlight locations;
- (viii) appropriate building setbacks and projections; and,
- (ix) relationship to garages.

5.9.5.3 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.

### 5.9.6 Edges and Gateways

5.9.6.1 Edges have a significant role in determining the interface with adjacent land uses and 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 (window streets).

5.9.6.2 Schedule SP40(a) identifies the following Primary Gateways:

- Mississauga Road Corridor between Steeles Avenue West and Highway 407; and,
- Mississauga Road north and south of Embleton Road

5.9.6.3 Development within the Primary Gateway Areas should reflect high quality treatments and site design and should generally employ street edge building design.

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

5.9.6.5 Developers shall contribute financially towards gateway features that are to be provided within Bram West. The design and financial obligations will be determined through the block planning process.

### 5.9.7 Transitional Buffers

5.9.7.1 Wherever possible, natural features and roads shall be designed to provide transitional buffers between conflicting land uses.

5.9.7.2 In circumstances where conflicting land uses directly abut, transitional buffers shall be introduced to improve the image of otherwise hard edge conditions. Buffers between conflicting land uses shall be developed

generally within the private right-of-way where recreational or walkway connections are being considered. These buffers shall provide landscape treatments, and where appropriate, integrate public access to create attractive and useable buffers between uses.

5.9.7.3 Minimum widths, building setbacks and landscape treatment requirements with respect to transitional buffers, where appropriate, shall be in accordance with the guidelines set out in the Bram West Community Design Study (Brook McIlroy, October 2002).

## 5.9.8 Built Form

5.9.8.1 In order to achieve high quality streetscapes a superior standard of built form is required. In residential areas this will include:

- (i) diversity in lot widths 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;
- (iv) built form, treatments and site design at gateway locations that enhance the role of these areas as focal points;
- (v) innovative housing forms and housing types appropriate for the mix of residential development; and,
- (vi) garage placement.

In non-residential areas this will include:

- (i) built form, treatments and site design at gateway locations that enhance the role of these areas as focal points;

- (ii) the design and location of building elements, such as major entrances, windows, and building projections to support a superior and consistent image from the roadway;
- (iii) architectural detailing including articulation of building walls or changes to the building material and colour, where appropriate;
- (iv) applying the most substantial treatment to the building façade fronting the public street; and,
- (v) roof forms that are compatible with the rooflines, massing and height of adjacent buildings.

## 5.10 Community Design Guidelines

5.10.1 The Community Design Guidelines shall be prepared to the satisfaction of the City, as part of the finalization of the Block Plan in stage two of the Block Plan process. The Community Design Guidelines represent a further refinement of the community vision for Bram West as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

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

5.10.2 Where Residential interfaces with Office Centre or Prestige Industrial land use designations on Schedule SP40(a), the City will require buffering and mitigation measures to be implemented in accordance with Section 5.9.7 of

this Chapter and Part I, Section 4.4 and other relevant policies of the Official Plan.

5.10.3 The Community Design Guidelines may be provided in one comprehensive document or in two companion documents, one of which addresses building architecture and the other which addresses all of the other aforementioned visual components of the prescribed area.

5.10.4 The Community Design Guidelines shall be in compliance with the Community Block Plan. The Guidelines shall be prepared based on the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” and/or such other guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.

Generally, the Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.

5.10.5 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.

## 5.11 Growth Management

5.11.1 The intent of the City and the Region of Peel is that essential services will be provided in conjunction with the development of a Secondary Plan Area. In accordance with the policies of Part I of the Official Plan and the City of Brampton’s Growth Management Program, the City may refuse approvals, or the Region of Peel may deem approvals premature, for any development

for which adequate sewer and water services, stormwater management facilities, schools, roads or any other essential service are not available or committed.

5.11.2 Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City, the Region of Peel and other agencies to achieve a cost effective and functional sequence of development.

5.11.3 A Growth Management Phasing and Sequencing Agreement shall be approved by the City prior to draft plan approval of any development application.

5.11.4 The growth management component of the Community Block Plan will ensure that growth and development is staged and sequenced in a manner that ensures coordination between the development that occurs and the infrastructure required to support that growth. This part of the Plan will be undertaken in accordance with the City's growth management objectives and guidelines for the relevant sub area as well as the overall City and in accordance with Sections 4.11 and 5.5 of the Official Plan and shall address the following matters:

- coordination of the planned arterial and collector road network improvements with the level and distribution of development such that components of the transportation system required for any portion of the sub area are committed or operational prior to, or coincident with development;
- provision of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;

- the efficient utilization of public investments in sanitary sewer and water supply infrastructure;
- accommodations to allow the early and efficient delivery of transit service;
- appropriate staging for implementing the recommendations of the Environmental Implementation Report including construction of stormwater management facilities; and,
- staging and sequencing issues associated with other public objectives such as the timely provision of recreation facilities for new residents.

5.11.5 At the time when the by-law to adopt this official plan amendment is approved by City Council, no additional planning approvals will be granted for residential development that falls within the Fire Demand Zone of Station 212 of the Bram West Secondary Plan until the City of Brampton has made satisfactory arrangements to acquire the property for the construction of this fire station.

5.11.6 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.

## 5.12 Public Utilities and Facilities

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. Essential services which would be impaired during a flood emergency will not be permitted within valleylands.

## **6.0 IMPLEMENTATION AND INTERPRETATION**

### **6.1 Development Phasing**

6.1.1 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.

6.1.2 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, lands within th Chapter SP40(d) shall be planned to achieve a population in the order of 13,780 persons and to accommodate employment in the order of 5,639 jobs, resulting in a density of 55 persons and jobs per net hectare. Implementing zoning and plans of subdivision shall contain provisons to ensure the achievement of these targets.

6.1.3 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.

6.1.4 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.

6.1.5 The City will discourage and resist the conversion of any employment lands in Chapter 40(a) for residential purposes until such time as an appropriate commercial and industrial assessment ratio has been achieved.

6.1.6 Until lands within the Bram West Secondary Plan are developed in accordance with the designations assigned on Schedule SP40(d), agricultural uses are permitted on such lands. These lands may also be used for golf courses on an interim basis, subject to Section 3.6.14 of this Plan.

## 6.2 Implementation Measures

6.2.1 The final Block Plan for Sub Area 40-3, shall be revised and updated to reflect modifications from the supporting technical reports; and,

6.2.2 All applications submitted within Sub-Area 40-3 shall be evaluated and approved in the context of the final approved Block Plan for Sub-Area 40-3 of the BramWest Secondary Plan Area. This shall not preclude the circulation of applications within Sub Area 40-3 for preliminary comments and preliminary conditions of draft plan approval, including the holding of a statutory public meeting(s) in advance of final Block Plan approval being issued, however, final recommendations on all applications shall not be submitted for the consideration of City Council until the Sub Area 40-3 Block Plan has received final (Stage Two) approval.

### Small Holdings

- 6.2.3 Landowners of small holdings shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 6.2.4 Development proposals for very small holdings 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.
- 6.2.5 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

- 6.2.6 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. Developer Cost Sharing Agreements may encompass the whole or part of the secondary plan area and may only deal with:
- local services as permitted in Section 59(2) of the Development Charges Act, 1997; or,
  - matters to which the parties voluntarily agree; or,
  - other matters permitted by law.

The City will not negotiate or be a party to Developer Cost Sharing Agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner. Subject to the appeal mechanisms noted below, the issuance of final approvals or the release of lands for development shall, where appropriate, be subject to the finalization and execution of such cost sharing agreements or other arrangements as permitted by law. In this context, the City will continue to process applications for development approvals, notwithstanding that an applicant has not entered into a Developer Cost Sharing Agreement. It is recognized that to the extent that landowners enter into a Developer Cost Sharing Agreement that is in some aspects beyond the jurisdiction of the City to impose, those aspects of the agreement may not be imposed on an involuntary basis on other landowners, by draft plan or consent condition, or otherwise.

In a situation where agreement is not reached regarding a Developer Cost Sharing Agreement, this provision is not intended to interfere with the holding of a hearing by the Ontario Municipal Board, or to fetter the discretion of the Board in any way whatsoever respecting the merits of a consent or subdivision, or the conditions of approval thereof, including cost sharing conditions, brought before it in accordance with the *Planning Act*.

### Sustainable Development

6.2.7 The City in processing a development proposal that comprehensively addresses sustainable development principles including, but not limited to, providing a mix of uses, a variety of housing forms, energy-efficient buildings, transit-supportive densities, walkable, safe and accessible communities that facilitate social interaction, enhanced public realm and protection of the natural and cultural heritage, may enact a zoning by-law

authorizing increases in height and density and/or a broader range of uses, as appropriate, consistent with sustainable development principles.

### Environmental Assessment Act

6.2.8 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.

#### Implementation & Interpretation

6.2.9 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.

6.2.10 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.

**BLOCK PLANS**

**PART III**

***Chapter 40-3: Block Plan for Sub Area 40-3 of the Bram West Secondary Plan***

OP93-270 IMPLEMENTS SUB-AREA 40-3 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.

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(Chapter 40-3: Block Plan for Sub Area 40-3 of the Bram West Secondary Plan)

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## **1.0 PURPOSE**

The purpose of this amendment together with Schedule BP40-3 is to implement the policies of the Brampton Official Plan and Chapter 40(d) of the Bram West Secondary Plan through the preparation of a Block Plan for Sub Area 40- 3.

This amendment to Chapter 40(d) of the Bram West Secondary Plan is based on a block plan that implements the findings of a number of component studies completed to address environmental, servicing, transportation, urban design and growth management considerations. The Block Plan for Sub Area 40-3, addresses the principles of sustainability and incorporates the principles of the City's Development Design Guidelines. This Chapter will constitute the Block Plan for Sub Area 40-3 of the Bram West Secondary Plan.

## **2.0 LOCATION**

Sub Area 40-3 comprises an area of approximately 465 hectares (1,148 acres) in west Brampton and is bounded by Heritage Road to the West, the Valley of the Credit River to the north, Mississauga Road to the east and Steeles Avenue West to the south.

The lands are within the area described as Lots 1 through 5 plus Part of Lot 6 & 7, Concession 5 W.H.S. in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule BP40-3 to this amendment.

## **3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN AND BRAM WEST SECONDARY PLAN**

Lands subject to Chapter 40-3 outlined on Schedule BP40-3 shall be developed in accordance with the policies of Chapter 40(d) of Part II as amended, and also in accordance with all other relevant policies and schedules of the Brampton Official Plan, as amended.

Accordingly, the policies herein are intended to supplement those of the Bram West Secondary Plan and the Official Plan. An accurate understanding pertaining to this Chapter can only be achieved by reading the Official Plan together with Chapter 40(d).

#### **4.0 SUB AREA 40-3 BLOCK PLAN PRINCIPLES**

The Sub Area 40-3 Block Plan has been designed to promote integration and compatibility between land uses within the subject lands, ensure compatibility with and transition between land uses in adjacent planning areas and to consider and incorporate natural and cultural heritage features.

The community vision for Sub Area 40-3 incorporates the major elements of the existing natural landscape of the surrounding area and its relationship to the Credit River Valley and related tributaries, as well as recognizing nearby existing uses, such as Maple Lodge Farms and Lionhead Golf Course.

The design principles for the Block 40-3 area include:

- Preserve and protect natural features such as the Credit River valley, identified woodlots and wetlands and other valley lands within the Plan Area in a way that aids in defining the community's image and promotes stewardship;
- Create identifiable neighbourhoods based on a series of focal points, including areas for executive housing and commercial retail centres;
- Provide lands along Steeles Avenue West for employment and service commercial uses in a manner that creates a gateway to the City;
- Promote superior architecture and urban design features at key intersections and along arterial roads so as to create a gateway to the City;
- Locate community services and infrastructure in an efficient manner that creates active streets and neighbourhoods so as to foster community interaction and identity;
- Create clearly defined neighbourhoods based on focal points such as natural features or community services and infrastructure;
- Facilitate transit use by providing a land use plan that locates the majority of residents within a five minute walk of a location suitable for a transit stop;
- Provide a series of pedestrian and bicycle paths throughout the community that connect focal points such as parks, schools and commercial areas in order to reduce dependence on motorized vehicles;
- Create a development pattern that provides a mix of uses at a variety of intensities in locations that provide transportation options.

## **5.0 BLOCK PLAN DEVELOPMENT POLICIES**

There are various neighbourhoods provided in this block plan that are bordered by major roads or prominent landform features (i.e. valleyland, Mississauga Road) that provide a logical edge for the community. The neighbourhoods are connected to one another by a network of roads and a pedestrian system that provide a safe and convenient access throughout the community supported by the following policies:

- 5.1 Schedule BP40-3 illustrates the design attributes of the Block Plan area that addresses and implements the land use designations and policies of the Bram West Secondary Plan. Minor adjustments and relocations of the community features and infrastructure shown on Schedule BP40-3 can be made without an official plan amendment as long as the general intent and policy direction of the Bram West Secondary Plan and Chapter 40(d) are maintained.
- 5.2 Design features that shall be incorporated to further enhance the 'Office Centre' and establish the Mississauga Road corridor as a prestige gateway include, but are not limited to, the following:
  - Provide appropriate building massing along Mississauga Road and Steeles Avenue that addresses the street edge to emphasize the important role of the Office Centre area;
  - Emphasize important building features including building entrances and forecourts;
  - Provide active at grade uses;
  - Provide appropriate transition (i.e. buildings, height and density) to residential uses;
  - Locate parking structures away from Steeles Avenue and Mississauga Road frontages;
  - Limit surface parking from Steeles Avenue and Mississauga Road frontages and provide landscape treatment to screen surface parking from the view of the street;
  - Locate loading and service areas at the rear of buildings and screen such areas with landscaping;
  - Provide an internal common/amenity space; and,
  - Provide sustainable development standards (i.e. permeable parking areas, green roofs, white roofs, bicycle racks).

- 5.3 Design features that shall be incorporated to further enhance the 'Specialty Office and Service Commercial' Blocks and establish the Mississauga Road Corridor as a prestige gateway streetscape shall include but are not limited to the following:
- Locate built form close to the Mississauga Road street edge;
  - Provide a variety of architectural built form and massing;
  - Limit surface parking from Mississauga Road frontages and provide landscape treatment to screen surface parking from street view;
  - Provide pedestrian connections leading to building entrances; and,
  - Provide a transition in use and built form from the office/commercial development to the residential area.
  - Restrict the use of drive-thrus
- 5.4 Prior to final (Stage Two) Block Plan Approval, the Credit valley Conservation shall confirm that stormwater management facilities are available to serve development within Sub Area 40-3.
- 5.5 Prior to the draft plan approval of the first draft plan of subdivision within Sub-area 40-3, a Developer Cost Sharing Agreement shall be executed. The cost sharing agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and community entrance or gateway features).
- 5.6 All development applications submitted shall conform to the final recommendations of the Sub-Area 40-3 Environmental Implementation Report.
- 5.7 Prior to the first building permit issuance, the Region of Peel shall confirm that municipal water and sanitary sewer will be made available at the time the City is ready to issue an occupancy permit.
- 5.8 Prior to the registration of the first draft plan of subdivision, the elementary school site(s) shall be made available for acquisition by the School Boards in accordance with the requirements of the Staging and Sequencing Agreement.
- 5.9 The extension of Financial Drive from Mississauga Road to Heritage Road is required to be provided prior to first occupancy of any plan in accordance with the Staging and Sequencing Agreement.
- 5.10 In recognition of the designated "Primary Gateway Area" along the Mississauga Road corridor that will be coordinated with the City's Gateway Beautification Program, the developers shall provide any additional land requirements to accommodate the City's gateway features

and streetscape enhancements on Mississauga Road as a condition of development approval.

- 5.11 The Developers shall contribute financially towards the City's gateway features and streetscape enhancements on Mississauga Road as a condition of development approval.
- 5.12 Prior to final (Stage Two) block plan approval for Block Plan 40-3, the following information shall be submitted to the City for approval.
- (i) A Transportation Impact Assessment be approved to the satisfaction of the City and the Region of Peel; including an analysis confirming potential transit routes, stops and the ability to tie in with other transit options and corridors;
  - (ii) A Growth Management Phasing and Sequencing Strategy Plan, which amongst other things, demonstrates the priority infrastructure, including whether or not the North-South Collector Road within the west half of Lot 2, Concession 5, WHS forms part of the priority infrastructure that is required in support of the first phase of development to the satisfaction of the City, in consultation with the Region of Peel, the Peel District School Board, the Dufferin-Peel Catholic District School Board, and Credit Valley Conservation. The Developers Group shall make arrangements; satisfactory to the City, to prepare a Spine Servicing Agreement, or other appropriate agreement, for all required infrastructure related to the construction of the north-south collector road, between Steeles Avenue West and Heritage Road;
  - (iii) A Cost Sharing Agreement shall be prepared to the satisfaction of the City and the Region of Peel and shall contain financial mechanisms and commitments for ensuring the preservation of identified heritage resources amongst benefiting landowners, and shall ensure that all costs associated with the construction of the centre landscape median along Mississauga Road, from Steeles Avenue to the Credit Valley shall be at the expense of the Land Owners Group on both sides of Mississauga Road, and that additional lands for road widening may be required;
  - (iv) The Landowners Group shall make arrangements; satisfactory to the City, to prepare a Single Source Agreement for the construction of the growth portion of Financial Drive, between Mississauga Road and Heritage Road, and the North-South Collector Road from Heritage Road to Steeles Avenue, including related bridge structures;

- (v) Detailed Community Design Guidelines – Open Space and Architectural, to the satisfaction of the City, including, but not limited to the following:
- a) Details on the implementation for Upscale Executive housing requirements and the fulfillment of the Block Plan in meeting the criteria established in the Design Workbook for Brampton’s Upscale Executive Special Policy Areas;
  - b) A streetscape plan for Heritage Road which recognizes the existing heritage properties, and which provides design considerations for the future widening of this road;
  - c) A special upgraded architectural treatment shall be provided for the rear facades of residential development that are exposed as a result of being located adjacent to a stormwater management pond;
  - d) The integration of Mixed Use development adjacent to residential development will require special design attention in terms of loading and garbage disposal. As such, special consideration will also need to be given to the depth of these lots / blocks to ensure that a feasible design can be achieved;
  - e) A detailed Bicycle / Pedestrian / Pathways Plan which identifies proposed pathways routing throughout the block plan area, incorporating both on and off street recommendations, connecting to the proposed Credit River Valley pathway, and detailing, where necessary, proposed on-street design standards, grading information, environmental conditions, required Credit Valley Conservation and City of Brampton setbacks and other applicable information shall be approved to the satisfaction of the Commissioner of Planning Design and Development;
  - f) A conceptual facility fit plan for the Community Park;
  - g) A conceptual facility fit plan for each of the planned Neighbourhood Parks;
  - h) A proposed facility fit plan for the planned Stormwater Management Facilities;
  - i) Proposed streetscaping, gateway and other proposed landscaping elements;
  - j) Community entry features will need to be designed adjacent to the executive housing enclaves; and,

- k) An upgraded, ornate bridge design shall be provided along the southerly most crossing of the North-South Collector Road and the Lev Creek, given that it will provide the main entrance into Sub Area 3;
- (vi) A facility fit plan for the school sites to the satisfaction of the City of Brampton in consultation with the respective School Board;
- (vii) A Demonstration Plan which indicates how long term comprehensive development will be achieved with the existing residential lots and the proposed Executive Residential lands adjacent to the Credit Valley within Lot 5, Concession 5, W.H.S.;
- (viii) An Environmental Implementation Report (EIR) to the satisfaction of the City, in consultation with the Region of Peel, and Credit Valley Conservation. As part of the EIS, it will be necessary to identify the environmental buffer widths, including buffers for pedestrian pathways located adjacent to these features. In this regard, it will be necessary to demonstrate the feasibility of what buffer widths are required to accommodate the pedestrian pathways and their associated setback prior to Stage Two approval. In the absence of this analysis, an additional 9 metre setback shall be provided for pathways that are located along the Credit River Valley corridor and the northern edge of the Embleton Pond PSW community;
- (ix) Environmental Assessment approval which shall include, amongst other things, a final Environmental Study Report for the North-South and East-West Collector Roads, which includes resolution of the bridge span(s) across the two valley features;
- (x) A Preliminary Noise Report to the satisfaction of the City of Brampton and the Region of Peel;
- (xi) An Archaeological Impact Assessment which shall mitigate, through avoidance or documentation, adverse impacts to any significant archaeological resources found, to the satisfaction of the City. No demolition, grading, filling, or any form of soil disturbances, shall take place on the subject property prior to the issuance of a Clearance Letter from the Ministry of Culture to the City of Brampton indicating that all archaeological resource concerns have met all licensing and resource conservation requirements. In this regard, the applicant is required to notify the City's Heritage Coordinator in writing, no later than 14 days prior to undertaking, of any site work being undertaken in the performance of an Archaeological Impact Assessment;
- (xii) A Vegetation Assessment and Retention Report be approved to the satisfaction of the Commissioner of Planning Design and Development

and any conditions of approval, including necessary revisions to the Block Plan be accommodated;

- (xiii) A Heritage Impact Assessment is to be undertaken for all identified heritage resources in accordance with the Terms of Reference set out by the City; and shall be completed to the satisfaction of the Commissioner of Planning, Design, and Development. Any resulting conditions of approval, including necessary revisions to the Block Plan shall be accommodated;
- (xiv) An assessment of items to be included in the cost of providing Enhanced Public Realm features, and the associated long-term cost to the City shall be submitted to the satisfaction of the City;
- (xv) An assessment of the feasibility to locate round-a-bouts at key street intersections and their detailed engineering design to the satisfaction of the City. All costs associated with the implementation shall be at the developer's cost. However, if it can not be demonstrated to the satisfaction of the City that round-a-bouts can function from a planning, transportation, operations, emergency services, and design perspective to the satisfaction of the Commissioner of Works and Transportation and the Commissioner of Planning, Design and Development, then this feature shall be removed from the block plan and alternate traffic design features shall be approved as deemed necessary by the City. Revisions to the Block Plan and physical layout resulting from this analysis shall be accommodated. The Region of Peel shall be consulted on the suitability of potential round-a-bout locations near roads that are under their jurisdiction;
- (xvi) An assessment of the Opportunities to integrate Low Impact Development (LID) design features on a site specific or community wide basis shall be submitted to the satisfaction of the City;
- (xvii) A list of Warning Clauses should be prepared for Bram West Sub Area 3, including notice of the existing industrial lands located west of Heritage Road, along with information on the Reserve Elementary and Secondary School Sites;
- (xviii) A final (Stage Two) Community Block Plan Concept shall be submitted, and which reflects changes resulting from the aforementioned technical submissions